China Wholesale Centre Ltd

FORMER LANCASHIRE DAIRIES, CHEETHAM HILL, MANCHESTER

Transport Statement

VN20156

October 2012

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1 INTRODUCTION

1.1 Introduction

1.1.1 Vectos have been instructed by China Wholesale Centre Ltd to advise on the traffic and transportation aspects of proposals for a B8 land use development on the former Lancashire Dairies site in Cheetham Hill, Manchester

1.1.2 The location of the application site in relation to the wider area is shown in **Plan 1** while **Plan 2** shows the location of the site in a more local context.

1.1.3 The report provides information on the traffic and transport planning aspects of the development proposals and will form supplementary information to assist in the determination of a planning application (Application Number – 100305/FO/2012).

1.2 Scope of Report

1.2.1 Following this introduction the report will consider the development site and its location in Section 2. Section 3 of the report provides details of the development proposals and Section 4 considers the accessibility of the site by non-car modes.

1.2.2 Section 5 presents the traffic impact assessment, Section 6 provides details of the site layout and the conclusions are then drawn together in Section 7.

2 DEVELOPMENT SITE AND IT'S LOCATION

2.1 Development Site and Its Location

2.1.1 The development site is located in the Cheetham Hill area of Manchester, with Derby Street located along the northern boundary, Woolley Street along the eastern boundary, knowsley Street to the south and Blacklock Street to the west of the site

2.1.2 The development site is currently vacant and has a site area of 0.68 hectares, the site previously consisted of the Former Lancashire Dairies site and had an approximate gross floor area of 3,050m² (32,830ft²). The existing site layout can be seen as **Plan 3**.

2.2 Access

2.2.1 Access to the site will be afforded at three locations, the first will be an entrance only from Derby Street, and the second access will be an all movements junction off Woolley Street and an all movement junction from Blacklock Street. All of the proposed site access junctions will be priority controlled and also provide access for pedestrians.

2.3 Highway Provision

2.3.1 Derby Street to the north of the site provides a connection from the site to A665 Cheetham Hill Road to the east and Waterloo Road located to the west of the site. A665 Cheetham Hill Road is one of the main arterial routes in and out of Manchester City Centre.

2.3.2 Knowsley Street which runs along the southern boundary of the site also connects to the A665 Cheetham Hill Road in the form of a priority controlled junction.

3 DEVELOPMENT PROPOSALS

3.1.1 The development proposals consist of an overall provision of 8,456m² (91,020ft²) of B8 storage/distribution. The development will consist of eight separate units and these will be as follows:

- Unit 1 – 2,978m² (32,055ft²).
- Unit 2 - 986m² (10,613ft²).
- Unit 3 - 986m² (10,613ft²).
- Unit 4 - 986m² (10,613ft²).
- Unit 5 - 630m² (6,781ft²).
- Unit 6 - 630m² (6,781ft²).
- Unit 7 - 630m² (6,781ft²).
- Unit 8 - 630m² (6,781ft²).
- **Total – 8,456m² (91,020ft²).**

3.1.2 As previously stated it is proposed to provide three separate access points, one entrance only from Derby Street and two all movement junctions one from Woolley Street and one from Blacklock Street. All access points will have gates provided, however these will remain open during the operating hours.

3.1.3 There will be an overall car parking provision of 56 spaces along with two internal loading bays and two external loading bays located along Woolley Street and Blacklock Street.

3.1.4 The proposed site plan can be seen as **Plan 4**.

4 ACCESS BY A CHOICE OF MODE OF TRANSPORT

4.1 Introduction

4.1.1 New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current and emerging national and local planning policy.

4.1.2 The accessibility of the proposed development by the following modes of transport has, therefore been considered:

- Accessibility on foot.
- Accessibility by cycle.
- Accessibility by bus.
- Accessibility by rail.

4.2 Accessibility on Foot

4.2.1 Pedestrian access to the site is afforded off Derby Street, Woolley Street and Blacklock Street with connections to the existing footway network surrounding the site.

4.2.2 The closest bus route is located within 400 metres from the site along A665 Cheetham Hill Road.

4.2.3 A distance of 2,000 metres has been derived from the Institution of Highways and Transportation (IHT) document entitled 'Guidelines for Providing for Journeys on Foot' as a 'preferred maximum' distance for commuting, school and sight-seeing journeys.

4.2.4 **Plan 5** shows pedestrian catchments for 2 kilometres and this indicates the areas that can be easily reached based on a leisurely walk from the site.

4.2.5 From **Plan 5** it can be seen that the 2 kilometre catchment area encompasses the whole of Cheetham Hill along with the majority of Manchester City Centre and areas of Salford.

4.2.6 Manchester Victoria Railway Station is located around 850 metres from the proposed site and will offer the opportunity to access the site by rail.

4.2.7 In conclusion, the proposed development site is accessible by foot.

4.3 Accessibility by Cycle

4.3.1 An alternative mode of travel to the development could be achieved by cycle.

4.3.2 Although replaced by National Planning Policy Framework (NPPF), PPG13 is still a pertinent document and states that cycling has the 'potential to replace short car journeys, particularly those under 5 kilometres' as such, this distance still remains the industries best practice. As such, **Plan 6** shows a 5 kilometre catchment from the boundary of the application site.

4.3.3 As can be seen from **Plan 6** the 5 kilometre cycle catchment encompasses a large area of Manchester including the City Centre, Salford, Prestwich, Moston, Failsworth, Openshaw, Longsight and Trafford Park.

4.3.4 As such the site can be considered as being accessible by cycle.

4.4 Accessibility by Bus

4.4.1 An existing bus route is located along A665 Cheetham Hill Road at around 350 metres from the site.

4.4.2 When considering how accessible a site is to bus services it is generally accepted that 400 metres is a suitable walking distance to a bus stop. This distance has been taken from the IHT Guidelines on Planning for Public Transport for Development.

4.4.3 Table 4.1 provides a summary of the bus services and frequencies that operate within 400 metres of the site.

Serv.	Route	Frequency/Hour					
		Mon-Fri				Sat	Sun
		AM Peak	Mid day	PM Peak	Off Peak		
88	Piccadilly-Moston-White Moss-Manchester	3	3	4	3	3	2
89	Manchester-Cheetham-Moston-Piccadilly	4	4	4	2	4	2
135	Bury-Whitefield-Cheetham Hill-Manchester	8	8	8	3	8	6

Table 4.1 – Bus Services Operating along Cheetham Hill Road

4.4.4 As can be seen from Table 4.1, during the busiest peak hours of the day there is a frequency of around 15 buses per hour in each direction which operate within 400 metres of the site.

4.4.5 It can be concluded that the site is currently well served by bus and can be considered as accessible by bus.

4.5 Accessibility by Rail

4.5.1 As previously stated Manchester Victoria Railway Station is situated approximately 850 metres from the proposed development site and provides access to destinations all over the country.

4.5.2 Table 4.2 illustrates the services operated from Manchester Victoria Railway Station along with their frequencies.

Route	Max Frequency (peak periods) - Monday-Friday	
	Frequency	Duration
Stalybridge	2 per hour	15 mins
Rochdale	4 per hour	19 mins
Huddersfield	1 per hour	45 mins
Wigan Wallgate	5 per hour	42 mins
Blackpool North	1 per hour	1hr 30 mins
Leeds	3 per hour	1hr 25mins
Kirkby	1 per hour	1hr 11mins
Clitheroe	1 per hour	1hr 19mins
Southport	1 per hour	1hr 15mins
Liverpool Lime Street	1 per hour	1hr 04mins
Selby	1 per hour	2hr 06mins

Table 4.2 – Existing Rail Services

4.5.3 As Table 4.2 illustrates, Manchester Victoria Railway Station provides direct and high frequency services, to many local and regional destinations.

4.5.4 The site can therefore be considered as being accessible by rail.

4.6 Multi-Modal Trip Generation

4.6.1 In order to assess the modal split of trips generated by the proposed use the TRICS database was utilised using the "Warehousing (Commercial)" sub-heading. Trip rates per 100m² were obtained for pedestrians, cyclists and public transport users for the busiest periods of the day. The full TRICS outputs are contained within **Appendix 1**.

4.6.2 The modal split figures for the weekday peak hour for the proposed B8 use are shown within Table 4.2 below.

Mode	Trip Rates/100m²			Trip Generation		
	Arr	Dep	2-Way	Arr	Dep	2-Way
Pedestrian	0.009	0.014	0.023	1	1	2
Cyclist	0.011	0.012	0.023	1	1	1
PT User	0.004	0.002	0.006	0	0	0

Table 4.2 – Weekday Peak Hour Multi – Modal Trip Generation for Proposed B8 Development

4.6.3 As can be seen from Table 4.2 it is forecast that the majority of people would access the site by walking and cycling with a small percentage using public transport. As such, it can be concluded that the existing infrastructure can more than adequately cater for the proposed demand by non-car modes.

4.7 Conclusion

4.7.1 An analysis has been completed that studies the accessibility of the site by walking, cycling and public transport and the conclusions are as follows:

- The site is accessible by foot with a network of pedestrian facilities surrounding the site and providing connections to the local residential and employment areas.
- There is a bus service within 400 metres of the site which is located along Cheetham Hill Road.
- The site is located approximately 850 metres from Manchester Victoria Railway Station which will offer an excellent opportunity to access the site by rail.

4.7.2 In conclusion, the proposed development can be considered to be accessible for pedestrians, cyclists and public transport users.

5 TRAFFIC IMPACT

5.1 Introduction

5.1.1 This section of the report will consider the previous traffic generation of the existing site based on a B2 use class along with a consideration of the site operating as B8 storage and distribution use class and then provide a comparison.

5.2 Existing Traffic Flows

5.2.1 As previously stated the existing site has an overall gross floor area of 3,050m² (32,830ft²), however, the site is currently vacant and the site has now been cleared, as such in order to calculate the potential traffic generation which was previously generated by the existing use class, the industry standard database TRICS has been utilised.

5.2.2 An interrogation of the TRICS database has been undertaken using the "Industrial Unit" range for the existing use class. The surveys included within the TRICS analysis have included sites with a similar floor area and location type. Table 5.1 summarises the trip rates and associated traffic generation for the potential existing B2 use and the full TRICS outputs are contained within **Appendix 2**.

Time Period	(B2 Use) Existing Site Trips					
	Trip Rate/100m²			Traffic Flows		
	Arr	Dep	2-Way	Arr	Dep	2-Way
Weekday AM Peak	0.817	0.144	0.961	25	4	29
Weekday PM Peak	0.079	0.694	0.773	2	21	23

Table 5.1 – Traffic Generation for Existing Site Use (3,050m²)

5.2.3 As can be seen from Table 5.1 the existing B2 site previously generated in the order of 29 two-way trips during the weekday AM peak hour and 23 two-way trips during the weekday PM peak hour.

5.3 Proposed Traffic Flows

5.3.1 As previously stated the proposals consist of eight B8 storage and distribution units with an overall gross floor area of 8,456m² (91,020ft²).

5.3.2 An interrogation of the TRICS database has been undertaken using the "Warehousing Commercial" range for the proposed B8 use class. The surveys included within the TRICS database have included sites with a similar floor area and location. Table 5.3 summarises the trips rates and associated traffic generation for the proposed B8 use and the full TRICS outputs are contained within **Appendix 3**.

Time Period	(B8 Use) Proposed Site Trips					
	Trip Rate/100m²			Traffic Flows		
	Arr	Dep	2-Way	Arr	Dep	2-Way
Weekday AM Peak	0.313	0.195	0.508	26	16	42
Weekday PM Peak	0.104	0.260	0.364	9	22	31

Table 5.3 – Traffic Generation for Proposed Site Use (8,456m²)

5.3.3 As can be seen from Table 5.3 the proposed B8 unit will to generate around 42 two-way trips during the weekday AM peak hour and 31 two-way trips during the weekday PM peak hour.

5.4 Traffic Impact Comparison

5.4.1 Table 5.5 provides details of the total previous existing site traffic (B2 Use), the proposed total development traffic (B8 Use) along with a comparison of the traffic flows.

Time Period	B2 Existing Use			B8 Proposed Use			Difference		
	Arr	Dep	2way	Arr	Dep	2way	Arr	Dep	2way
Weekday AM Peak Hour	25	4	29	26	16	42	+1	+12	+13
Weekday PM Peak Hour	2	21	23	9	22	31	+7	+1	+8

Table 5.5 – Traffic Impact Comparison

5.4.2 As can be seen from Table 5.5 the proposed B8 storage and distribution units would generate approximately 13 additional two-way trips during the weekday AM peak hour and 8 additional two-way trips during the weekday PM peak hour.

5.5 Summary

5.5.1 It has been demonstrated that the proposed B8 land use at the Former Lancashire Dairies would result in a negligible impact in terms of overall traffic generation during the weekday peak hour periods when compared to the previous B2 land use.

6 SITE LAYOUT

6.1 Introduction

6.1.1 This section of the report will detail the proposed site access arrangement, servicing and the car parking provision.

6.2 Site Access

6.2.1 A previously detailed there are three proposed site access points, an entrance only from Derby Street, and all movement junctions from Woolley Street and Blacklock Street. The proposed site access arrangements and site layout can be seen on **Plan 4**.

6.3 Servicing

6.3.1 Service access to the site will be afforded from Blacklock Street and Woolley Street, in order to demonstrate that access by larger vehicles, such as a refuse vehicle can be achieved, a vehicular tracking exercise has been undertaken and identified on **Plan 7**. This plan identified that the proposed layout can accommodate these vehicle movements.

6.4 Parking

6.4.1 As part of the development scheme it is proposed to provide 56 car parking spaces which are in accordance with Manchester City Council's maximum car parking standards. With respect to cycle parking on the site, it is proposed to cater for this within each individual unit.

6.5 Proposed Car Parking Accumulation

6.5.1 In order to provide greater details of the likely car parking accumulation associated with the proposed development scheme the TRICS analysis contained in **Appendix 3** has been used for a weekday to calculate the potential car parking accumulation.

6.5.2 The trip rates, for both arrivals and departures have been multiplied by the size of the overall B8 development to obtain the number of trips associated with the proposals for each hourly period.

6.5.3 A daily profile for a weekday has been obtained by adding the arrivals and subtracting the departures from the previous hour total to give the number of cars parked within the proposed site for each hour period.

6.5.4 Table 6.1 provides a summary of the overall car parking accumulation for the proposed site for a weekday period.

Time Period	Traffic Flows		Car Park Accum.	Capacity (%)
	Arr	Dep		
0700-0800	20	7	15	27%
0800-0900	26	16	25	45%
0900-1000	16	16	25	44%
1000-1100	13	13	25	44%
1100-1200	16	12	28	51%
1200-1300	18	16	30	54%
1300-1400	17	17	31	55%
1400-1500	**20**	**19**	**32**	**57%**
1500-1600	16	19	29	52%
1600-1700	15	20	23	42%
1700-1800	9	22	10	18%
1800-1900	1	10	1	2%

Table 6.1 – Car Parking Accumulation for Proposed B8 Development (Weekday)

6.5.5 As can be seen from Table 6.1 there will be a maximum accumulation of 32 cars during a typical weekday, which equates to a maximum occupancy of 57%. This demonstrates that car parking demand for this scheme can be accommodated for within the curtilage of the site, thus negating any need for vehicles to park on the surrounding highway network.

7 CONCLUSIONS AND RECOMMENDATIONS

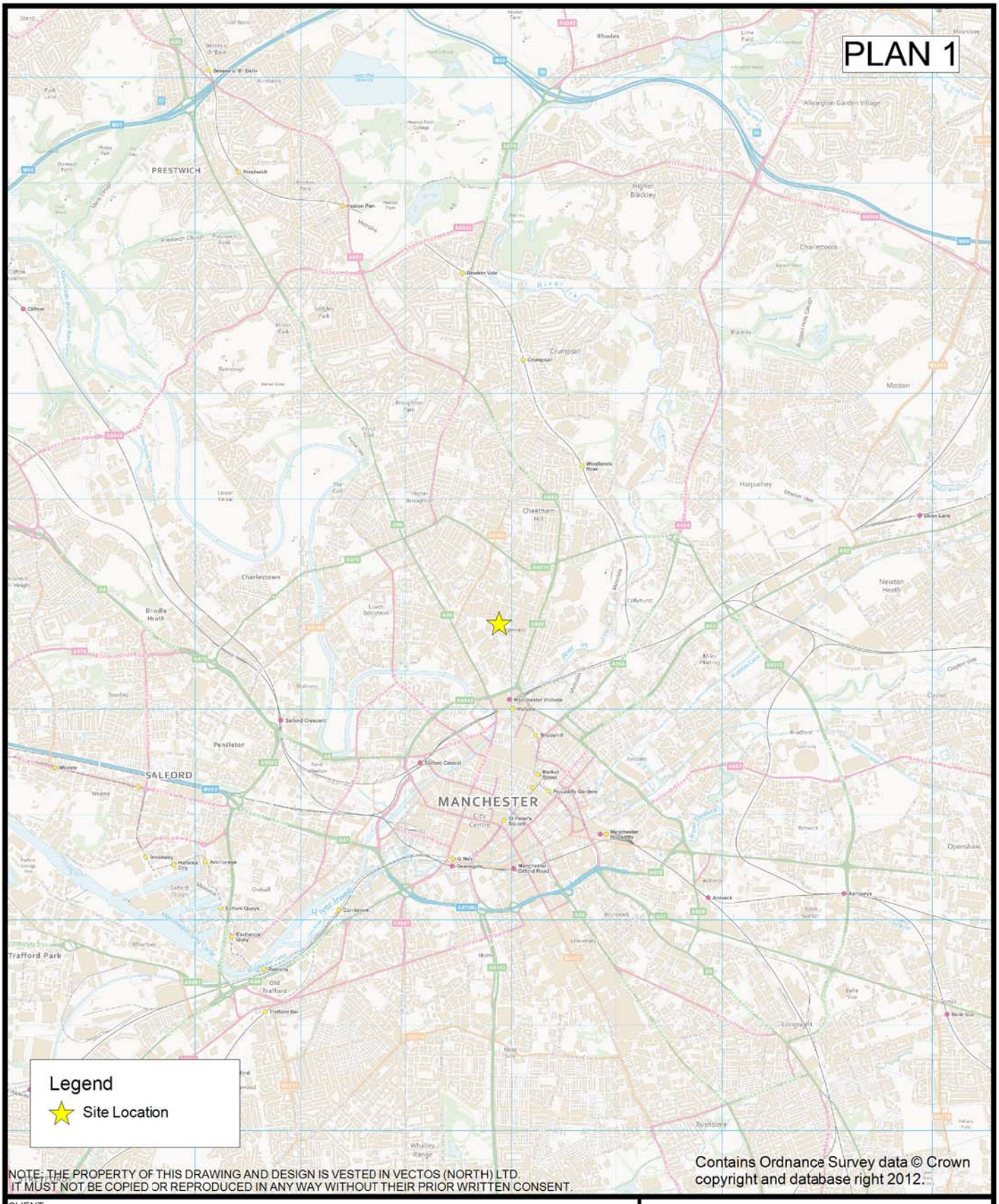
7.1.1 This report has considered the proposals to provide a B8 storage and distribution development on the Former Lancashire Dairies site in the Cheetham Hill area of Manchester.

7.1.2 The conclusions can be summarised as follows:

- The site is accessible by sustainable modes of travel;
- There is an established network of footways located within the vicinity of the site providing links to the surrounding employment and residential areas;
- There is an excellent bus route located within 400 metres of the site.
- The proposals will have no material impact on the surrounding highway network when compared to the previously existing B2 use.

7.1.3 In conclusion, there are no highway or transportation reasons why the proposals should not receive planning consent.

PLANS



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CLIENT:

China Wholesale Centre Ltd

DRAWING TITLE:

Site Location

PROJECT TITLE:

Former Lancashire Dairies, Cheetham Hill

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Site Location (Local Context)

PROJECT TITLE:

Former Lancashire Dairies, Cheetham Hill

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All structural components shown are indicative only. Details / calculations of structural members are to be provided by the Structural Engineer.

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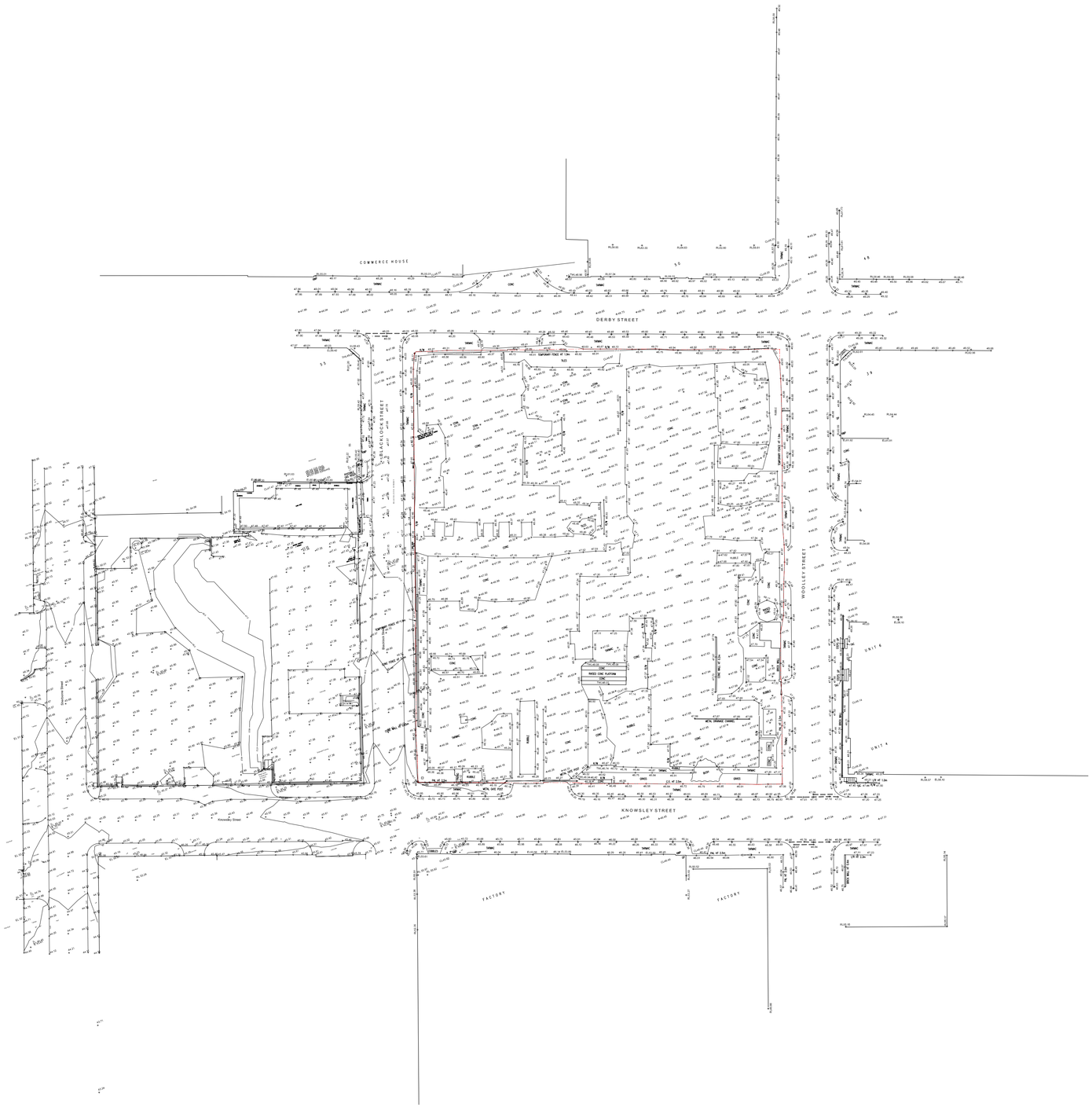
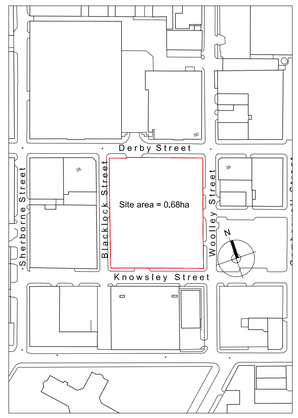
A	Submission of Planning Application	22/08/2012
B	Receipt of topographical survey	11/09/2012

PLAN 3





Location Plan 1:2500

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Client:
China Wholesale Centre Ltd

Project:
Former Lancashire Dairies Site, Cheetham Hill, M8 8LB

Drawing Title:
Location Plan & Existing Site Plan

Scale: 1:2500 / 1:500 @ A1

Date: July 2012

Drawing No: 8406/001

Revision: B

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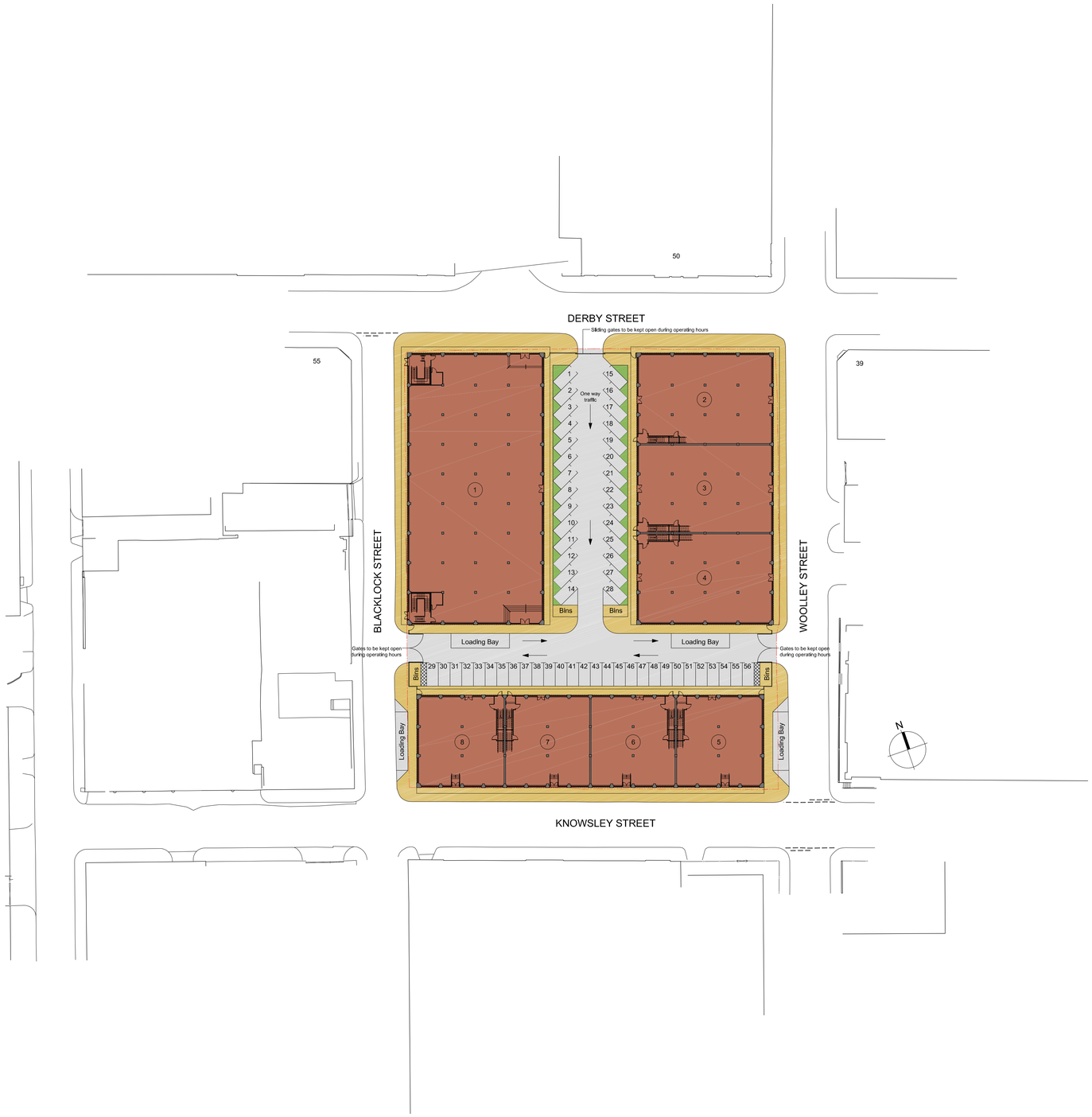
A	Redrawn	14/07/2011
B	Redrawn	15/07/2011
C	Unit sizes altered	18/07/2011
D	Units 8 - 16 amended	20/07/2011
E	Blacklock Street site incorporated into proposals	13/07/2012
F	Client amendments following meeting with planner on 16/07/12	19/07/2012
G	Blacklock Street site removed from proposals	08/08/2012
H	Submission of Planning Application	22/08/2012
J	Amendments following receipt of topographical survey	11/09/2012

PLAN 4



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Client:
China Wholesale Centre Ltd

Project:
Former Lancashire Dairies Site, Cheetham Hill, M8 8LB

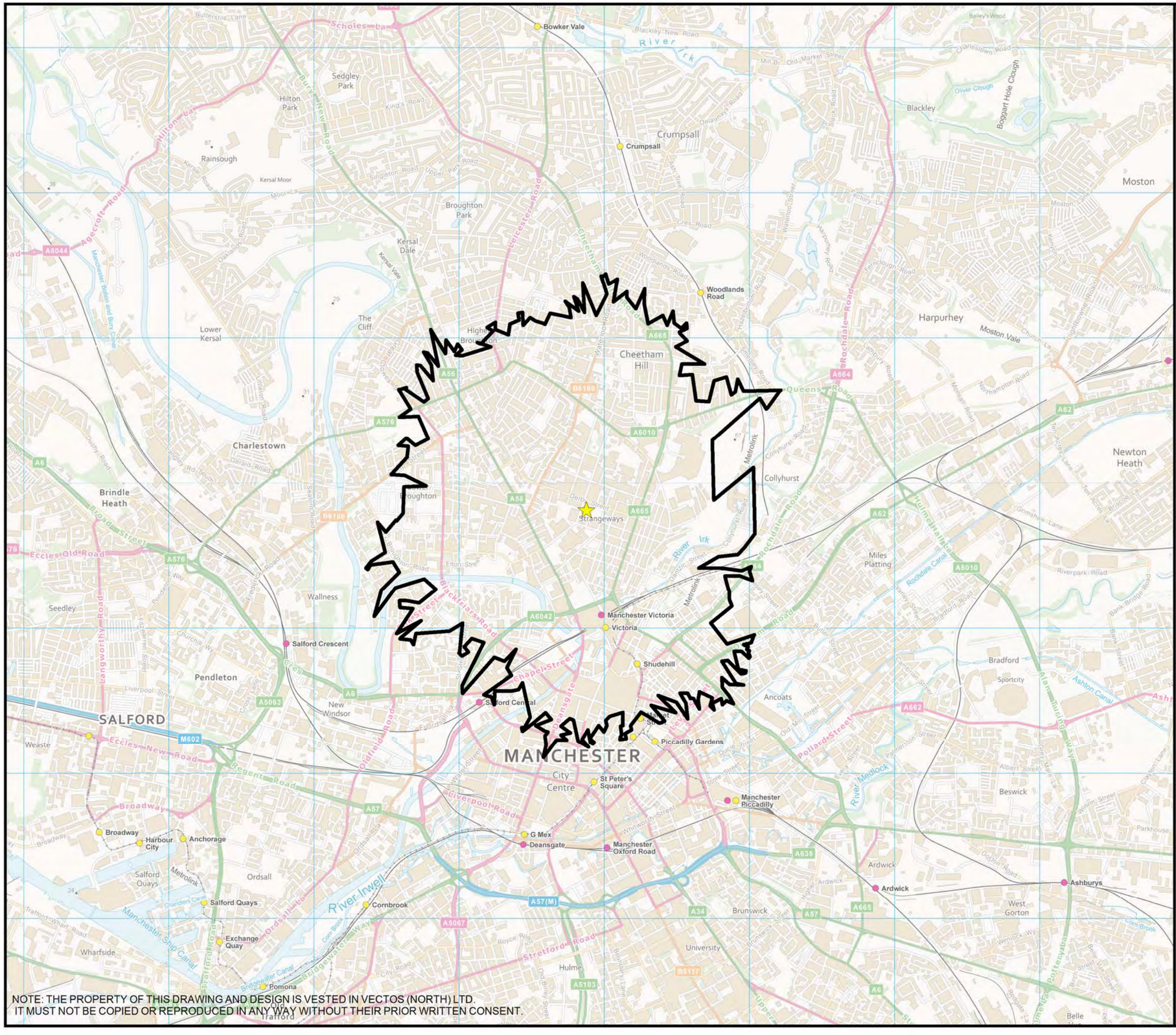
Drawing Title:
Proposed Site Plan

Scale:
1:500 @ A1

Date:
June 2011

Drawing No:
8406/101

Revision:
J



PLAN 5

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CLIENT:

China Wholesale Centre Ltd

PROJECT TITLE:

Former Lancashire Dairies
Cheetham Hill

DRAWING TITLE:

2km Pedestrian Catchment

SCALE:

1:25000 at A3

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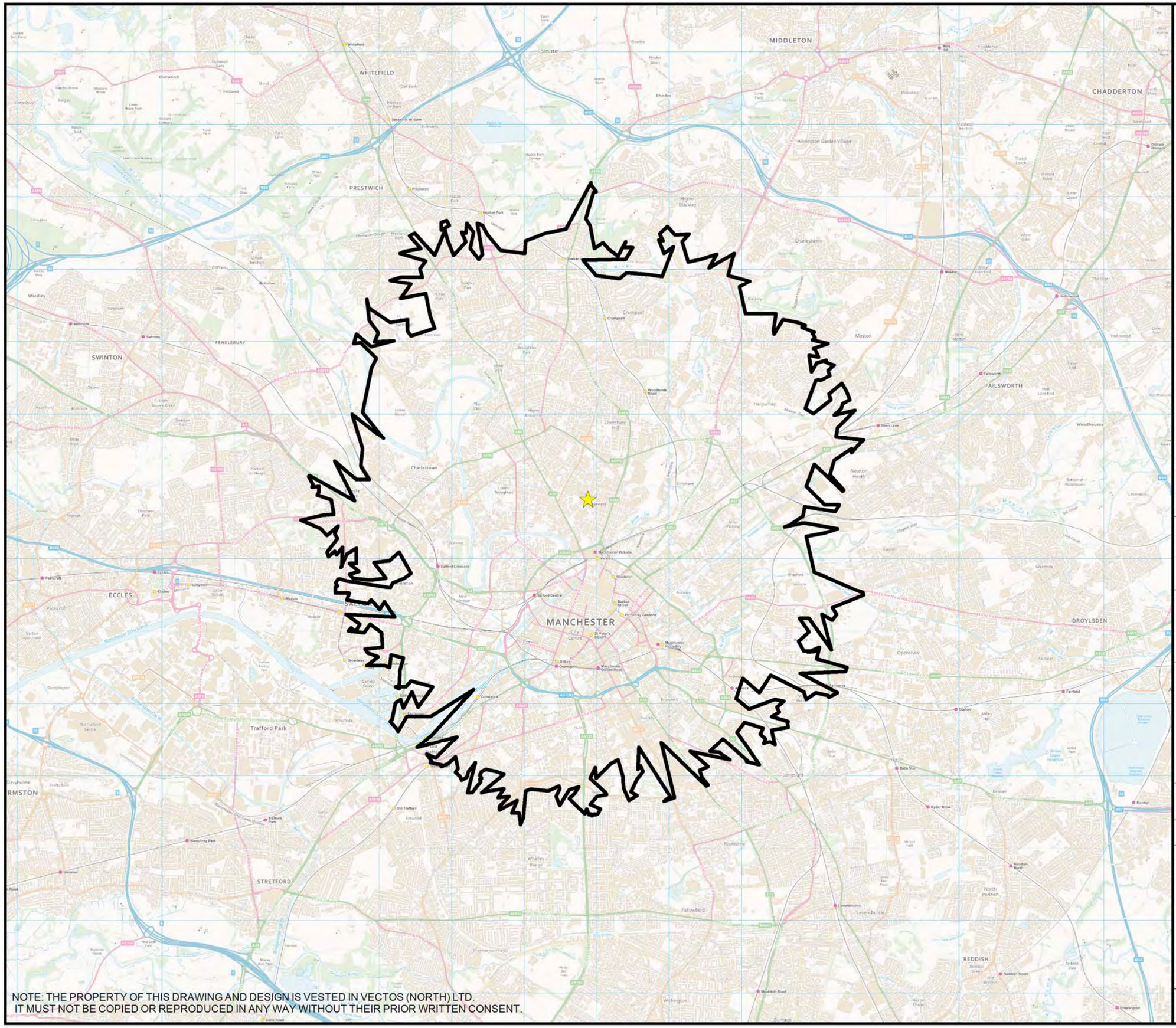

Legend

Site Location

5km Catchment

PLAN 6

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CLIENT:

China Wholesale Centre Ltd

PROJECT TITLE:

Former Lancashire Dairies
Cheetham Hill

DRAWING TITLE:

5km Cycle Catchment

SCALE:

1:50000 at A3

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PLAN 7

REV.	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:

China Wholesale Centre Ltd

PROJECT:

Blacklock Street, Cheetham Hill

DRAWING TITLE:

Vehicular Track

SCALES:

1:500 at A3

DRAWN:	CHECKED:	DATE:
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APPENDICES

Appendix 1

Multi-Modal Trip Rates – B8 Land Use

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
09	NORTH		
	TV	TEES VALLEY	1 days

Filtering Stage 2 selection:

Parameter:	Gross floor area
Actual Range:	32300 to 80066 (units: sqm)
Range Selected by User:	3824 to 80066 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/04 to 29/11/10

Selected survey days:

Monday	1 days
Tuesday	1 days

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town	2

Selected Location Sub Categories:

Industrial Zone	1
No Sub Category	1

LIST OF SITES relevant to selection parameters

1 LN-02-F-01 BOOK SERVICE, GRANTHAM LINCOLNSHIRE
TRENT ROAD

GRANTHAM
Edge of Town
No Sub Category
Total Gross floor area: 32300 sqm
Survey date: MONDAY 29/11/10 Survey Type: MANUAL

2 TV-02-F-02 ARGOS WAREHOUSE, DARL'TON TEES VALLEY
ROUNDHOUSE ROAD
FAVERDALE
DARLINGTON
Edge of Town
Industrial Zone
Total Gross floor area: 80066 sqm
Survey date: TUESDAY 07/10/08 Survey Type: MANUAL

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
07:30 - 08:00	2	56183	0.001	2	56183	0.000	2	56183	0.001
08:00 - 08:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
08:30 - 09:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
09:00 - 09:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
09:30 - 10:00	2	56183	0.002	2	56183	0.001	2	56183	0.003
10:00 - 10:30	2	56183	0.000	2	56183	0.002	2	56183	0.002
10:30 - 11:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
11:00 - 11:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
11:30 - 12:00	2	56183	0.000	2	56183	0.001	2	56183	0.001
12:00 - 12:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
12:30 - 13:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
13:00 - 13:30	2	56183	0.004	2	56183	0.001	2	56183	0.005
13:30 - 14:00	2	56183	0.007	2	56183	0.011	2	56183	0.018
14:00 - 14:30	2	56183	0.000	2	56183	0.004	2	56183	0.004
14:30 - 15:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
15:00 - 15:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
15:30 - 16:00	2	56183	0.000	2	56183	0.001	2	56183	0.001
16:00 - 16:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
16:30 - 17:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
17:00 - 17:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
17:30 - 18:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
18:00 - 18:30	2	56183	0.000	2	56183	0.002	2	56183	0.002
18:30 - 19:00	2	56183	0.000	2	56183	0.001	2	56183	0.001
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.014			0.024			0.038

Parameter summary

Trip rate parameter range selected:	32300 - 80066 (units: sqm)
Survey date date range:	01/01/04 - 29/11/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
07:30 - 08:00	2	56183	0.003	2	56183	0.000	2	56183	0.003
08:00 - 08:30	2	56183	0.004	2	56183	0.002	2	56183	0.006
08:30 - 09:00	2	56183	0.001	2	56183	0.000	2	56183	0.001
09:00 - 09:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
09:30 - 10:00	2	56183	0.009	2	56183	0.000	2	56183	0.009
10:00 - 10:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
10:30 - 11:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
11:00 - 11:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
11:30 - 12:00	2	56183	0.000	2	56183	0.001	2	56183	0.001
12:00 - 12:30	2	56183	0.001	2	56183	0.002	2	56183	0.003
12:30 - 13:00	2	56183	0.000	2	56183	0.001	2	56183	0.001
13:00 - 13:30	2	56183	0.003	2	56183	0.001	2	56183	0.004
13:30 - 14:00	2	56183	0.009	2	56183	0.005	2	56183	0.014
14:00 - 14:30	2	56183	0.000	2	56183	0.009	2	56183	0.009
14:30 - 15:00	2	56183	0.000	2	56183	0.001	2	56183	0.001
15:00 - 15:30	2	56183	0.000	2	56183	0.001	2	56183	0.001
15:30 - 16:00	2	56183	0.000	2	56183	0.002	2	56183	0.002
16:00 - 16:30	2	56183	0.000	2	56183	0.002	2	56183	0.002
16:30 - 17:00	2	56183	0.001	2	56183	0.003	2	56183	0.004
17:00 - 17:30	2	56183	0.000	2	56183	0.001	2	56183	0.001
17:30 - 18:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
18:00 - 18:30	2	56183	0.001	2	56183	0.004	2	56183	0.005
18:30 - 19:00	2	56183	0.001	2	56183	0.001	2	56183	0.002
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.033			0.036			0.069

Parameter summary

Trip rate parameter range selected:	32300 - 80066 (units: sqm)
Survey date date range:	01/01/04 - 29/11/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	2	56183	0.001	2	56183	0.000	2	56183	0.001
07:30 - 08:00	2	56183	0.002	2	56183	0.000	2	56183	0.002
08:00 - 08:30	2	56183	0.001	2	56183	0.000	2	56183	0.001
08:30 - 09:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
09:00 - 09:30	2	56183	0.002	2	56183	0.002	2	56183	0.004
09:30 - 10:00	2	56183	0.002	2	56183	0.000	2	56183	0.002
10:00 - 10:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
10:30 - 11:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
11:00 - 11:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
11:30 - 12:00	2	56183	0.000	2	56183	0.001	2	56183	0.001
12:00 - 12:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
12:30 - 13:00	2	56183	0.003	2	56183	0.000	2	56183	0.003
13:00 - 13:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
13:30 - 14:00	2	56183	0.001	2	56183	0.001	2	56183	0.002
14:00 - 14:30	2	56183	0.000	2	56183	0.002	2	56183	0.002
14:30 - 15:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
15:00 - 15:30	2	56183	0.000	2	56183	0.001	2	56183	0.001
15:30 - 16:00	2	56183	0.000	2	56183	0.001	2	56183	0.001
16:00 - 16:30	2	56183	0.000	2	56183	0.002	2	56183	0.002
16:30 - 17:00	2	56183	0.000	2	56183	0.002	2	56183	0.002
17:00 - 17:30	2	56183	0.000	2	56183	0.001	2	56183	0.001
17:30 - 18:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
18:00 - 18:30	2	56183	0.000	2	56183	0.003	2	56183	0.003
18:30 - 19:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.012			0.016			0.028

Parameter summary

Trip rate parameter range selected:	32300 - 80066 (units: sqm)
Survey date date range:	01/01/04 - 29/11/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Appendix 2

Vehicular Trip Rates – B2 Land Use

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
	CW	CORNWALL	1 days
	DC	DORSET	1 days
	GS	GLOUCESTERSHIRE	1 days
05	EAST MIDLANDS		
	NR	NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 days
	WM	WEST MIDLANDS	2 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	LC	LANCASHIRE	1 days
10	WALES		
	CF	CARDIFF	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Actual Range: 300 to 15000 (units: sqm)
Range Selected by User: 300 to 15000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/04 to 10/05/12

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	2 days
Thursday	5 days
Friday	1 days

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	4

Selected Location Sub Categories:

Industrial Zone	8
Commercial Zone	2
Built-Up Zone	1
No Sub Category	1

LIST OF SITES relevant to selection parameters

1 BR-02-C-01 MECH. ENGINEERS, BRISTOL BRISTOL CITY
NOVERS HILL
BEDMINSTER
BRISTOL
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 1100 sqm
Survey date: MONDAY 19/10/09 Survey Type: MANUAL

2 CF-02-C-01 PLASTICS COMPANY, CARDIFF CARDIFF
PARC-TY-GLAS
LLANISHEN
CARDIFF
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 1068 sqm
Survey date: TUESDAY 24/10/06 Survey Type: MANUAL

3 CH-02-C-01 BAKERY, NORTHWICH CHESHIRE
GADBROOK PARK
HIGH SHURLACH
NORTHWICH
Edge of Town
Industrial Zone
Total Gross floor area: 15000 sqm
Survey date: THURSDAY 21/06/07 Survey Type: MANUAL

4 CW-02-C-01 FOOD DISTRIBUTION, CAMBORNE CORNWALL
WILSON WAY
POOL
CAMBORNE
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 10200 sqm
Survey date: FRIDAY 08/06/07 Survey Type: MANUAL

5 DC-02-C-07 NEW LOOK, WEYMOUTH 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

6 GS-02-C-01 HEALTH PRODUCTS,GLOUCESTER GLOUCESTERSHIRE
ST CATHERINE STREET

GLOUCESTER
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 6604 sqm
Survey date: WEDNESDAY 26/05/04 Survey Type: MANUAL

7 HE-02-C-01 METAL. COATINGS, HEREFORD HEREFORDSHIRE
COLLEGE ROAD

HEREFORD
Edge of Town
Commercial Zone
Total Gross floor area: 1880 sqm
Survey date: THURSDAY 14/10/10 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 HF-02-C-01 IND. UNIT, W. GARDEN CITY 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

9 LC-02-C-02 RECYCLING CO., PRESTON LANCASHIRE
ESSEX STREET
RED SCAR IND ESTATE
PRESTON
Edge of Town Centre
Industrial Zone
Total Gross floor area: 8000 sqm
Survey date: THURSDAY 10/05/12 Survey Type: MANUAL

10 NR-02-C-01 PAPER COMPANY, N'HAMPTON NORTHAMPTONSHIRE
RHOSILI ROAD
BRACKMILLS
NORTHAMPTON
Edge of Town
Industrial Zone
Total Gross floor area: 11500 sqm
Survey date: THURSDAY 27/11/08 Survey Type: MANUAL

11 WM-02-C-01 METAL BEARINGS, S. COLDFIELD WEST MIDLANDS
FORGE LANE
MINWORTH
SUTTON COLDFIELD
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 4200 sqm
Survey date: TUESDAY 25/11/08 Survey Type: MANUAL

12 WM-02-C-02 ARDONPRINT, BIRMINGHAM WEST MIDLANDS
SYDNEY ROAD
SMALL HEATH
BIRMINGHAM
Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Gross floor area: 300 sqm
Survey date: WEDNESDAY 17/06/09 Survey Type: MANUAL

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	12	5593	0.143	12	5593	0.083	12	5593	0.226
07:30 - 08:00	12	5593	0.268	12	5593	0.042	12	5593	0.310
08:00 - 08:30	12	5593	0.483	12	5593	0.067	12	5593	0.550
08:30 - 09:00	12	5593	0.334	12	5593	0.077	12	5593	0.411
09:00 - 09:30	12	5593	0.162	12	5593	0.076	12	5593	0.238
09:30 - 10:00	12	5593	0.115	12	5593	0.095	12	5593	0.210
10:00 - 10:30	12	5593	0.085	12	5593	0.070	12	5593	0.155
10:30 - 11:00	12	5593	0.094	12	5593	0.066	12	5593	0.160
11:00 - 11:30	12	5593	0.061	12	5593	0.061	12	5593	0.122
11:30 - 12:00	12	5593	0.066	12	5593	0.076	12	5593	0.142
12:00 - 12:30	12	5593	0.072	12	5593	0.098	12	5593	0.170
12:30 - 13:00	12	5593	0.106	12	5593	0.128	12	5593	0.234
13:00 - 13:30	12	5593	0.194	12	5593	0.147	12	5593	0.341
13:30 - 14:00	12	5593	0.195	12	5593	0.109	12	5593	0.304
14:00 - 14:30	12	5593	0.110	12	5593	0.243	12	5593	0.353
14:30 - 15:00	12	5593	0.098	12	5593	0.113	12	5593	0.211
15:00 - 15:30	12	5593	0.061	12	5593	0.109	12	5593	0.170
15:30 - 16:00	12	5593	0.095	12	5593	0.103	12	5593	0.198
16:00 - 16:30	12	5593	0.042	12	5593	0.115	12	5593	0.157
16:30 - 17:00	12	5593	0.076	12	5593	0.219	12	5593	0.295
17:00 - 17:30	12	5593	0.052	12	5593	0.301	12	5593	0.353
17:30 - 18:00	12	5593	0.027	12	5593	0.393	12	5593	0.420
18:00 - 18:30	12	5593	0.048	12	5593	0.189	12	5593	0.237
18:30 - 19:00	12	5593	0.060	12	5593	0.125	12	5593	0.185
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			3.047			3.105			6.152

Parameter summary

Trip rate parameter range selected:	300 - 15000 (units: sqm)
Survey date date range:	01/01/04 - 10/05/12
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Appendix 3

Vehicular Trip Rates – B8 Land Use

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	SC	SURREY	1 days
03	SOUTH WEST		
	CW	CORNWALL	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days
09	NORTH		
	TV	TEES VALLEY	1 days

Filtering Stage 2 selection:

Parameter:	Gross floor area
Actual Range:	387 to 5150 (units: sqm)
Range Selected by User:	387 to 15000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/04 to 18/10/11

Selected survey days:

Tuesday	4 days
Wednesday	2 days
Friday	1 days

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3

Selected Location Sub Categories:

Industrial Zone	3
Commercial Zone	1
Residential Zone	1
No Sub Category	2

LIST OF SITES relevant to selection parameters

1 CW-02-F-01 WAREHOUSING, TRURO CORNWALL
A390
THREEMILESTONE
NEAR TRURO
Edge of Town
No Sub Category
Total Gross floor area: 5150 sqm
Survey date: TUESDAY 18/09/07 Survey Type: MANUAL

2 DS-02-F-01 ARMADILLO S. STORAGE, DERBY DERBYSHIRE
FORRESTERS BUSINESS P..
SINFIN LANE
DERBY
Edge of Town Centre
Commercial Zone
Total Gross floor area: 1900 sqm
Survey date: TUESDAY 05/07/11 Survey Type: MANUAL

3 HC-02-F-01 WAREHOUSING, SOUTHAMPTON HAMPSHIRE
MAURETANIA ROAD
NURSLING INDUSTRIAL ESTATE
SOUTHAMPTON
Edge of Town
Industrial Zone
Total Gross floor area: 4000 sqm
Survey date: WEDNESDAY 21/11/07 Survey Type: MANUAL

4 LC-02-F-02 WAREHOUSING, PRESTON LANCASHIRE
CHORLEY ROAD
WALTON-LE-DALE
PRESTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1200 sqm
Survey date: FRIDAY 22/06/07 Survey Type: MANUAL

5 SC-02-F-04 WAREHOUSING, CHERTSEY SURREY
PRETORIA ROAD

CHERTSEY
Edge of Town
No Sub Category
Total Gross floor area: 4460 sqm
Survey date: TUESDAY 27/11/07 Survey Type: MANUAL

6 TV-02-F-03 ELEC. COMPONENTS, STOCKTON TEES VALLEY
UNIT 8,NAVIGATOR COURT

STOCKTON-ON-TEES
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 387 sqm
Survey date: TUESDAY 28/06/11 Survey Type: MANUAL

7 WM-02-F-01 LEGETT LOGIS., BIRMINGHAM WEST MIDLANDS
SAMPSON ROAD NORTH

BIRMINGHAM
Edge of Town Centre
Industrial Zone
Total Gross floor area: 4000 sqm
Survey date: WEDNESDAY 17/06/09 Survey Type: MANUAL

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	7	3014	0.076	7	3014	0.019	7	3014	0.095
07:30 - 08:00	7	3014	0.161	7	3014	0.062	7	3014	0.223
08:00 - 08:30	7	3014	0.161	7	3014	0.081	7	3014	0.242
08:30 - 09:00	7	3014	0.152	7	3014	0.114	7	3014	0.266
09:00 - 09:30	7	3014	0.095	7	3014	0.123	7	3014	0.218
09:30 - 10:00	7	3014	0.090	7	3014	0.066	7	3014	0.156
10:00 - 10:30	7	3014	0.085	7	3014	0.071	7	3014	0.156
10:30 - 11:00	7	3014	0.071	7	3014	0.085	7	3014	0.156
11:00 - 11:30	7	3014	0.090	7	3014	0.081	7	3014	0.171
11:30 - 12:00	7	3014	0.095	7	3014	0.062	7	3014	0.157
12:00 - 12:30	7	3014	0.114	7	3014	0.123	7	3014	0.237
12:30 - 13:00	7	3014	0.100	7	3014	0.066	7	3014	0.166
13:00 - 13:30	7	3014	0.114	7	3014	0.123	7	3014	0.237
13:30 - 14:00	7	3014	0.090	7	3014	0.076	7	3014	0.166
14:00 - 14:30	7	3014	0.119	7	3014	0.128	7	3014	0.247
14:30 - 15:00	7	3014	0.123	7	3014	0.100	7	3014	0.223
15:00 - 15:30	7	3014	0.076	7	3014	0.128	7	3014	0.204
15:30 - 16:00	7	3014	0.109	7	3014	0.095	7	3014	0.204
16:00 - 16:30	7	3014	0.100	7	3014	0.109	7	3014	0.209
16:30 - 17:00	7	3014	0.076	7	3014	0.133	7	3014	0.209
17:00 - 17:30	7	3014	0.071	7	3014	0.137	7	3014	0.208
17:30 - 18:00	7	3014	0.033	7	3014	0.123	7	3014	0.156
18:00 - 18:30	7	3014	0.009	7	3014	0.085	7	3014	0.094
18:30 - 19:00	7	3014	0.000	7	3014	0.033	7	3014	0.033
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.210			2.223			4.433

Parameter summary

Trip rate parameter range selected:	387 - 5150 (units: sqm)
Survey date date range:	01/01/04 - 18/10/11
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0