Proposed Self-storage Facility, Sherborne Street in Manchester

Transport Statement

Prepared on behalf of
World Metal Recycling Ltd

Report Details

Issued by	Egg Transport Planning	Mob: 0333 577 0994 hello@eggtransport.co.uk www.eggtransport.co.uk
Client	World Metal Recycling Ltd	
Project Name	Proposed Self-Storage Facility at Sherborne Street in Manchester	
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1	Draft	03/10/2025	SF	First Version for Client Comment
2	Issue	03/10/2025	SF	Second Version following Client (CTH) Review

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1 Introduction

1.1 Preamble

1.1.1 Egg Transport Planning has been commissioned by World Metal Recycling Ltd to provide transport and highways advice in relation to a planning application for a proposed self-storage facility in Cheetham Hill in Manchester.

1.1.2 The application site ('the site') comprises a parcel of land which is on the eastern side of Sherborne Street, opposite Cheetham Park. The site is a brownfield site and doesn't accommodate any buildings but benefits from two existing vehicular accesses off Sherborne Street.

1.1.3 The development proposals involve construction of a self-storage facility comprising 20 2-storey individual units, with a combined floor area of around 1,830sqm with a dedicated car parking area.

1.1.4 This Transport Statement (TS) provides information on the traffic and transport planning aspects of the development proposals and forms supplementary information to accompany the planning application. The relevant Local Planning Authority (LPA) and Local Highway Authority (LHA) is Manchester City Council (MCC).

1.2 Structure of the Report

1.2.1 Following the introductory section, the report is structured as follows:

- section 2 – describes the existing conditions at the site including the access arrangements, the local highway network, a review of highway safety with reference to the accident data analysis.
- section 3 –provides an overview of the sustainable transport options that would be available to staff based at the site;
- section 4 – explains the development proposals, focussing on the strategies for access, parking and refuse collection;
- section 5 – presents a forecast of the trips that are likely to be generated by the proposed development; and
- section 6 – summarises and concludes the report.

2 Existing Conditions

2.1 Site Location and Current Use

2.1.1 The site is located in the Cheetham Hill area of Manchester, on a parcel of land which sits to the east of Sherborne Street, opposite Cheetham Park. The postcode of the site is M8 8LR and the site location is shown on **Figure 2.1**.

Figure 2.1 – Site Location (source: google maps)



2.1.2 The site is around 0.22 hectares and comprises an area of concrete hardstanding without any building.

2.1.3 The site is bounded to the east and south by existing industrial development, to the west by Sherborne Street and to the north by a derelict mosque.

2.2 Existing Site Access

2.2.1 The site currently has two vehicular accesses from Sherborne Street which are both around 6m wide. The northern access has a gate in place whilst the southern access is fenced off. The current site accesses are shown on **Figure 2.2**.

Figure 2.2 – Current Site Accesses (source: google earth)



2.3 Local Highway Network

2.3.1 Sherborne Street runs in a north-south orientation and is subject to a 30mph speed limit. It has a carriageway width of around 7.5m and carries a single lane of traffic in each direction. It has footways and street lighting in place.

2.3.2 In the immediate vicinity of the site, Sherborne Street is without parking restrictions, however double yellow lines are in place on its eastern side from a point around 12m north of the site, which continue up its junction with Elizabeth Street.

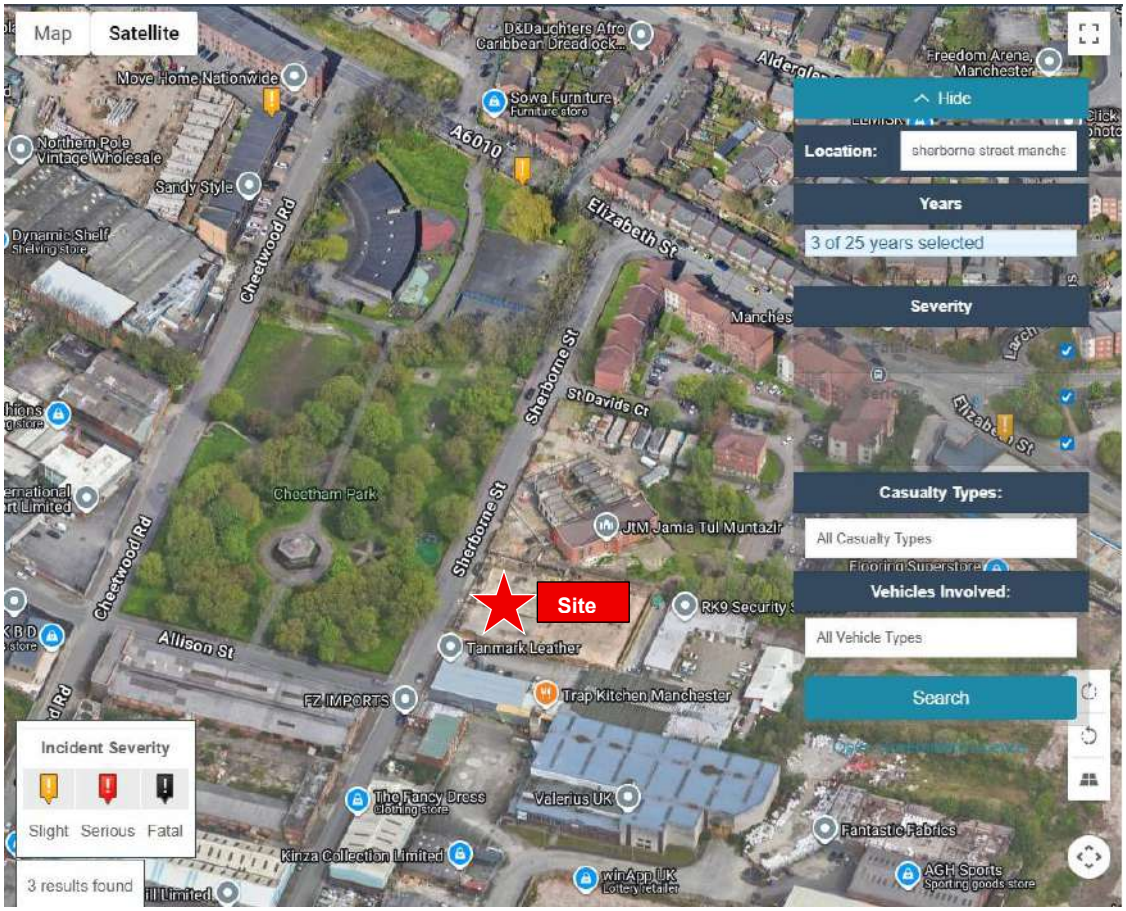
2.3.3 Further double yellow parking restrictions are in place south of the site, on the approaches to Allison Street and Broughton Street.

2.4 Personal Injury Accident Review

2.4.1 The crashmap website (crashmap.co.uk) has been used to determine whether there is evidence of any existing safety issues on the road network in the vicinity of the site. The study area considers Sherborne Street between its junctions with Elizabeth Street to the north and Allison Street to the south.

2.4.2 An extract from the crashmap website showing the accident record over a 3-year period (2021 to 2023) is shown on **Figure 2.3**.

Figure 2.3 – Highway Safety Record (Source: crashmap.co.uk)



2.4.3 **Figure 2.3** shows that over the most recent 3-year period, no accidents occurred on Sherborne Street within the study area. A single accident occurred on Elizabeth Street to the west of its junction with Sherborne Street and this was classed as 'slight' in severity.

2.4.4 The accident rate is considered to be low and there is no evidence of an existing highway safety issue that could be exacerbated by the small volume of trips that would be generated by the proposed development.

3 Sustainable Connectivity

3.1 Background

3.1.1 This section of the report examines the accessibility of the site by alternative modes of transport to the car and considers the following:

- walking;
- cycling; and
- public transport.

3.1.2 The nature of self-storage facilities is such that the vast majority of trips made to the facility would be made by customers transporting goods to and from the site. The opportunities for customers to travel using non-car modes is therefore very limited.

3.1.3 It is envisaged that one staff member (security guard) may be on site at any one time. The site's accessibility to sustainable travel modes is therefore focussed on staff travel.

3.2 Walking

3.2.1 The Institute for Highways and Transportation (IHT) publication 'Guidelines for Providing for Journeys on Foot' (2000) provides suggested walking distances which may be used for development planning purposes. The document recognises that the preferred maximum walking distance for commuting trips is 2km.

3.2.2 The 2km walk threshold includes a substantial amount of residential development including the areas of Cheetham Hill, Higher Broughton, Green Quarter and parts of Manchester city centre.

3.2.3 The roads between the site and these surrounding areas benefits from continuous footways, street lighting and pedestrian crossings which together provide a high-quality pedestrian network. It is therefore feasible that staff living in the surrounding residential areas could walk to the site.

3.3 Cycling

3.3.1 It is generally accepted that cycling has the greatest potential to substitute for short car trips, particularly those less than 5km.

3.3.2 The majority of north Manchester, including the city centre are located within a 5km of the site meaning that staff from a side area could cycle to the site.

3.3.3 The topography of the area is generally flat and many of the roads around the site are lightly trafficked with low speeds making for an attractive environment for staff to cycle to the site. The proposals include provision of cycle parking which would further encourage staff to access the site by bike.

3.4 Public Transport

Bus

3.4.1 A distance of 400m equates to a 5-minute walk approximately and is generally considered to be a reasonable walk distance between development and bus stops. This distance is quoted in the CIHT's document 'Guidelines for the Planning of Public Transport for Development'.

3.4.2 The nearest bus stops to the site are located on Waterloo Road, close to its junction with Allison Road/Barrow Hill Road (see **Figure 2.1**). These stops are approximately 160m walk distance from the site and so well within the 400m threshold.

3.4.3 This stop is served by the 59 bus service which runs from Piccadilly Gardens in Manchester city centre, to Oldham via Cheetham Hill, Higher Blackley Middleton and Chadderton. Around 4 to 5 services run per hour on weekdays and Saturdays and 2 or 3 services run per hour on Sundays.

3.4.4 In summary, the site has good accessibility to bus services with frequent bus routes serving local areas and the city centre, including the city centre railway stations.

Rail

3.4.5 The nearest railway station to the site is Manchester Victoria station which is around 1.6km from the site and could be accessed on foot in around 20 minutes. Staff could also access the site using a combination of bike and rail.

3.5 Summary

3.5.1 The site is located close to residential areas which means that staff residing in these areas could access the site on foot or on bike. There are also regular bus services that provide connectivity a range of local destinations, including Manchester city centre. Overall, the site is considered to be in a sustainable location where staff would not have to rely on the car as a means of transport to access the site.

4 Proposed Development

4.1 Site Layout

4.1.1 The development proposals involve constructing a self-storage facility (B8 use class) which would have a combined gross floor area of around 1,830sqm. The facility would comprise 20 individual units with each unit being 2-stories high. The facility would be served by a new access of Sherborne Street and offer car parking, a turning area for larger vehicles and cycle parking. The site layout is contained in **Appendix A**.

4.2 Staffing

4.2.1 The proposed layout features an area for security guards to be based in the south eastern corner of the facility. At the time of writing, the end-user has not been identified, however it is envisaged that no more than one security guard would be on site at any one time.

4.3 Vehicular Access

4.3.1 The proposals involve stopping up the two existing access point and replacing them with a single access which would be located in the centre of the site's frontage onto Sherborne Street.

4.3.2 The site access would be 5.3m wide and would feature a set of gates that would open into the site, away from the public highway. It is envisaged that the gates would be kept open during core hours, which could typically be 7am to 8am. It's likely that the facility would be accessible to customers 24 hours a day, 7 days a week with customers using a code to access the gates outside of the core hours.

4.3.3 Sherborne Street is subject to a 30m speed limit, and visibility splays of 2.4m x 43m, which accord with design standards set out in Manual for Streets, are shown on **Drawing2555-SK1**.

4.3.4 As the facility is for self-storage rather than commercial storage, the largest vehicle to access the site would typically be a Luton-style van with a 3.5 tonne weight limit. The swept paths of a large Luton-style van (length 7.3m) accessing the site and using the turning area are shown on **Drawing2555-SK2**.

4.4 Pedestrian Access

4.4.1 Pedestrians would access the site using a dedicated gate located to the south of the vehicular access. This would provide separation between vehicles and pedestrians to maximise safety. Within the site, the layout features pedestrian footpaths which are around 1.5m wide.

4.4.2 Steel bollards would be in place to the rear of the parking areas to prevent conflict between pedestrians and vehicles.

4.5 Parking Provision

4.5.1 A total of 17 parking bays would be provided, comprising the following:

- 11 x regular parking bays (2.5m wide x 4.8m long)
- 2 x accessible bays
- 4 x wider bays for vans to load/loading (3m wide)

4.5.2 Relevant parking standards are set out in MCC's Local Development Framework Core Strategy Development Plan Document (July 2012). This states that for a B8 use (Storage and Distribution) the maximum number of parking spaces should be 1 space per 100qm.

4.5.3 Applying this to the GFA of 1,830sqm this results in a maximum parking provision of up to 18 spaces. The site layout shows 17 parking spaces would be provided and so the proposals accord with the parking standards.

4.5.4 The site layout shows that 4 of the spaces would have charging facilities for electric vehicles. Such infrastructure could be secured through a suitably worded planning condition.

4.5.5 In terms of accessible spaces, the parking standards state a requirement of *'individual bays for each disabled employee plus 2 bays'*. The site layout includes 2 accessible parking bays which, given the low staffing levels, is considered adequate to serve the needs of disabled drivers. The accessible bays would be positioned at the eastern end of the parking area where the number of passing vehicles would be lowest, therefore maximising the safety of disabled drivers.

4.5.6 The cycle parking standards require 1 space per 850sqm with a minimum of 2 spaces. Based on the GFA, this requires 3 spaces. The proposals also include cycle parking spaces which would comprise 2 Sheffield-style stands, providing short-term e parking spaces for 4 bicycles, which exceeds the requirements of the cycle parking standards.

4.6 Refuse Collection

4.6.1 The site layout shows that a bin store would be located in four locations; either side of the site access and also either side of units 19 and 20.

4.6.2 Refuse would be collected by a private collection company and so the end user could specify the size of vehicle that is used to access the site. Notwithstanding this, the swept paths of a large refuse collection vehicles (length 9m) accessing the site and turning around are shown on **Drawing2555-SK3**. The refuse could be collected from the bin stores even if the gates are open.

5 Trip Generation

5.1 Introduction

5.1.1 This section presents a forecast of the trip generation that the development could generate during the morning and evening weekday peak hours.

5.2 Trip Rates of Proposed Land Use

5.2.1 The trip generating potential of the site's proposed use has been forecast using the TRICS database using the land use class 'Employment: Warehousing (Self-storage)'.

5.2.2 Weekday trip rates have been derived by excluding sites in London and the Republic of Ireland. And including sites which are in 'Edge of Town' and 'Suburban Area' locations. The filtering process resulted in data from a total of 6 surveys being included. The TRICS output for the proposed land use is contained in **Appendix B.**

5.2.3 Trip generation forecasts for the typical AM and PM network peak hours (8am to 9am and 5pm to 6pm) are summarised in **Table 5.1**.

Table 5.1 – Trip Generation Forecast , Weekday Peak Hours

	Trip Rates (per 100sqm GFA)			Trip Generation		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
AM Peak Hour	0.072	0.046	0.118	1	1	2
PM Peak Hour	0.039	0.049	0.088	1	1	2

5.2.4 **Table 5.1** shows that the proposed development is forecast to generate in the region of 2 two-way trips during the AM and PM peak hours respectively. This level of impact would not be perceptible to the casual observer.

5.3 Summary

5.3.1 Paragraph 116 National Planning Policy Framework states the following:

'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, following mitigation, would be severe, taking into account all reasonable future scenarios.'

5.3.2 The development proposals would not have a material impact on road safety or a severe impact on the capacity of the highway network. The proposals are therefore in accordance with the key test set out in the NPPF.

6 Summary and Conclusions

6.1.1 Egg Transport Planning has been commissioned by World Metal Recycling Ltd to provide transport and highways advice in relation to a planning application for a proposed self-storage facility in Cheetham Hill in Manchester.

6.1.2 The application site ('the site') comprises a parcel of land which is on the eastern side of Sherborne Street, opposite Cheetham Park. The site is a brownfield site and doesn't accommodate any buildings but benefits from two existing vehicular accesses off Sherborne Street.

6.1.3 The development proposals involve construction of a self-storage facility comprising 20, 2-storey individual units, with a combined floor area of around 1,830sqm and with a dedicated car parking area.

6.1.4 The accident record on the highway network has been analysed for the most recent 3-year period and it has been concluded that highway safety is not an area of concern.

6.1.5 The nature of self-storage facilities is such that the vast majority of trips made to the facility would be made by customers transporting goods to and from the site. The opportunities for customers to travel using non-car modes are therefore very limited. The site's connectivity to sustainable travel modes has been assessed with staff travel in mind.

6.1.6 The site is located close to residential areas which means that staff residing in these areas could access the site on foot or on bike. There are also regular bus services that provide connectivity a range of local destinations, including Manchester city centre. Overall, the site is considered to be in a sustainable location where staff would not have to rely on the car as a means of transport to access the site.

6.1.7 The proposals involve stopping up the two existing access point and replacing them with a single access which would be located in the centre of the site's frontage onto Sherborne Street. The proposed site access accords with relevant design standards and can accommodate the swept paths of the largest vehicle to access the site. The site layout would also provide a separate access for pedestrians to maximise their safety.

6.1.8 Vehicle parking would be provided in accordance with relevant parking standards. The layout includes adequate accessible parking and 4 bays for larger vehicles, plus a turning area. Charging facilities for EV facilities can also be secured through a planning condition. Cycle parking would be provided in accordance with standards.

6.1.9 The site can accommodate the swept paths of a large refuse collection vehicle and the refuse could be collected from the bin stores even if the gates are open.

6.1.10 The proposed development is forecast to generate in the region of 2 two-way trips during the weekday AM and PM peak hours respectively. This level of impact would not be perceptible to the casual observer.

6.1.11 The development proposals would not have a material impact on road safety or a severe impact on the capacity of the highway network and are therefore in accordance with the key test set out in NPPF paragraph 116. On this basis, there is no transport or highways related reason why the proposals should not be granted planning permission.

Drawings

Visibility Splay
2.4m x 43m

Existing crossover to be stopped up

New crossover into development

Pedestrian access

Existing crossover to be stopped up

Visibility Splay
2.4m x 43m

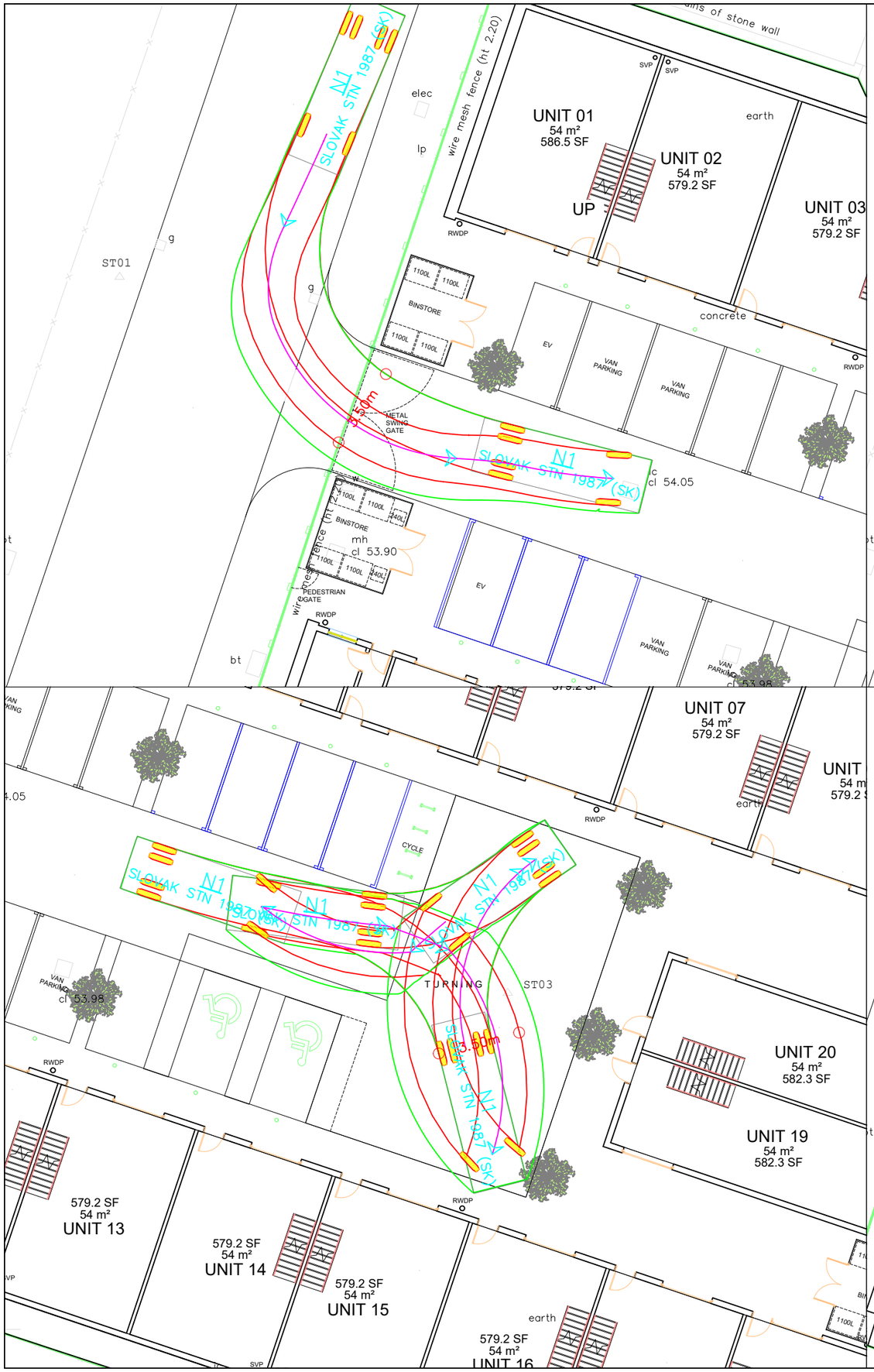
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egg TRANSPORT PLANNING

Notes.

Sherborne Street is subject to a 30mph speed limit. Visibility splays of 2.4m x 43m are in accordance with Manual for Streets.

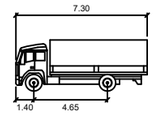
Proposed Self-storage Facility
Sherborne Street in Manchester
Access Arrangements
Drawing 2555-SK1
Scale 1:250@A3
Issued 2/10/2025





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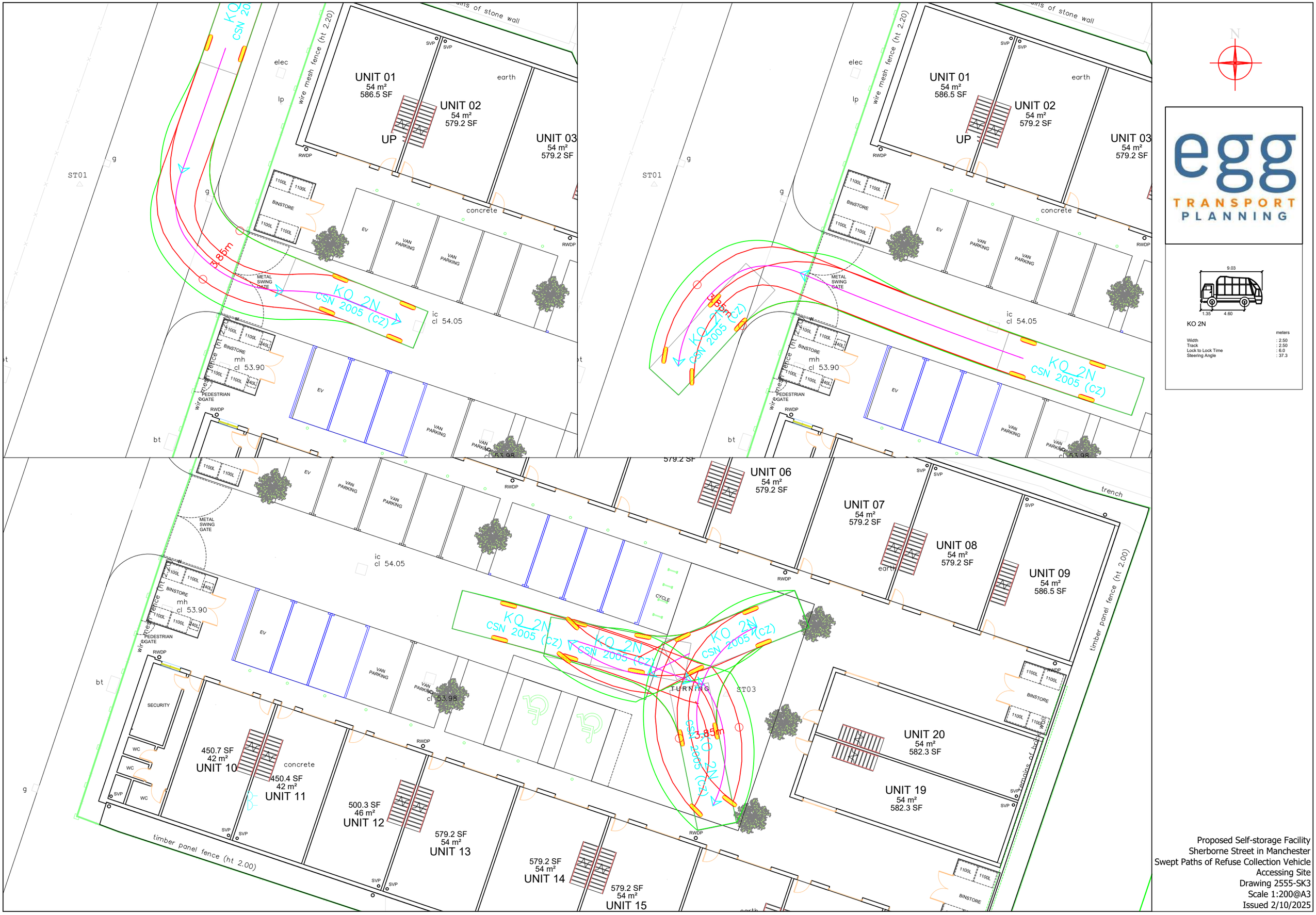
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N1

	meters
Width	: 2.30
Track	: 2.30
Lock to Lock Time	: 6.0
Steering Angle	: 32.0

Proposed Self-storage Facility
Sherborne Street in Manchester
Swept Paths of Large Truck
and Transit Van Accessing Site
Drawing 2555-SK2
Scale 1:200@A3
Issued 2/10/2025



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KO 2N

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 37.3

Proposed Self-storage Facility
Sherborne Street in Manchester
Swept Paths of Refuse Collection Vehicle
Accessing Site
Drawing 2555-SK3
Scale 1:200@A3
Issued 2/10/2025

Appendix A – Site Layout



00 GROUND FLOOR LAYOUT

1 : 200

0 2 5 10m

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GFL Area Schedule	
Name	Area
UNIT 01	1024 ft²
UNIT 02	1011 ft²
UNIT 03	1011 ft²
UNIT 04	1011 ft²
UNIT 05	1011 ft²
UNIT 06	1011 ft²
UNIT 07	1011 ft²
UNIT 08	1011 ft²
UNIT 09	1024 ft²
UNIT 10	787 ft²
UNIT 11	786 ft²
UNIT 12	873 ft²
UNIT 13	1011 ft²
UNIT 14	1011 ft²
UNIT 15	1011 ft²
UNIT 16	1011 ft²
UNIT 17	1011 ft²
UNIT 18	1024 ft²
UNIT 19	1023 ft²
UNIT 20	1023 ft²
	19698 ft²

SCHEDULE

SITE AREA	0.23HA
FOOTPRINT	12,679 SQFT
STORAGE	
GIA	19,698 SQFT
ANCILLARY	
GIA	328 SQFT
TOTAL	
GIA	20,026 SQFT
COVERAGE	51%
PARKING	19NO.
MC BAYS	3NO.
EV	4NO.

PLANNING

REV	AMENDMENTS	DATE
E	HIGHWAYS UPDATE	01.10.25
D	PLANNING ISSUE	18.09.25
C	PLANNING DEVELOPMENT	02.06.25
B	ISSUE UPDATE FOLLOWING CLIENT COMMENTS	12.05.25
A	INITIAL DRAFT ISSUE TO CLIENT FOR CONSIDERATION	24.04.25

CLIENT: WMR Ltd

PROJECT: Commercial Storage

LOCATION: Sherborne St
Manchester, M8 8LR

CONTENT: Proposed Ground Floor

DATE: April 2025

SCALE: 1 : 200 SIZE: A2

ALL DIMENSIONS TO BE CHECKED ON SITE

ATELIER TWO
ARCHITECTURE
07875 237771
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DRWG: 2444 PL201 REV: E

Appendix B – TRICS Outputs

Calculation Reference: AUDIT-700101-220621-0633

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : E - WAREHOUSING (SELF STORAGE)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	2 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
08	NORTH WEST		
	MS	MERSEYSIDE	1 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: 5500 to 8000 (units: sqm)
Range Selected by User: 5000 to 9000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 13/06/16

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	3 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
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	5
Development 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	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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	3 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
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	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:

No	6 days

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

PTAL Rating:

No PTAL Present	6 days

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

LIST OF SITES relevant to selection parameters

1 KC-02-E-01 EASI STORE KENT
LONGFIELD ROAD
TUNBRIDGE WELLS

Edge of Town
Industrial Zone
Total Gross floor area: 5925 sqm
Survey date: TUESDAY *01/12/09* *Survey Type: MANUAL*

2 KC-02-E-03 BIG YELLOW STORAGE KENT
LONGFIELD ROAD
TUNBRIDGE WELLS

Edge of Town
Industrial Zone
Total Gross floor area: 5575 sqm
Survey date: TUESDAY *01/12/09* *Survey Type: MANUAL*

3 MS-02-E-01 BIG YELLOW MERSEYSIDE
MILL LANE
LIVERPOOL

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 8000 sqm
Survey date: THURSDAY *09/09/10* *Survey Type: MANUAL*

4 NF-02-E-02 BIG YELLOW STORAGE NORFOLK
CANARY WAY
NORWICH
RIVERSIDE
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 6830 sqm
Survey date: WEDNESDAY *21/09/05* *Survey Type: MANUAL*

5 TW-02-E-01 1ST STORAGE TYNE & WEAR
STONEYGATE CLOSE
GATESHEAD

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 5500 sqm
Survey date: MONDAY *13/06/16* *Survey Type: MANUAL*

6 WM-02-E-02 EXTRASPACE WEST MIDLANDS
101 LOCKHURST LANE
COVENTRY

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 7000 sqm
Survey date: TUESDAY *31/01/06* *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.

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)
TOTAL 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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	6472	0.033	6	6472	0.010	6	6472	0.043
08:00 - 09:00	6	6472	0.072	6	6472	0.046	6	6472	0.118
09:00 - 10:00	6	6472	0.098	6	6472	0.075	6	6472	0.173
10:00 - 11:00	6	6472	0.080	6	6472	0.072	6	6472	0.152
11:00 - 12:00	6	6472	0.057	6	6472	0.059	6	6472	0.116
12:00 - 13:00	6	6472	0.085	6	6472	0.085	6	6472	0.170
13:00 - 14:00	6	6472	0.052	6	6472	0.080	6	6472	0.132
14:00 - 15:00	6	6472	0.062	6	6472	0.052	6	6472	0.114
15:00 - 16:00	6	6472	0.088	6	6472	0.075	6	6472	0.163
16:00 - 17:00	6	6472	0.036	6	6472	0.072	6	6472	0.108
17:00 - 18:00	6	6472	0.039	6	6472	0.049	6	6472	0.088
18:00 - 19:00	6	6472	0.018	6	6472	0.041	6	6472	0.059
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.720			0.716			1.436

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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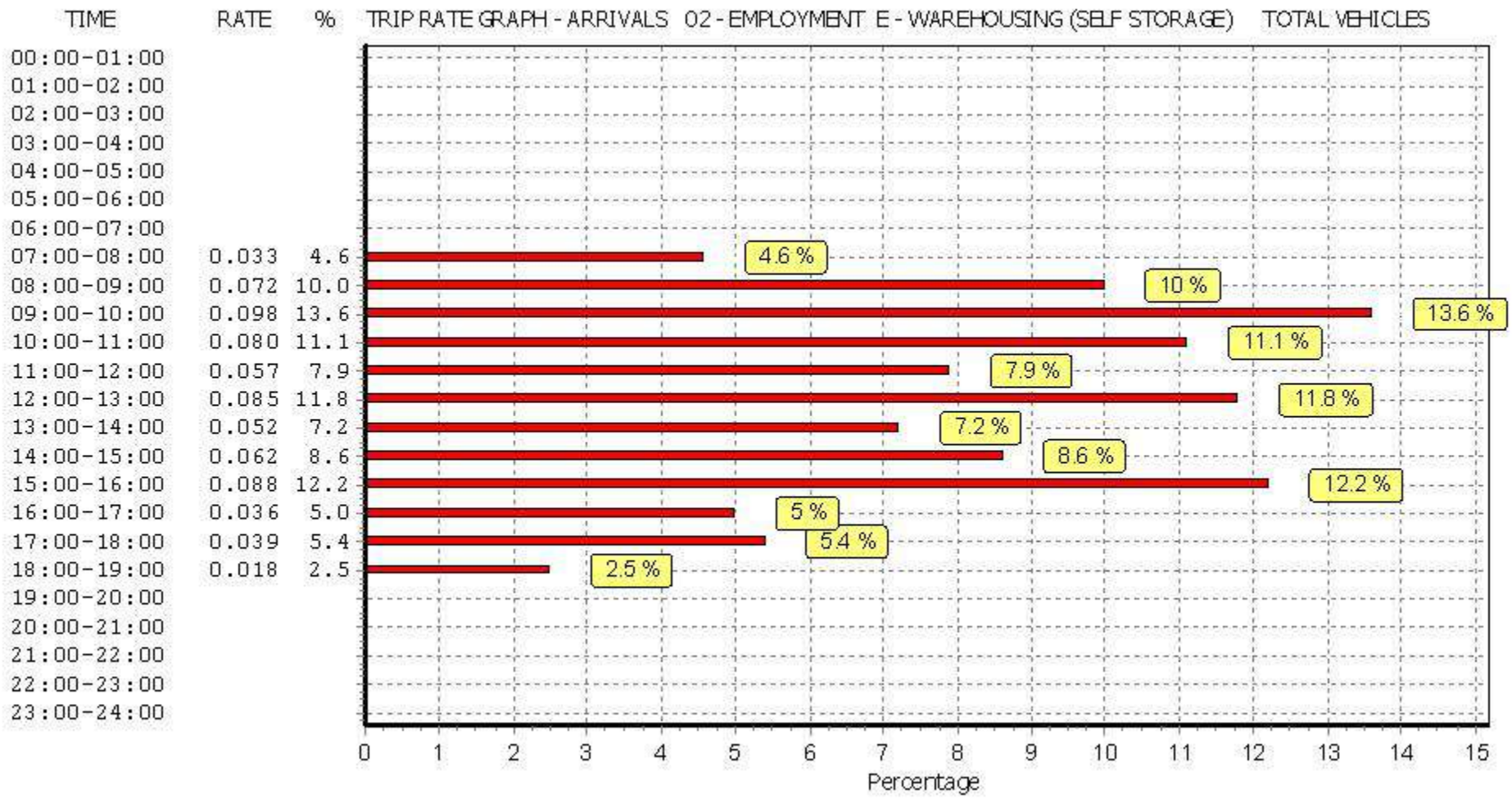
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Parameter summary

Trip rate parameter range selected:	5500 - 8000 (units: sqm)
Survey date date range:	01/01/03 - 13/06/16
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

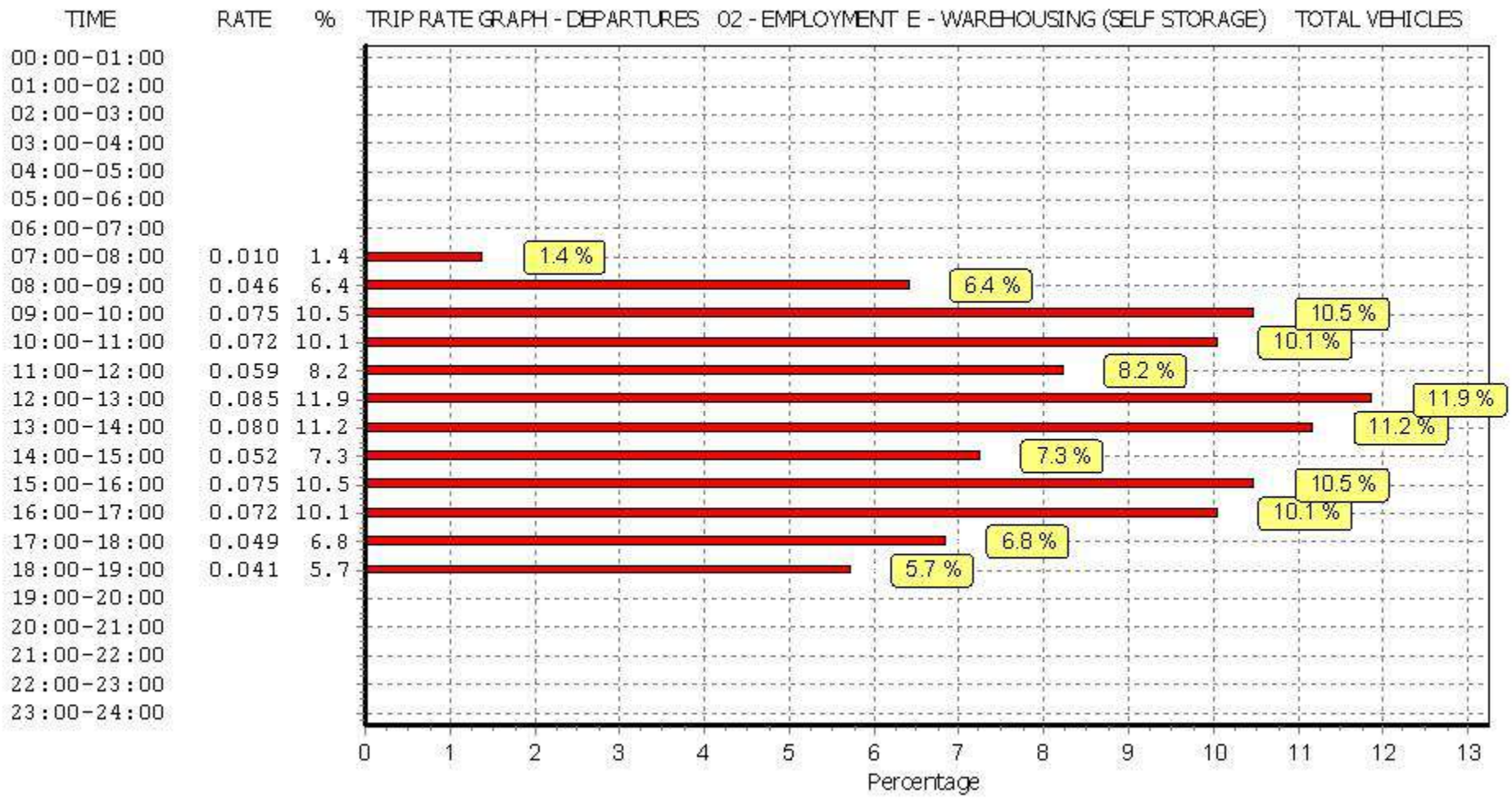
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

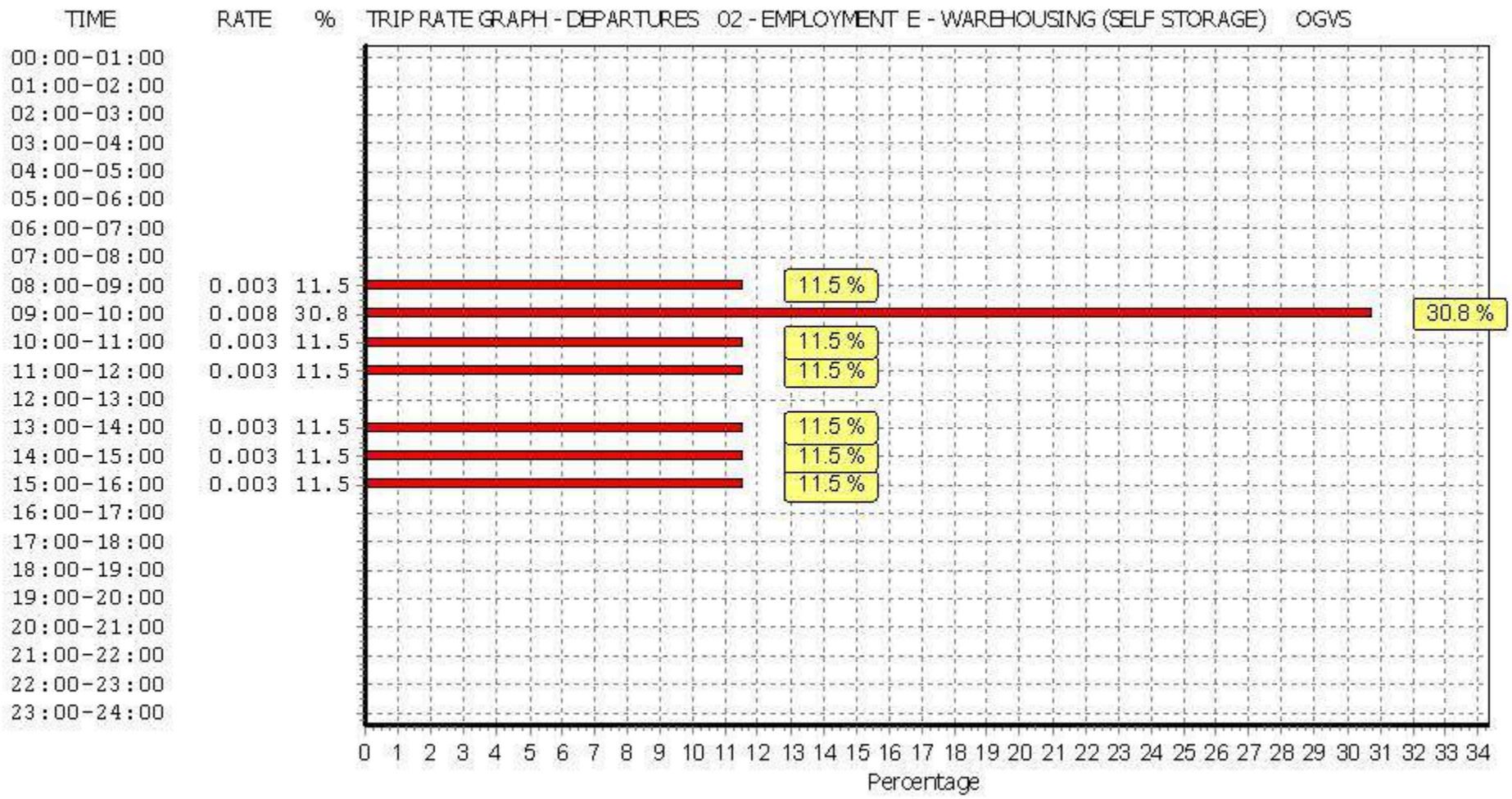
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	6472	0.000	6	6472	0.000	6	6472	0.000
08:00 - 09:00	6	6472	0.005	6	6472	0.003	6	6472	0.008
09:00 - 10:00	6	6472	0.010	6	6472	0.008	6	6472	0.018
10:00 - 11:00	6	6472	0.000	6	6472	0.003	6	6472	0.003
11:00 - 12:00	6	6472	0.000	6	6472	0.003	6	6472	0.003
12:00 - 13:00	6	6472	0.000	6	6472	0.000	6	6472	0.000
13:00 - 14:00	6	6472	0.003	6	6472	0.003	6	6472	0.006
14:00 - 15:00	6	6472	0.003	6	6472	0.003	6	6472	0.006
15:00 - 16:00	6	6472	0.003	6	6472	0.003	6	6472	0.006
16:00 - 17:00	6	6472	0.000	6	6472	0.000	6	6472	0.000
17:00 - 18:00	6	6472	0.000	6	6472	0.000	6	6472	0.000
18:00 - 19:00	6	6472	0.000	6	6472	0.000	6	6472	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.026			0.050

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.

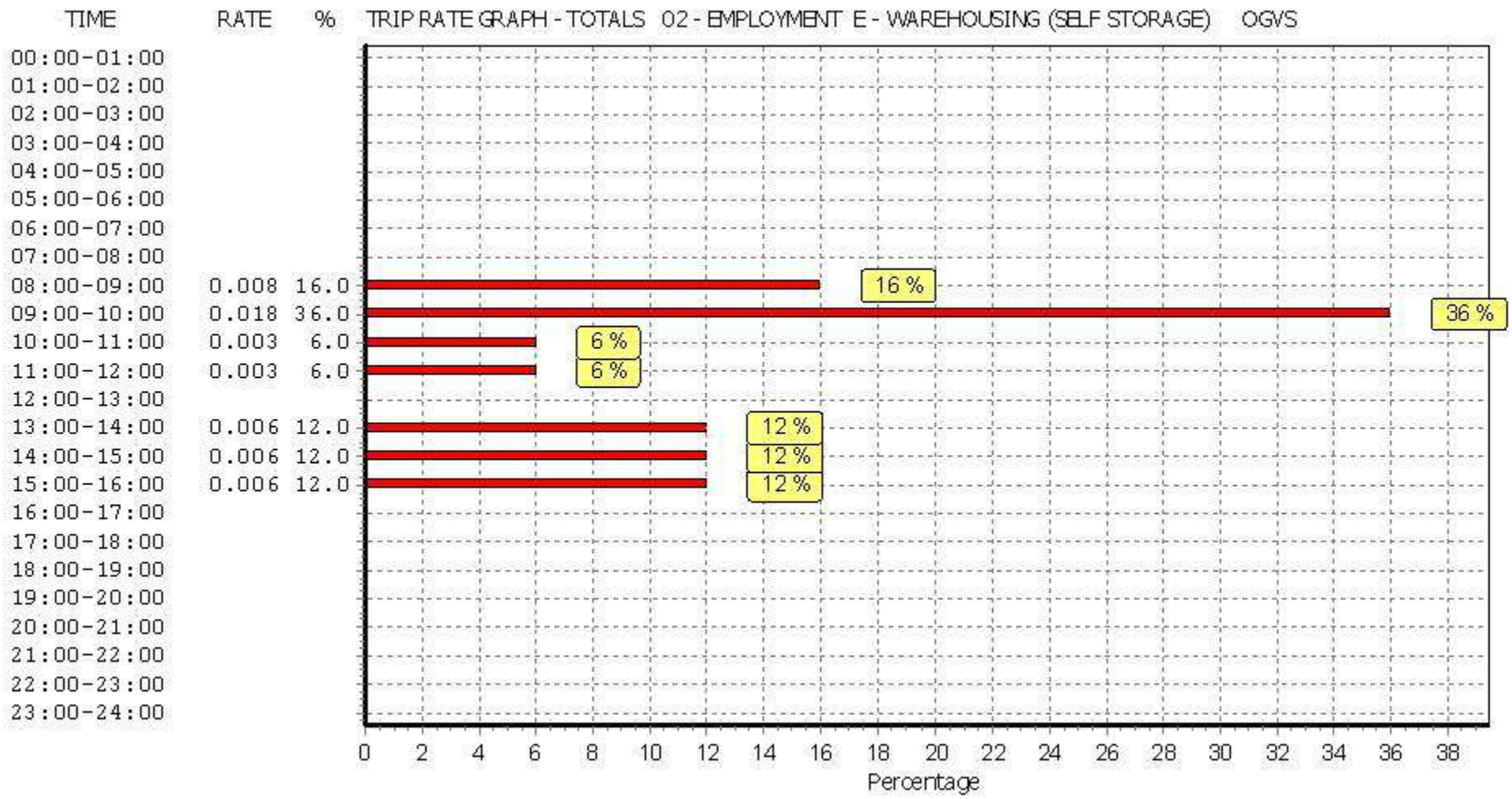
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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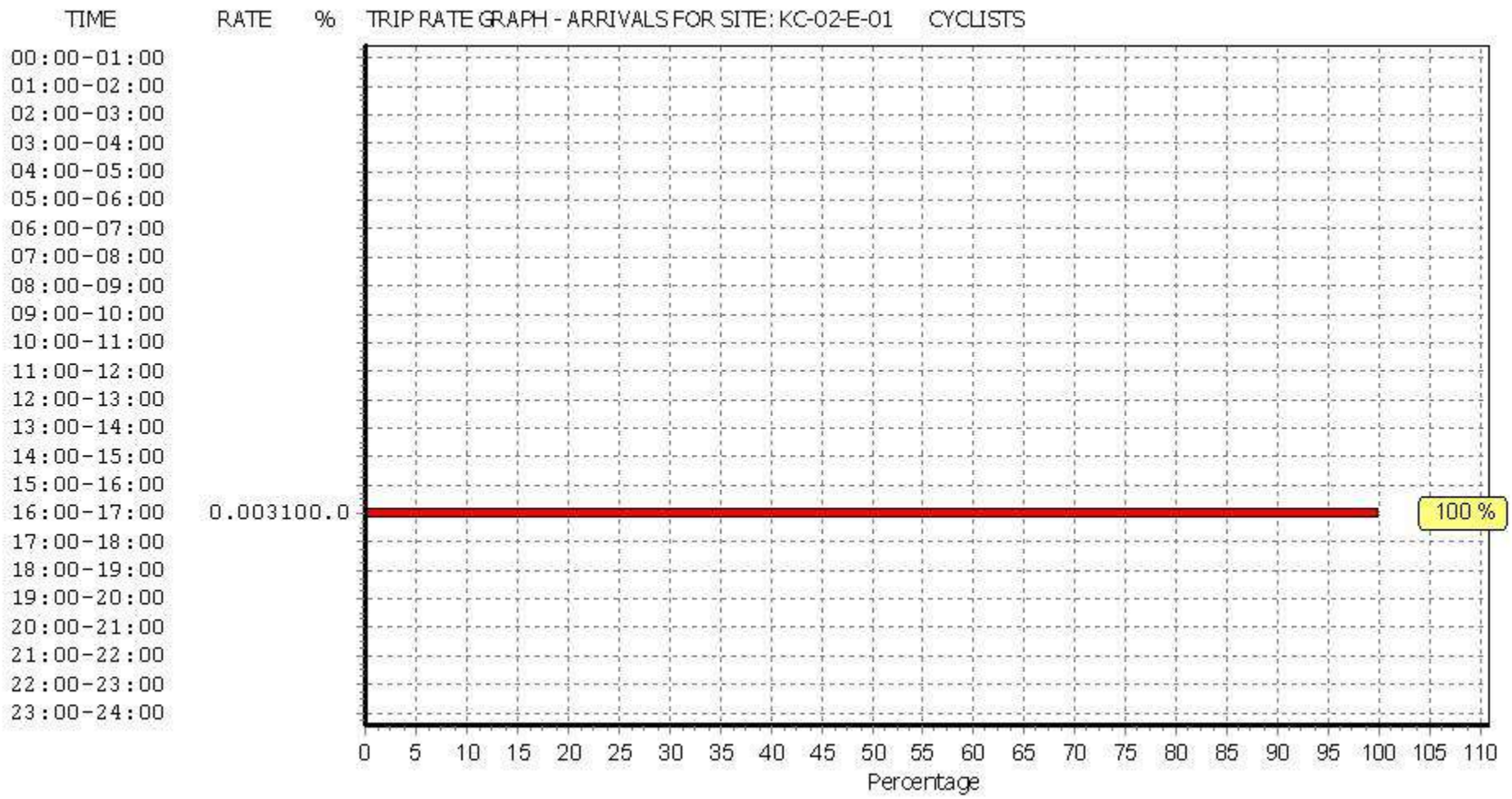
TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	6472	0.000	6	6472	0.000	6	6472	0.000
08:00 - 09:00	6	6472	0.000	6	6472	0.000	6	6472	0.000
09:00 - 10:00	6	6472	0.000	6	6472	0.000	6	6472	0.000
10:00 - 11:00	6	6472	0.000	6	6472	0.000	6	6472	0.000
11:00 - 12:00	6	6472	0.000	6	6472	0.000	6	6472	0.000
12:00 - 13:00	6	6472	0.000	6	6472	0.000	6	6472	0.000
13:00 - 14:00	6	6472	0.000	6	6472	0.000	6	6472	0.000
14:00 - 15:00	6	6472	0.000	6	6472	0.000	6	6472	0.000
15:00 - 16:00	6	6472	0.000	6	6472	0.000	6	6472	0.000
16:00 - 17:00	6	6472	0.003	6	6472	0.003	6	6472	0.006
17:00 - 18:00	6	6472	0.000	6	6472	0.000	6	6472	0.000
18:00 - 19:00	6	6472	0.000	6	6472	0.000	6	6472	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

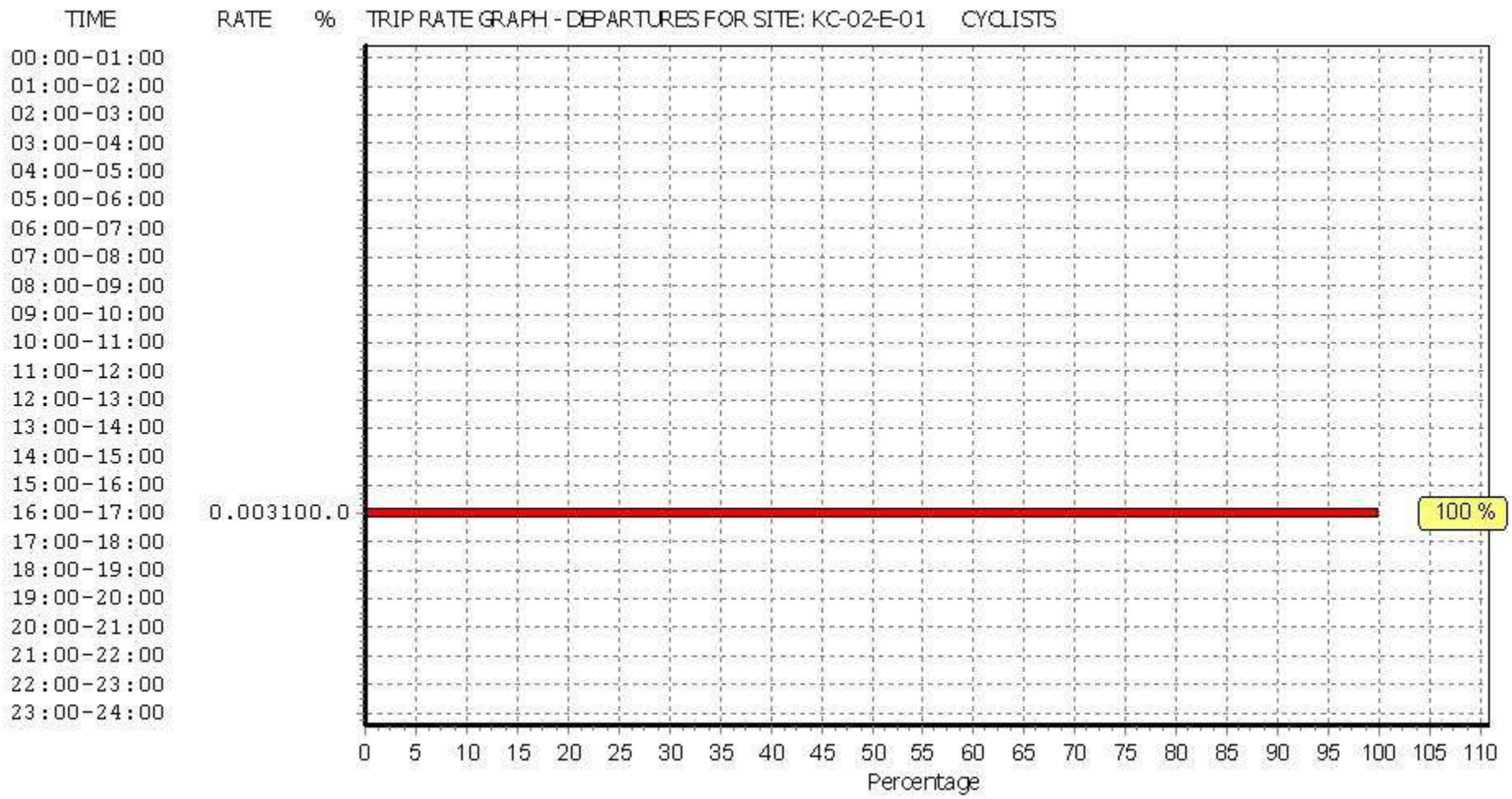
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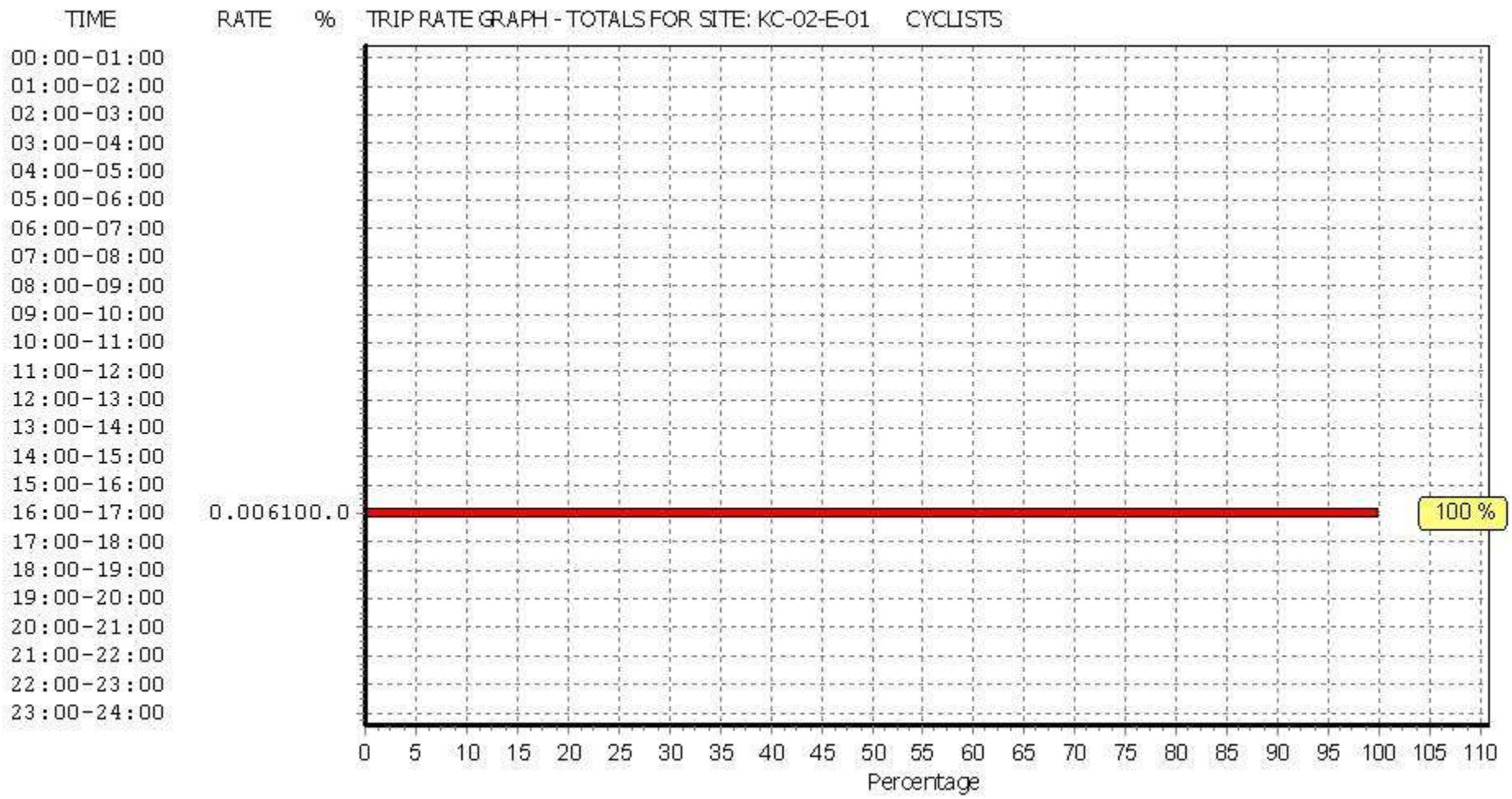


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