

Monsall Mill, Manchester

Proposed Change of Use to E(g)(ii) or E(g)(iii) Use)

Our reference: LB/250099/TN01 – Rev01

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Reviewed: Peter Todd

Date: 15 October 2025

Introduction

1. SCP is instructed by Revegate Ltd to provide transport planning advice in relation to a proposed Change of use from existing B2 use to E(g)(ii) or E(g)(iii) use, excluding E(g)(i) office use, with associated 3-storey extension and associated car parking, on part of the wider Monsall Mill complex, Manchester. Further details on the proposed development are provided later in this report.
2. SCP have been appointed to examine the highway and transportation implications of the proposed development.

Planning Background

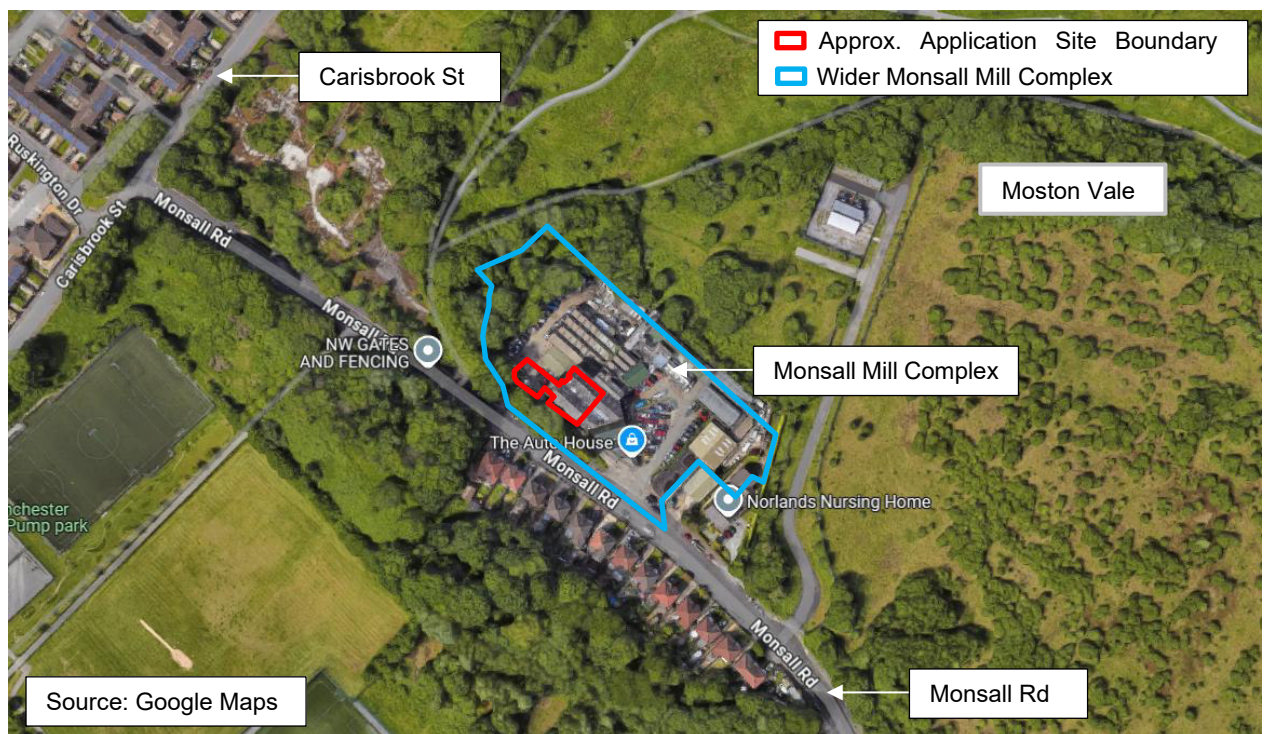
3. A planning application for a Class E (g) (business use), including E(g)(i) office use, was submitted in February 2024 under Local Planning Application (LPA) Ref. 134760/FO/2022. The Local Highway Authority (LHA) at Manchester City Council (MCC) reviewed the application and provided a response dated April 2024, which raised a number of concerns with the scheme including the following:-
 - A lack of supporting information was provided on the Highway element of the scheme and the LHA requested further information on the scheme be provided via the submission of a Technical Note (TN); and
 - A request for specific information regarding the proposed parking and servicing arrangements and how these elements would tie in with the other uses at the site.
4. The application was subsequently refused planning permission in April 2024 for two reasons, both of which relate to lack of supporting information on the proposed scheme.

5. This TN has been prepared to address the points raised by MCC and demonstrate to the local highway authority the proposed development can be accommodated without detriment to the operational capacity or safety of the local highway.

Existing Conditions

6. The application site is split into two parcels which form part of the wider Monsall Mill complex.
7. Monsall Mill complex is a former mill which has been divided into various commercial and industrial businesses, including Monsall Motor Services Limited and The Autohouse.
8. The wider Monsall Mill estate is bounded by Monsall Vale to the north-west, north-east and south-east and Monsall Road to the south-west.
9. The location of the site in relation to the wider Monsall Mill estate and surrounding highway network is shown on **Figure 1** below.

Figure 1 – Site Location Plan



10. Both parcels of the application side comprise areas of hardstanding which are currently used for ad-hoc vehicular storage. Unit 6 of the Monsall Mill complex has a gross floor area (GFA) of 231m² and operates under the temporary use of a 'Place of Worship' under LPA ref. 107779/FO/2015/N1. Prior to the temporary use of 'Place of Worship', Unit 6 operated under B2 Industrial use, which as the Place of Worship permission has now lapsed, is its lawful planning use.
11. Vehicular access to the wider Monsall Mill estate is provided via a wide priority controlled industrial access located along Monsall Road.
12. Access to Unit 6 is provided from the internal access road with is shared with the other uses on the wider Monsall Mill complex.
13. Parking at the wider Monsall Mill complex currently operates on an uncontrolled basis with no formal parking management strategy in place. A number of the internal areas of hardstanding are used for ad hoc vehicular storage, as can be seen on the aerial images, which are associated with existing motor services uses on the site.

Local Highway Network

14. Monsall Road is located along the south-western boundary of the site and provides a link between Carisbrook Road to the north-west/ Upper Monsall Street to the south-east and the A62 Oldham Road to the south-east.
15. Within the vicinity of the site, Monsall Road has carriageway width of between 6.3m – 8.0m and benefits from footways along both sides of the carriageway. Monsall Road is subject to on-street parking, however 'No Parking' white line traffic regulation orders (TROs) are provided intermittently along the road and adjacent to dwellings in order to prevent parking in front of driveways.
16. Within the vicinity of the site, Monsall Road is subject to a mandatory 30mph speed limit and benefits from street lighting.

Road Safety

17. The personal injury accident data has been obtained from Crash Map for the most recently available five year period ending 31st December 2023.
18. The results show that no accidents have occurred within the vicinity of the site, including at the site access along Monsall Road and the section between the junctions with Carisbrook Road to

the north-west and Upper Monsall Street to the south-east over the five year period. As a result, the local highway network is considered to be operating safely and no further analysis of the accident record is required.

Accessibility

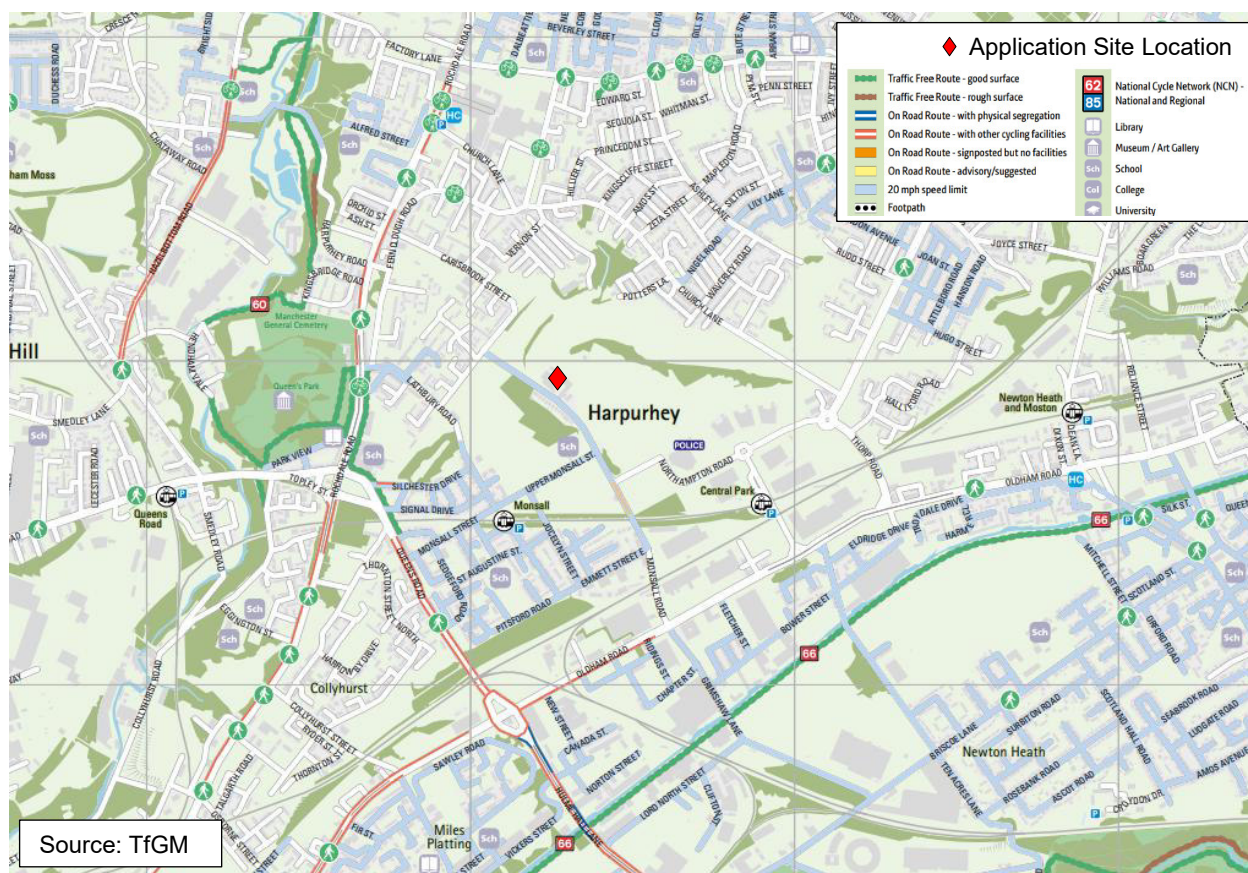
Pedestrian

19. The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which staff may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
20. The site is located within 2km walking distance and central to the surrounding residential areas of Harpurhey, Moston, and Monsall providing prospective staff with an opportunity to walk to work. In addition, these areas provide a range of facilities for staff to access on their lunch breaks and on their way to/from the workplace, including Moston Vale park, convenience stores, pharmacies, cafes, delis, fast-food restaurants, public houses.

Cycling

21. Transport Policy identifies that cycling represents a realistic and healthy option to use of the private car for making journeys up to 5000m as a whole journey or as part of a longer journey by public transport. The site is located within 5km walking distance of Manchester city centre along with numerous residential areas, which provide prospective staff with an opportunity to walk to work. The locations provide an exhaustive list of additional facilities including direct transport links to key local, regional and national destinations.
22. In terms of local cycle infrastructure, Monsall Road is advisory cycle road subject to 20mph which links onto a wider network of 20mph roads and on-road advisory routes along Queens Road and Oldham Road to the south which routes into Manchester City Centre to the south-west.
23. The local cycle infrastructure surrounding the site is shown on **Figure 2** below.

Figure 2 – Local Cycle infrastructure



Public Transport

24. In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."
25. In terms of public transport infrastructure, the nearest bus stops are located along Monsall Road, approximately 300m (4-5 mins) walking distance to the south-east of the site and are therefore within the recommended walking distance.
26. The nearby bus stops are served by the 114 service which routes between Albert Square in Manchester City Centre, Moston, Greengate, Middleton and Boarshaw. The 114 bus service provide a maximum of up to 3-4 services per hour in either direction during peak hours.

27. Further bus services are provided along the A62 Oldham Road (approximately 900m / 12 mins walking distance to the south-east of the site) with up to approximately 14 services per hour in either direction and direct links provided into Manchester City Centre.
28. Monsall Metrolink Station is located approximately 600m / 8 mins walking distance to the south-west of the site. Monsall Metrolink Station is on the brown and pink line which routes between Rochdale/Oldham and East Didsbury with up to 5no. trams per hour in either direction during peak hours.

Summary

29. Having regard to the above, it is therefore concluded that the site is highly accessible by non-car modes of transport and is well located in relation to large residential catchment areas and local facilities to which trips can be made on foot and cycle.

Proposed Development

General

30. The proposed scheme includes a Change of use to E(g)(ii) or E(g)(iii), excluding E(g)(i) office use, with associated 3-storey extension and associated car parking at Unit 6, Monsall Mill, Monsall Road, Manchester, M40 8NQ.
31. As mentioned previously, Unit 6 currently has a GFA of 231m² and operated under the temporary use of a 'Place of Worship' under LPA ref. 107779/FO/2015/N1. Prior to the temporary use of 'Place of Worship', Unit 6 operated under B2 Industrial use.
32. The proposed extension will provide an additional GFA of 215m² which will result in a total revised GFA of 446m² at Unit 6, to be wholly allocated to Class E(g)(ii) or E(g)(iii) use).

Proposed Access Arrangements

33. The existing vehicular and pedestrian access arrangements to Unit 6 and complex will continue to be provided via Monsall Road which, as detailed earlier, has been shown to be operating safely.

Parking

34. Parking standards for 'General Industry' located in 'areas not within the City Centre or District Centres' are provided in Manchester's Core Strategy (Adopted 11th July 2012) document and are summarised as follows:

Table 1 – Parking Standards and Requirements for the Proposed E(g)(ii) or E(g)(iii)			
Car Parking		Disabled Parking	
Standard (Maximum)	Requirement	Standard (Minimum)	Requirement
1no. space per 45m ²	5	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	2

35. The proposed scheme will not provide additional car parking. Whilst it is acknowledged that the parking provision will fall slightly short of MCC's maximum parking standards, this is considered acceptable in this instance for this following reasons:-

- The general thrust of National and Local planning policy is to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating developments where there is high quality infrastructure and sustainable transport modes can be maximised. As detailed earlier, the site benefits from high levels of accessibility, being within walking distance of large residential areas of Harpurhey, Moston, and Monsall and associated facilities, amenities and numerous transport links including bus stops along Monsall Road and Monsall Metrolink stop. The site is also within cycle distance of Manchester city centre. The accessible location of the site and proposed level of parking will therefore help to encourage travel by sustainable modes and result in reduced parking demand;
- The wider Monsall Mill complex currently operates with no formal parking management strategy and includes significant areas of hardstanding where uncontrolled parking takes place and can therefore accommodate overspill parking. Given the proposed scheme will only provide a shortfall of just 5no. spaces, the wider Monsall Mill complex will be able to accommodate the minor additional demand associated with the proposed development;

- Whilst concerns have been flagged with regards to on-street parking associated with the previous Place of Worship use, it has been demonstrated that no safety issues have been recorded on the surrounding highway network based on the most recently available 5 year accident record. In the unlikely event that on road parking does occur, given the reduced demand there is no reason to believe that the parking would result in the local highway network operating any less safely than it currently does.
36. The proposed parking arrangement for Unit 6 will have no impact on the exiting servicing or parking arrangements which currently take place at the wider complex, given that the application site is currently used for the ad hoc storage of motor vehicles.
37. The proposed parking will be allocated to staff and visitors only. The proposed parking will be formalised with white line markings and clearly signed so users are aware the parking is for the proposed unit only.
38. The parking will also be actively managed by the site management who will undertake regular checks for unauthorised / indiscriminate parking, monitor complaints from staff and carry out of enforcement procedures, if required.
39. Any unauthorised parking in the allocated spaces for the proposed use will be notified in the first instance by the placing of a note on their windscreen, which will request they do not park in the car park. If the same vehicle continues to park in these spaces then they will be reported to the wider Monsall Mill management team and further enforcement will take place, firstly with a formal written warning and, if they continue to park in unauthorised areas, the issuing of a fine.

Servicing

40. Refuse collection will for the complex currently takes place along Monsall Road and via the internal service yards located throughout the complex. As a result, the bin stores for Unit 6 will be located in the western service yard where a bin lorry will be able to pick up refuse satisfactorily, which is consistent with existing refuse collection arrangement for other uses at the Mill. Deliveries to the proposed unit is anticipated to be of a low frequency and will be undertaken by smaller service vehicles such as transit vans. Given the existing uses at the wider complex already accommodate larger vehicles within the existing parking and areas of hardstanding, smaller service vehicles will be able to access these internal areas easily.
41. The proposed servicing strategy for Unit 6 will have no impact on the exiting servicing or parking arrangements which currently take place at the wider complex.

Highway Impact

42. This Chapter provides an estimation and comparison of the trip generating potential of the proposed site use during the worst-case weekday peak hours.
43. In order to estimate the trip generating potential of the proposed E(g)(ii) or E(g)(iii) use, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:-
- i) Employment;
 - ii) Industrial Unit;
 - iii) Multi-Modal surveys;
 - iv) Sites in Greater London excluded;
 - v) Selection by GFA;
 - vi) Weekday surveys only; and
 - vii) Only sites in 'edge of town' and suburban' locations selected.
44. The multi modal TRICS outputs for the proposed E(g)(ii) or E(g)(iii) use are presented in **Appendix A** and are summarised in **Table 2** below:-

Table 2 - Estimated Trip Rates Associated With the Proposed E(g)(ii) or E(g)(iii) Use				
Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Total Vehicles	0.634	0.186	0.077	0.481
Cyclists	0.044	0.011	0.000	0.033
Pedestrians	0.044	0.000	0.000	0.033
Public Transport Users	0.033	0.000	0.000	0.000

45. When applied to the proposed net increase of 215m² GFA, this results in the following estimated level of trip generation:-

Table 3 - Estimated Trip Generation Associated With the Proposed E(g)(ii) or E(g)(iii) Use				
Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Total Vehicles	1	0	0	1
Cyclists	0	0	0	0
Pedestrians	0	0	0	0
Public Transport Users	0	0	0	0

46. As shown above, it is estimated that the proposed development would generate 1 additional two-way trips during both the AM and PM peak hours.
47. Volumetrically, this equates to an average of 1 additional vehicle every hour or so during both peak hours. This increase in traffic will be imperceptible and will not have a material impact on the operation or safety of the local highway network.
48. It should be noted that the existing Place of Worship use and the associated trip generation has not been taken into account as part of net trip generation. The above analysis is therefore considered robust.
49. Having regard to this, it is therefore considered that no further detailed assessment of the local highway network is required and that the traffic impact of the scheme is acceptable in planning terms.

Summary and Conclusions

50. SCP is instructed by Revegate Ltd to provide transport planning advice in relation to a proposed Change of use from a Place of Worship to E(g)(ii) or E(g)(iii) with associated 3-storey extension and associated car parking.
51. The existing vehicular and pedestrian access arrangements to Unit 6 and complex will continue to be provided via Monsall Road, which has been shown to be currently operating safely.

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52. No additional parking will be provided for the scheme. Whilst the proposed parking provision falls slightly below Manchester City Council's maximum parking standards, this is considered acceptable in this instance given the sustainable location of the site and reduced parking demand when compared to the existing Place of Worship use. In addition, the wider Monsall Mill complex currently operates with no formal parking management strategy and includes areas of hardstanding where uncontrolled parking takes place. Given the proposed scheme will provide a shortfall of just 5no. spaces, the wider Monsall Mill complex will be able to accommodate any overspill parking associated with the proposed development
53. It has been demonstrated that the development is highly sustainable with nearby bus stops served by a frequent bus service, a nearby Metrolink stop and being within an acceptable cycle distance of Manchester City Centre.
54. Based on the trip generation analysis presented in this report, it is estimated that the proposed development would generate 1 additional two-way trips during both the AM and PM peak hours. Volumetrically, this equates to an average of 1 additional vehicle every hour or so during both peak hours. This increase in traffic will be imperceptible and will not have a material impact on the operation or safety of the local highway network.
55. Having regard to the above, it is concluded that there is no highway or transport related reason to withhold planning permission for the scheme.

S|C|P

APPENDIX A

Audit Code: a2b82002-1152-48ae-a222-098446994d5e

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 day
03	SOUTH WEST		
	BR	BRISTOL CITY	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
10	WALES		
	CF	CARDIFF	1 day
12	CONNAUGHT		
	CS	SLIGO	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: a2b82002-1152-48ae-a222-098446994d5e

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:	GFA
Actual Range:	620 to 67459 (units:sqm)
Range Selected by User:	98 to 2000 (units:sqm)
Parking Spaces Range:	7 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/00 to 08/11/23

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
Thursday	3 days
Tuesday	3 days

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

Selected survey types:

Manual count	7
Direction ATC Count	0

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	3 days
Suburban Area (PPS6 Out of Centre)	4 days

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:

Commercial Zone	2 days
Industrial Zone	5 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	5 days
Servicing vehicles Included	2 days

Audit Code: a2b82002-1152-48ae-a222-098446994d5e

Secondary Filtering Selection:

Use Class:

Not Known	7 surveys
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 0

Population within 1 mile:

10,001 to 15,000	1 surveys
25,001 to 50,000	4 surveys
5,001 to 10,000	2 surveys

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

Population within 5 miles:

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

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	2 surveys
1.1 to 1.5	5 surveys

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.



Audit Code: a2b82002-1152-48ae-a222-098446994d5e

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 7 surveys

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 7 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: a2b82002-1152-48ae-a222-098446994d5e

1	BR-02-C-01	MECH. ENGINEERS	BRISTOL CITY
NOVERS HILL BRISTOL BEDMINSTER Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.24 hect Survey date: Monday 19/10/2009			
Survey Type: Manual			
2	CF-02-C-01	PLASTICS COMPANY	CARDIFF
PARC-TY-GLAS CARDIFF LLANISHEN Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.2 hect Survey date: Tuesday 24/10/2006			
Survey Type: Manual			
3	CS-02-C-01	AV SPECIALISTS	SLIGO
RATHFINN CLOSE SLIGO FINISKLIN BUSINESS PARK Edge of Town Commercial Zone Site area: 0.48 hect Survey date: Tuesday 28/04/2015			
Survey Type: Manual			
4	HE-02-C-02	THERMAL PROCESSING	HEREFORDSHIRE
COLLEGE ROAD HEREFORD BURCOTT Edge of Town Commercial Zone Site area: 0.63 hect Survey date: Tuesday 22/10/2013			
Survey Type: Manual			
5	HF-02-C-01	INDUSTRIAL UNIT	HERTFORDSHIRE
BRIDGE ROAD EAST WELWYN GARDEN CITY Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.38 hect Survey date: Thursday 17/07/2008			
Survey Type: Manual			
6	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK
FLETCHER WAY NORWICH UPPER HELLESDON Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.086 hect Survey date: Thursday 14/11/2019			
Survey Type: Manual			
7	NY-02-C-03	WORKWEAR MANUFACTURER	NORTH YORKSHIRE
WETHERBY ROAD KNARESBOROUGH Edge of Town Industrial Zone Site area: 0.35 hect Survey date: Thursday 29/06/2023			
Survey Type: Manual			

Audit Code: a2b82002-1152-48ae-a222-098446994d5e

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

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	7	1307	0.251	0.011	0.262
08:00-09:00	7	1307	0.634	0.186	0.820
09:00-10:00	7	1307	0.350	0.251	0.601
10:00-11:00	7	1307	0.219	0.219	0.438
11:00-12:00	7	1307	0.186	0.273	0.459
12:00-13:00	7	1307	0.175	0.273	0.448
13:00-14:00	7	1307	0.262	0.153	0.415
14:00-15:00	7	1307	0.175	0.142	0.317
15:00-16:00	7	1307	0.262	0.339	0.601
16:00-17:00	7	1307	0.120	0.393	0.513
17:00-18:00	7	1307	0.077	0.481	0.558
18:00-19:00	7	1307	0.055	0.087	0.142
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.766	2.808	5.574

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter Summary:

Trip rate parameter range selected:	98 - 2000 (units: sqm)
Survey date date range:	24/10/2006 - 29/06/2023
Number of weekdays (Monday-Friday):	7
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: a2b82002-1152-48ae-a222-098446994d5e

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

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	7	1307	0.000	0.000	0.000
08:00-09:00	7	1307	0.044	0.011	0.055
09:00-10:00	7	1307	0.000	0.000	0.000
10:00-11:00	7	1307	0.000	0.000	0.000
11:00-12:00	7	1307	0.000	0.000	0.000
12:00-13:00	7	1307	0.000	0.000	0.000
13:00-14:00	7	1307	0.011	0.011	0.022
14:00-15:00	7	1307	0.000	0.000	0.000
15:00-16:00	7	1307	0.000	0.000	0.000
16:00-17:00	7	1307	0.000	0.011	0.011
17:00-18:00	7	1307	0.000	0.033	0.033
18:00-19:00	7	1307	0.000	0.011	0.011
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.055	0.077	0.132

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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Audit Code: a2b82002-1152-48ae-a222-098446994d5e

Parameter Summary:

Trip rate parameter range selected:	98 - 2000 (units: sqm)
Survey date date range:	24/10/2006 - 22/10/2013
Number of weekdays (Monday-Friday):	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: a2b82002-1152-48ae-a222-098446994d5e

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

Pedestrians

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	7	1307	0.066	0.000	0.066
08:00-09:00	7	1307	0.044	0.000	0.044
09:00-10:00	7	1307	0.022	0.000	0.022
10:00-11:00	7	1307	0.000	0.011	0.011
11:00-12:00	7	1307	0.000	0.000	0.000
12:00-13:00	7	1307	0.022	0.055	0.077
13:00-14:00	7	1307	0.098	0.109	0.207
14:00-15:00	7	1307	0.000	0.033	0.033
15:00-16:00	7	1307	0.000	0.000	0.000
16:00-17:00	7	1307	0.000	0.022	0.022
17:00-18:00	7	1307	0.000	0.033	0.033
18:00-19:00	7	1307	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.252	0.263	0.515

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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Audit Code: a2b82002-1152-48ae-a222-098446994d5e

Parameter Summary:

Trip rate parameter range selected:	98 - 2000 (units: sqm)
Survey date date range:	24/10/2006 - 29/06/2023
Number of weekdays (Monday-Friday):	7
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: a2b82002-1152-48ae-a222-098446994d5e

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

Public Transport Users

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	7	1307	0.000	0.000	0.000
08:00-09:00	7	1307	0.033	0.000	0.033
09:00-10:00	7	1307	0.000	0.000	0.000
10:00-11:00	7	1307	0.000	0.000	0.000
11:00-12:00	7	1307	0.000	0.000	0.000
12:00-13:00	7	1307	0.000	0.000	0.000
13:00-14:00	7	1307	0.000	0.000	0.000
14:00-15:00	7	1307	0.000	0.011	0.011
15:00-16:00	7	1307	0.000	0.000	0.000
16:00-17:00	7	1307	0.000	0.022	0.022
17:00-18:00	7	1307	0.000	0.000	0.000
18:00-19:00	7	1307	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.033	0.033	0.066

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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Audit Code: a2b82002-1152-48ae-a222-098446994d5e

Parameter Summary:

Trip rate parameter range selected:	98 - 2000 (units: sqm)
Survey date date range:	29/06/2023 - 29/06/2023
Number of weekdays (Monday-Friday):	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.