



Agha Group

Mauldeth Road Yard, Manchester

Transport Statement

June 2025



Agha Group

Mauldeth Road Yard, Manchester

Transport Statement

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APPENDIX C Full TRICS Outputs

1. Introduction

1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by Agha Group (the 'Applicant') to provide transport planning and highways advice in relation to a planning application for a proposed development on Mauldeth Road West in Manchester.
- 1.1.2 The proposed development will comprise 2no. new storage units (Use Class B8), each with a floor area of 145 sqm (total of 290 sqm). Access will be taken from an existing access road from Mauldeth Road West.
- 1.1.3 The application redline site boundary and site ownership boundary are shown in [Figure 1.1](#).

Figure 1.1 : Site Boundary and Site Ownership Boundary (source : Streety Design Partnership)



1.2 Methodology

- 1.2.1 The methodology for the TS adopts the guidance set out within the Ministry of Housing, Communities & Local Government document, '*Transport Evidence Bases in Plan Making and Decision Taking*' (2014), which supersedes the Department for Transport's (DfT) '*Guidance on Transport Assessment*' (2007).
- 1.2.2 However, although the 2007 guidance has been superseded, it nonetheless remains instructive and has been used to inform the overall structure of the TS.

1.3 Report Structure

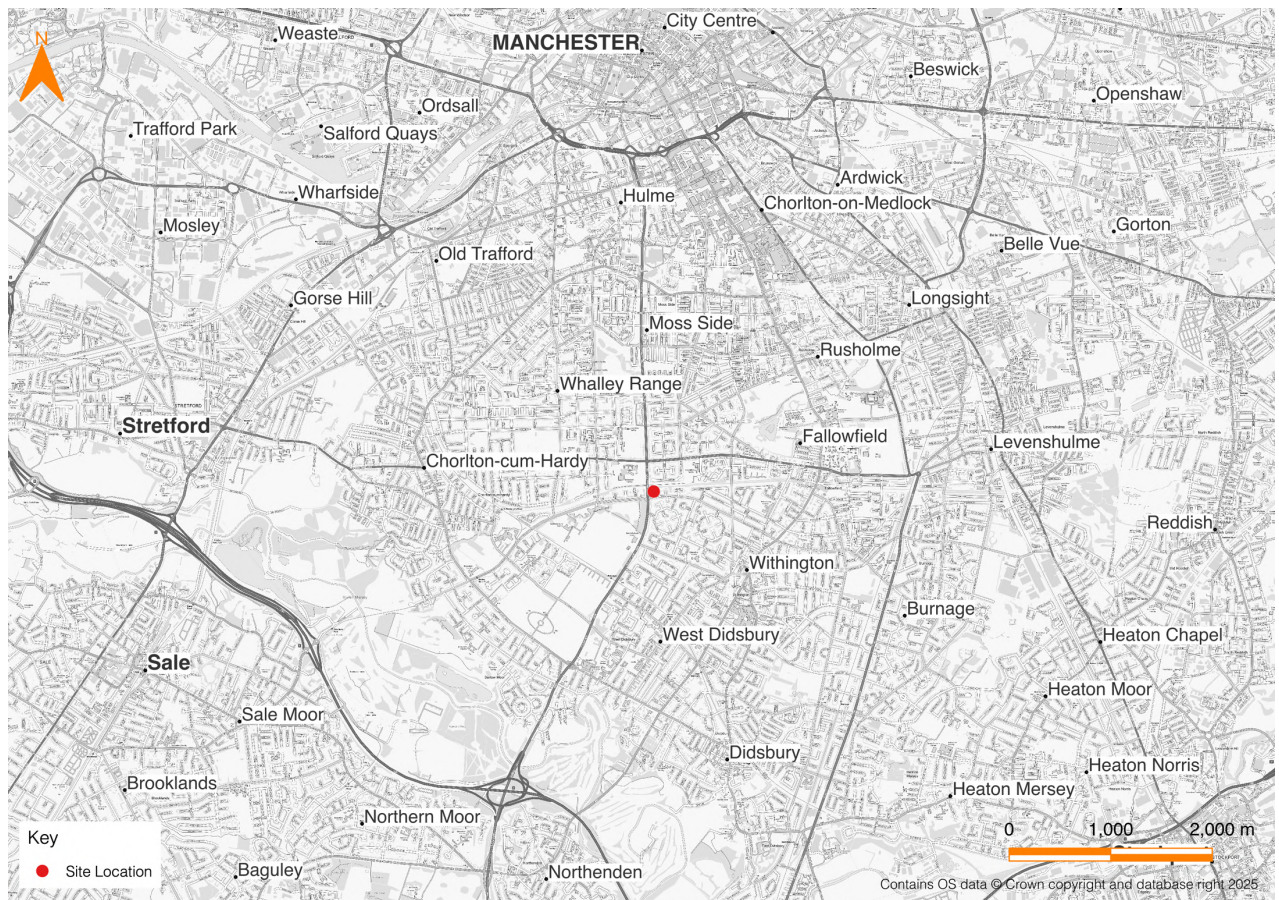
- 1.3.1 Following this introductory chapter, the TS has been structured as follows:
- **Chapter 2** describes the site location and local highway network;
 - **Chapter 3** outlines the development proposals, vehicular access, servicing and parking;
 - **Chapter 4** details accessibility by non-car modes, including public transport, cycle and on foot;
 - **Chapter 5** details the expected vehicle trip generation; and
 - **Chapter 6** summarises and concludes the findings of the report.

2. Existing Conditions

2.1 Site Location and Existing Use

2.1.1 As shown in **Figure 2.1**, the development site is located c.1.0km northwest of Withington, c.1.5km southeast of Whalley Range and c.4.4km south of Manchester City Centre.

Figure 2.1 : Strategic Site Location



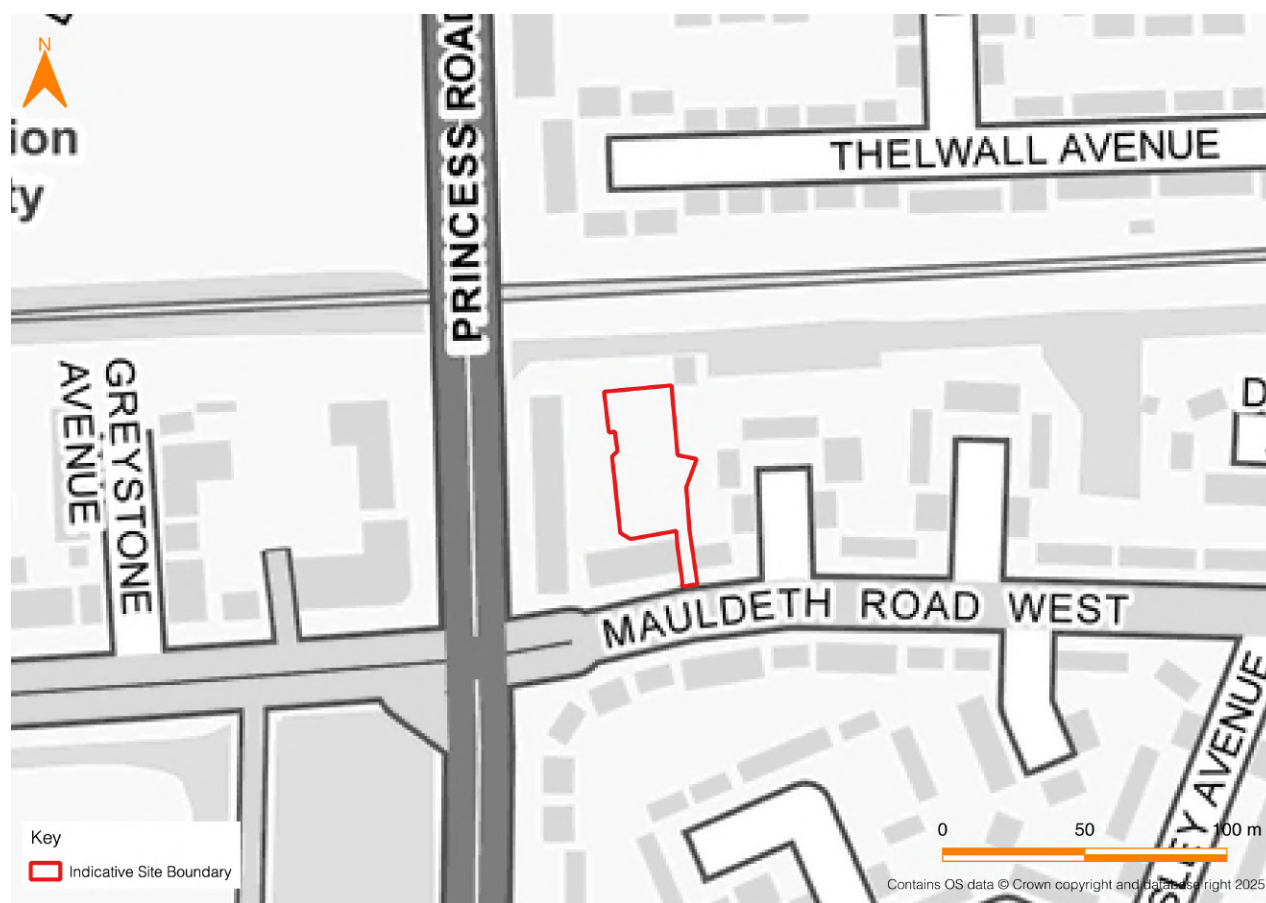
2.1.2 The existing site currently operates as a car dealership, with access taken from the existing access road from Mauldeth Road West.

2.2 Local Highway Network

2.2.1 The site abuts an existing access road to the south and west, undeveloped land adjacent to the Fallowfield Loop to the north and existing residential properties along Limehurst Avenue to the east.

2.2.2 **Figure 2.2** shows the location of the site in the context of the local highway network.

Figure 2.2 : Local Highway Network



Mauldeth Road West

- 2.2.3 Mauldeth Road West runs in a broadly east-to-west alignment to the south of the site. Access to the site is taken from an access road from Mauldeth Road West.
- 2.2.4 The existing conditions along Mauldeth Road West are summarised in [Table 2.1](#).

Table 2.1 : Mauldeth Road West – Existing Conditions

Road Classification	Unclassified	Footway Width	c.3.0m
Road Type	Two-way single carriageway	Pedestrian Facilities	Pelican crossings available at signal junction with Princess Road
Speed Limit	20 mph	Cycle Facilities	No
Carriageway Width	c.11.0m	Public Transport Provision	Yes
Adoption Status	Adopted	Streetlighting	Yes

- 2.2.5 Mauldeth Road West also provides access to a number of commercial units, as well as residential properties.
- 2.2.6 In the vicinity of the site, Mauldeth Road W is subject to a Traffic Regulation Order (TRO), which restricts parking Monday-Saturday between 07:00 and 09:30, and Monday-Friday 16:00 to 18:30.
- 2.2.7 Mauldeth Road West joins Princess Road (A5103) to the west of the site at a signalised junction.

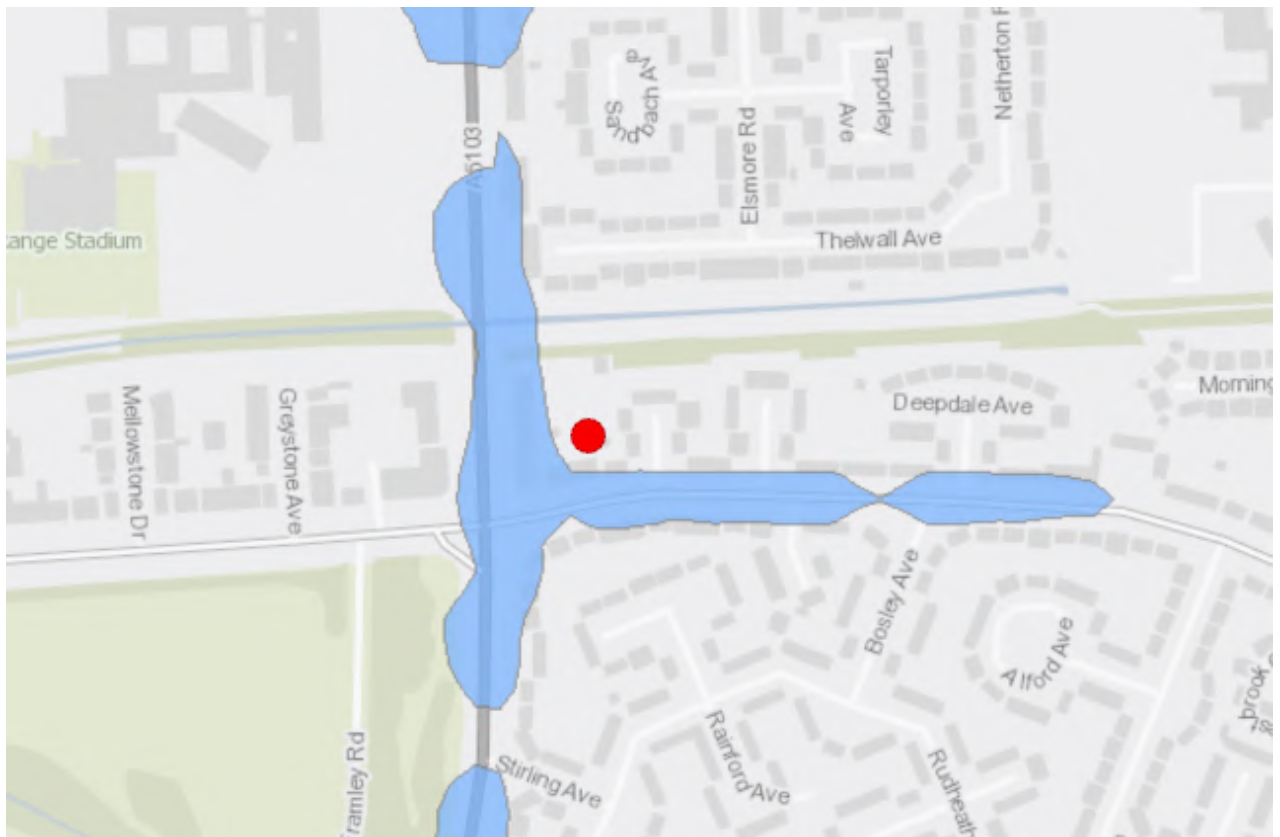
2.3 Public Rights of Way

- 2.3.1 There are no Public Rights of Way (PRoWs) within or along the site boundary.

2.4 Air Quality

- 2.4.1 According to the Department for Environment, Food and Rural Affairs (DEFRA), the local highway network in the vicinity of the site is located within an Air Quality Management Area (AQMA), as shown in Figure 2.4.

Figure 2.3 : Air Quality Management Area Map (source : DEFRA)

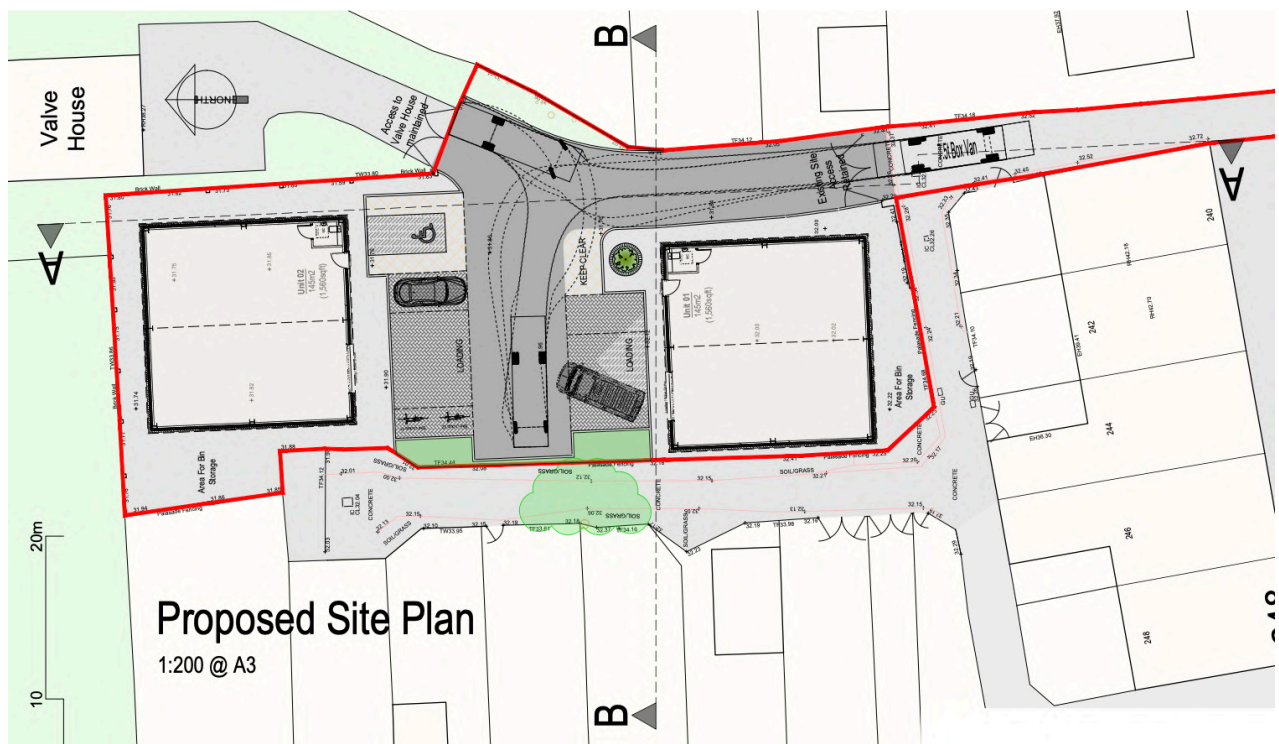


3. Development Proposals

3.1 Proposed Use

- 3.1.1 The proposed development will comprise 2no. new storage units (Use Class B8), each with a floor area of 145 sqm (total of 290 sqm), as well as associated car parking.
- 3.1.2 The proposed site layout is shown in [Figure 3.1](#), with the full plan attached in [Appendix A](#).

Figure 3.1 : Proposed Site Layout (source : Street Design Partnership)



3.2 Site Access Arrangement

- 3.2.1 Access will be taken from an existing access road from Mauldeth Road West. The access road features a 2.5-3.0m wide carriageway from Mauldeth Road West, widening to 4.5m within the site.
- 3.2.2 The existing access road has served various uses on the site, including a car dealership. Therefore, the existing access is deemed suitable for the proposals.

3.3 Servicing and Delivery Arrangements

- 3.3.1 Refuse collection vehicles will not be expected to enter the site. As per the existing arrangements, refuse collection will take place via the existing access road from Mauldeth Road West. On refuse collection days, bins will be moved from the bin storage area to the southwest of the site, onto the access road to be collected alongside the bins for the adjacent units.

- 3.3.2 Swept path analysis has been undertaken for a 7.5t box van, which is the largest vehicle expected to access the site. The analysis shows that a 7.5t box van can safely manoeuvre within the site and depart in a forward gear.
- 3.3.3 Swept path analysis for a 7.5t box van is shown in [Figure 3.2](#), with the full drawing (**Drawing No. J32-8650-PS-001**) attached in [Appendix C](#).

Figure 3.2 : Swept Path Analysis – 7.5t Box Van



3.4 Proposed Parking Provision

- 3.4.1 As part of the development proposals, 3no. car parking spaces are proposed, inclusive of 1no. disabled bay. 2no. loading bays will also be provided, as well as 2no. cycle parking spaces.
- 3.4.2 Manchester City Council (MCC) summarise their parking standards in Appendix B of their Core Strategy Development Plan Document, adopted in July 2012. Their standards for the relevant land use (Use Class B8) are summarised in [Table 3.1](#).

Table 3.1 : MCC Parking Standards (source : MCC)

Type of Development	Maximum Car Parking	Minimum Disabled Parking	Minimum Cycle Parking
B8 Storage & Distribution	1 space / 100 sqm	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	1 space / 850 sqm (minimum of 2)

- 3.4.3 Based on [Table 3.1](#), car parking is provided in line with MCC's maximum standards.
- 3.4.4 5% disabled parking is proposed at the site. Based on the low proposed floor area and therefore the low number of parking spaces, this is deemed appropriate.
- 3.4.5 Cycle parking is also provided in line with MCC's standards; 2no. spaces will be provided adjacent to Unit 2 as shown in [Figure 3.1](#).
- 3.4.6 2no. loadings bays (one for each unit), will also be provided to meet the operational requirements for the site.

4. Sustainable Accessibility and Active Travel

4.1 Introduction

- 4.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.
- 4.1.2 The National Planning Policy Framework (NPPF), updated in December 2024, sets out the Government's planning policies for England and how these are expected to be applied. Chapter 9 of the NPPF, '*Promoting Sustainable Transport*', sets out the important role that transport issues and policies have in facilitating sustainable development.
- 4.1.3 Paragraph 110 states that: "*Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered in both plan-making and decision-making.*"
- 4.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

4.2 Pedestrian Accessibility

- 4.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document '*Guidelines for Providing for Journeys on Foot (2000)*', are shown in [Table 4.1](#).

Table 4.1 : CIHT Acceptable Walking Distances

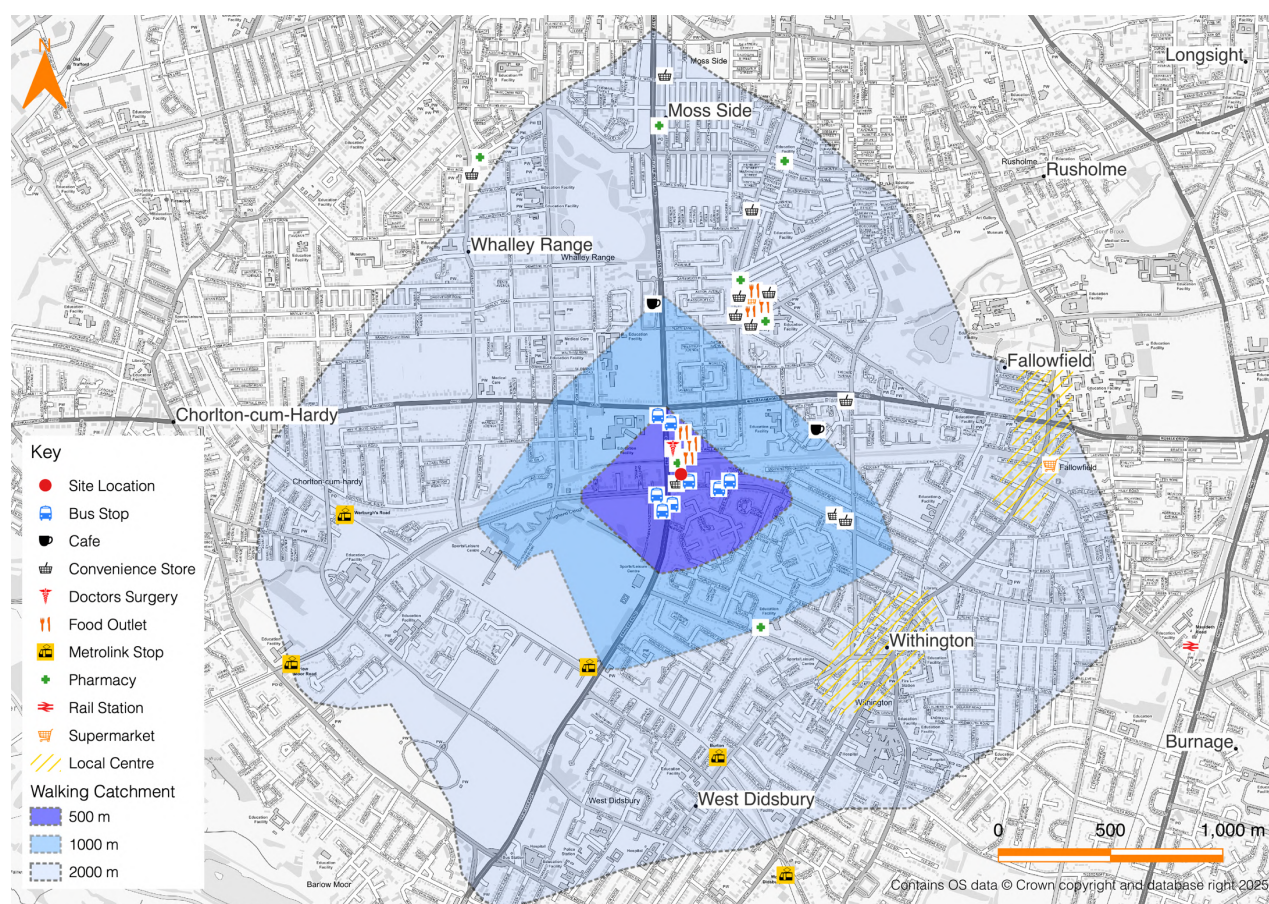
Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

- 4.2.2 The CIHT guidelines shown in [Table 4.1](#) suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.

4.2.3 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.

4.2.4 **Figure 4.1** presents the local amenities and 500m and 1,000m walking catchments from the site, as specified in CIHT guidance for commuting purposes.

Figure 4.1 : Walking Catchment Area with Local Amenities



4.2.5 **Table 4.2** provides an indication of the distances and approximate walking times to local bus stops and local amenities. The distances have been measured from the centre of the site and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 4.2 : Local Amenities – Distances and Walking Times

Amenity	Distance	Average Walking Time
Nisa Local Convenience Store with ATM	70m	<1 minute
Eastbound Bus Stop on Mauldeth Road West	70m	<1 minute
Princess Road Surgery	115m	1 minute
Bento King Takeaway	130m	2 minutes
Cohens Chemist	130m	2 minutes
Bus Stops on Princess Road	160m	2 minutes
Westbound Bus Stop on Mauldeth Road West	205m	2 minutes
Withington Metrolink Stop	1.1km	13 minutes
Aldi Supermarket	1.3km	15 minutes
Withington Centre	1.4km	16 minutes

- 4.2.6 As shown in [Figure 4.1](#), various bus stops are available on the local highway network within a 500m walking catchment, including on Mauldeth Road West, with the eastbound bus stop available within c.70m (<1-minute walk) and the westbound within c.205m (2-minute walk). Additional services are also available from Princess Road (A5103) within c.160m (4-minute walk) to the west of the site.
- 4.2.7 Withington Metrolink stop is also accessible within c.1.1km (13-minute walk) to the south of the site via Princess Road (A5103).
- 4.2.8 Various amenities are available adjacent to the development site along Mauldeth Road West / Princess Road (A5103), all within c.130m (2-minute walk). This includes a Nisa Local with an ATM, a Cohens Chemist, Princess Road Surgery and various food outlets.
- 4.2.9 Additional amenities are available in local centres within the site's walking catchment, including Withington centre within c.1.4km (16-minute walk).
- 4.2.10 As described previously, the local highway network benefits from an extensive network of footways, including dropped kerbs and tactile paving, and the site is well situated in terms of accessibility to local public transport services and local amenities. It has therefore been demonstrated that the site is well-placed in terms of pedestrian connectivity, with walking representing a realistic alternative to car trips.

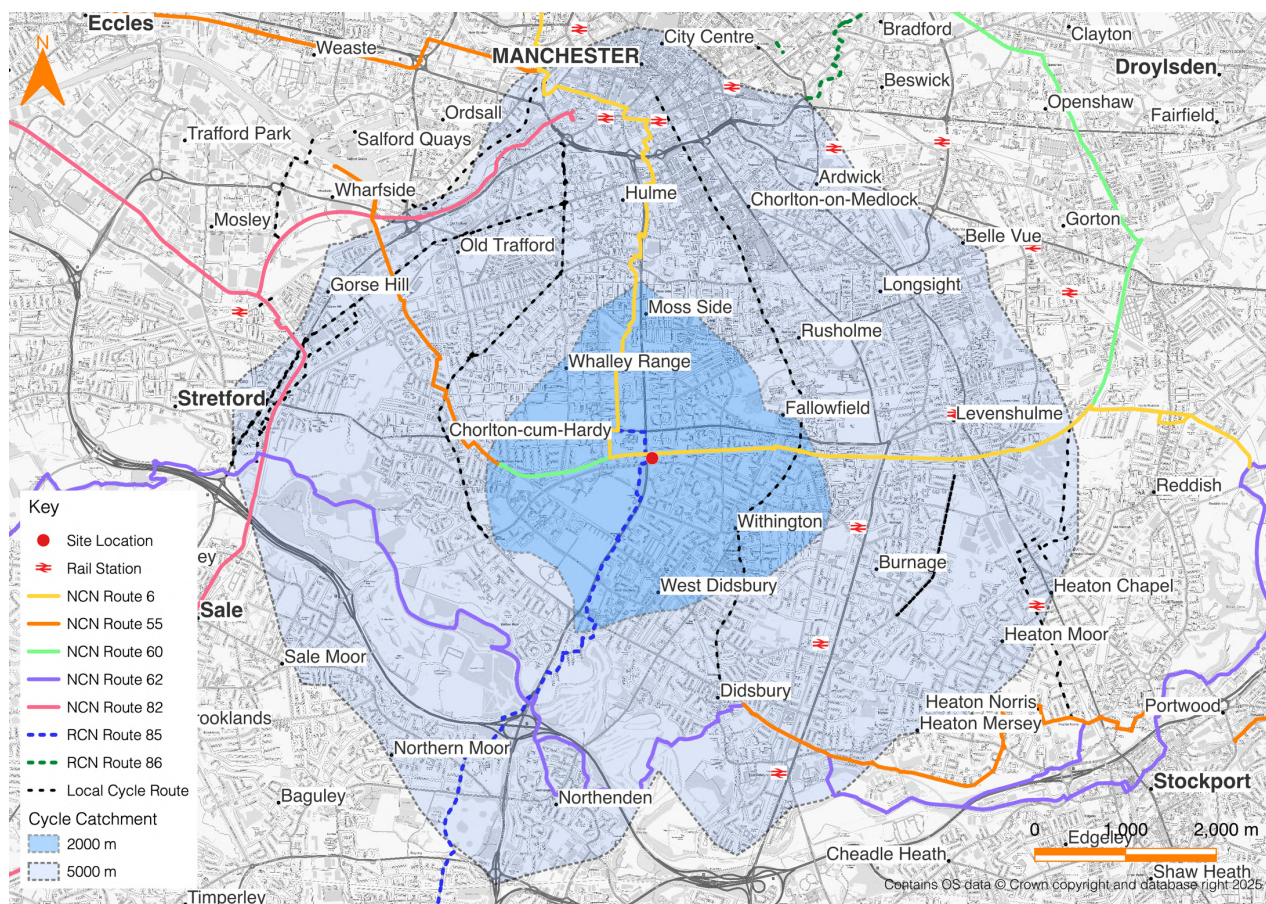
4.3 Cycle Accessibility

4.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

4.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by the Department for Transport (DfT), states that 'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'.

4.3.3 **Figure 4.2** indicates the cycling catchment area around the proposed development site for 2km and 5km.

Figure 4.2 : Cycle Catchment Plan



4.3.4 As shown in [Figure 4.2](#), the suburbs of Whalley Range, Moss Side, Withington and West Didsbury are available within a 2km cycle catchment. A number of suburban areas, as well as Manchester City Centre, are located within a 5km cycle catchment of the site.

- 4.3.5 A number of routes are available on both the National Cycle Network (NCN) and the Regional Cycle Network (RCN) within the cycle catchment; this includes NCN Route 6, also known as the Fallowfield Loop, which runs immediately to the north of the site. This connects to NCN Route 60, NCN Route 55 and RCN Route 85 in the vicinity of the site.
- 4.3.6 A network of local cycle routes and facilities are available in the vicinity of the site as shown in Figure 4.3.

Figure 4.3 : Local Cycle Map - Manchester (source : TfGM)



- 4.3.7 As shown in Figure 4.3, in addition to national and regional cycle routes as described previously, 20 mph speed limits are in place in the vicinity of the site, which provide a safer cycling environment.
- 4.3.8 On-road routes are also available along Princess Road (A5103) to the west of the site, which connect with on-road routes along Wilbraham Road (A6010), connecting with on-road routes along Alexandra Road South towards Manchester City Centre.
- 4.3.9 Considering the close proximity of local cycle routes and accessibility to local areas, cycling could be a reasonable method of travel for site users, particularly as an alternative to private car trips or for trips around the city centre.

4.4 Public Transport Services

Local Bus Services

- 4.4.1 Bus stops, providing services in both directions, are available on Mauldeth Road West, with the eastbound bus stop available within c.70m (<1-minute walk) and the westbound within c.205m (2-minute walk).
- 4.4.2 Additional services are also available from Princess Road (A5103) within c.160m (4-minute walk) to the west of the site.
- 4.4.3 **Table 4.3** provides a summary of routes and times of local public bus services accessible from these bus stops. All bus timetables are available at <https://tfgm.com/plan-a-journey/schedules/bus-timetables>.

Table 4.3 : Local Bus Services – Mauldeth Road West & Princess Road

Service No.	Route	Approx. Two-Way Frequency (buses / hour)				
		AM	Off-Peak	PM	Sat	Sun
25	Stockport - Heaton Moor - Stretford - The Trafford Centre	2	2	2	2	2
101	Piccadilly Gardens - Moss Side - Baguley - Wythenshawe	4	4	4	4	3
102 / 103	Piccadilly Gardens - Moss Side - Fallowfield - Chorlton	2	2	2	2	2

- 4.4.4 As shown in **Table 4.3**, 3no. regular bus services are available from the local highway network, providing direct services across Greater Manchester to designations including Stockport, Wythenshawe and Chorlton, as well as Manchester City Centre.
- 4.4.5 The frequency and proximity of local bus services presents them as a convenient and realistic method of travel for future site users, as opposed to private car travel.

Rail Services

- 4.4.6 The closest rail station to the site is Mauldeth Road Railway Station c.2.7km to the east of the site. It is therefore accessible within the cycling catchment.
- 4.4.7 **Table 4.4** summarises the direct rail services available from Mauldeth Road Railway Station.

Table 4.4 : Direct Rail Services – Mauldeth Road Railway Station

Destination	Approx. Frequency	Approx. Journey Time
Crewe <i>via Manchester Airport</i>	1 service / hour	55 minutes
Liverpool Lime Street <i>via Manchester Piccadilly & Manchester Oxford Road</i>	1 service / hour	1 hour 10 minutes
Manchester Airport <i>via East Didsbury</i>	1 service / hour	15 minutes
Manchester Piccadilly	1 service / hour	10 minutes

4.4.8 Table 4.4 shows that there are multiple frequent services from Mauldeth Road Railway Station to destinations across the northwest, including Manchester City Centre, Manchester Airport, Liverpool and Crewe. All of these services also access local stations along these routes.

4.4.9 This demonstrates the high accessibility of the site via rail, specifically as an alternative to private car trips for accessing the site.

Metrolink Services

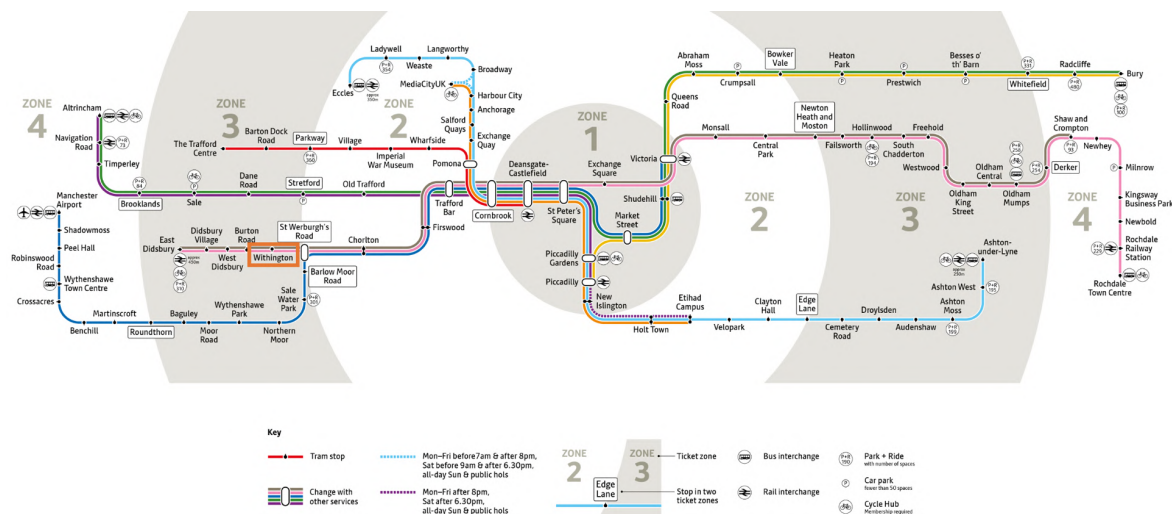
4.4.10 Withington Metrolink stop is accessible within c.1.1km (13-minute walk) to the south of the site via Princess Road (A5103) and is therefore accessible within the walking catchment.

4.4.11 The regular Metrolink services which operate here are:

- Grey Line – East Didsbury to Shaw and Crompton; and
- Pink Line – East Didsbury to Shaw and Rochdale Town Centre.

4.4.12 Figure 4.4 presents the Transport for Greater Manchester (TfGM) Metrolink network, with the Withington stop highlighted.

Figure 4.4 : Metrolink Tram Network (source : TfGM)



4.4.13 As shown in [Figure 4.4](#), these services pass through Manchester City Centre, including at the Victoria and Deansgate - Castlefield stop.

4.4.14 The tram services available operate on a 12-minute frequency throughout the day. All tram stops on the Metrolink network have step-free access to all platforms, help points and security camera coverage.

4.4.15 This demonstrates the accessibility of the site via TfGM's Metrolink network, specifically as an alternative to private car trips for accessing the site.

4.5 Summary

4.5.1 In summary, it has been shown that the site can be accessed via sustainable modes of travel, including walking, cycling and public transport – thereby offering an alternative to single occupancy car trips. This includes the following:

- Existing footways are available on the local highway network providing safe walking routes to local amenities and public transport provision.
- Bus stops are located within a short walking distance from the site and are accessible via dedicated pedestrian routes.
- Access to a network of cycle-friendly routes within the local area, as well as an on-road routes on the local highway network and a network of national and regional routes.
- Regular bus services from the local highway network provide access across Greater Manchester to designations including Stockport, Wythenshawe and Chorlton, as well as Manchester City Centre.
- Mauldeth Road Railway Station provides frequent and direct rail services to a wide range of destinations across the northwest, including Manchester City Centre, Manchester Airport, Liverpool and Crewe. All of these services also access local stations along these routes.
- Regular tram services on the Metrolink network are available from Withington Metrolink stop, providing services to East Didsbury, and towards Rochdale via Manchester City Centre.

4.5.2 Overall, alternatives to single-occupancy car trips are available within the local area of the site, including walking routes, cycling routes and public transport services.

4.5.3 The site is therefore compliant with the NPPF in paragraph 115 which states that: *'in assessing sites that may be allocated for development in plans, or specific application for development, it should be ensured that: a) sustainable transport modes are prioritised taking account the vision for the site, given the type of development and its location'*.

- 4.5.4 Furthermore, the proposals accords with paragraph 117 of the NPPF which states that: *'applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use'.*

5. Trip Generation

5.1 TRICS Trip Rates

- 5.1.1 A trip generation exercise has been undertaken to establish the level of traffic which will be generated on the local highway network by the extended storage on site. The TRICS database has been used to generate trip rates using the '*Employment – Warehousing (Commercial)*' land use category. Full TRICS outputs are attached in [Appendix C](#).
- 5.1.2 TRICS surveys during the COVID-19 lockdowns were removed as it is likely that travel behaviours were affected during this time. All sites in Greater London were also removed.
- 5.1.3 The guidance recommends that regional selection should not be a major consideration when applying trip rate calculation filtering criteria. The guidance also indicates that location type is one of the most influential factors in terms of trip generation and therefore should be one of the main filtering considerations. Therefore, the 'Suburban Area' and 'Edge of Town' location types were selected.

5.2 Trip Generation

- 5.2.1 The TRICS trip rates and estimated trip generation during the weekday AM and PM peak hour are shown in [Table 5.1](#).

Figure 5.1 : TRICS Trip Generation (per dwelling) - Vehicles

TRICS Land Use Category	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate ' <i>Employment – Warehousing (Commercial)</i> '	0.186	0.075	0.261	0.062	0.188	0.25
Proposed Development (290 sqm)	1	0	1	0	1	1

- 5.2.2 As shown in [Table 5.1](#), the proposed development is only expected to generate **1** two-way trip during the AM peak hour and **1** two-way trip during the PM peak hour.

5.3 Traffic Impact

- 5.3.1 The trip generation exercise shows that the proposed development will generate approximately 1 trip every hour when averaged over the peak hours.

5.3.2 Based on this expected trip generation, it can be reasonably concluded that the development will have a negligible impact, and certainly not a '*severe*' impact, on the local highway network, as stated in paragraph 116 of the National Planning Policy Framework (NPPF) under which development should not be refused on highways grounds.

6. Summary and Conclusion

6.1 Summary

- 6.1.1 Mode Transport Planning has been appointed by Agha Group to provide transport planning and highways advice in relation to a planning application for a proposed development on Mauldeth Road West in Manchester.
- 6.1.2 The proposed development will comprise 2no. new storage units (Use Class B8), each with a floor area of 145 sqm (total of 290 sqm). Access will be taken from an existing access road from Mauldeth Road West.
- 6.1.3 The analysis in this report has been carried out in accordance with current policy, guidance, and best practice. The results demonstrate that:
- In accordance with local and national policy, the site is accessible by a range of sustainable modes of transport, including walking, cycling and local public transport services. These travel options provide a realistic alternative to single occupancy car travel.
 - Vehicular access to the site will be taken from Mauldeth Road West via the existing access road to the site.
 - Swept path analysis demonstrates that a 7.5t box van can enter and exit the site in a forward gear, and manoeuvre safely within the site.
 - Car and cycle parking will be provided in line with MCC's adopted standards.
 - 2no. loading bays will be provided on site, one for each unit.
 - The proposed development is expected to generate 1 two-way vehicle trip during the AM peak period and 1 two-way vehicle trip during the PM peak period; based on this, it can be reasonably concluded that the development will not have a 'severe' impact on the local highway network, (paragraph 116 of the NPPF) under which development should not be refused on highways grounds.

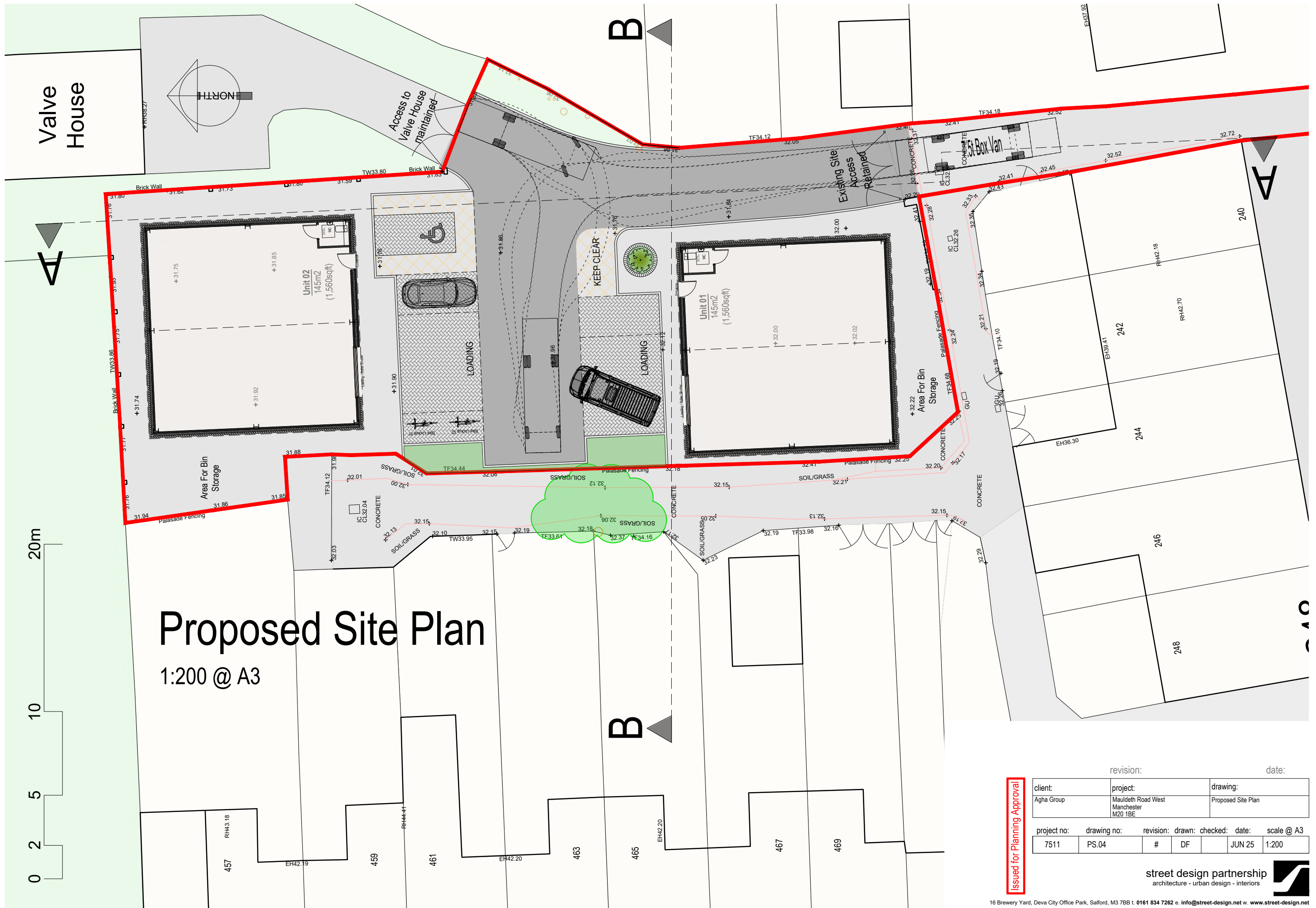
6.2 Conclusion

- 6.2.1 In conclusion, based on the evidence and analysis within this report, there should be no highways or transport planning related reasons that prevent this planning application from being approved.

APPENDICES

APPENDIX A

Proposed Site Layout



Proposed Site Plan

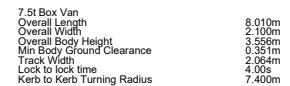
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revision:		date:	
client:	project:	drawing:	
Agha Group	Mauldeth Road West Manchester M20 1BE	Proposed Site Plan	
project no:	drawing no:	revision:	drawn: checked: date: scale @ A3
7511	PS.04	#	DF JUN 25 1:200

Issued for Planning Approval

APPENDIX B

Swept Path Analysis – 7.5t Box Van



- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
 2. all dimensions to be checked before commencement of work on site.
 3. all dimensions in metres unless otherwise stated.
 4. the design is subject to approval of manchester city council.
 5. drawing based on topographical survey.

issue/revision		
B	13/06/2025	issued
A	12/06/2025	issued
-	11/02/2025	issued
i/r	date	description

client: agha group

project: mauldeth road yard, manchester

project number: J328640

scale: 1:250@A3
drawing title:
swept path analysis - 7.5t box van

drawing number:
J32-8640-PS-00I

APPENDIX C

Full TRICS Outputs

Calculation Reference: AUDIT-754101-250214-0237

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	TB TORBAY	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CU CUMBERLAND	1 days
13	MUNSTER	
	CR CORK	1 days
14	LEINSTER	
	WX WEXFORD	1 days
15	GREATER DUBLIN	
	DL DUBLIN	2 days

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

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Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 190 to 7881 (units: sqm)
 Range Selected by User: 190 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 19/06/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	2 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	9

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	10
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	13 days - Selected

Secondary Filtering selection:**Use Class:**

n/a	2 days
B8	8 days

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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

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

0.6 to 1.0	2 days
1.1 to 1.5	8 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	10 days
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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	10 days
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This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

1	CR-02-F-03	FURNITURE DISTRIBUTION	CORK
	POULADUFF ROAD		
	CORK		
	SOUTHSIDE IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4800 sqm	
	Survey date: TUESDAY	15/10/19	Survey Type: MANUAL
2	CU-02-F-01	WAREHOUSING & DISTRIBUTION	CUMBERLAND
	CARLISLE ROAD		
	BRAMPTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4007 sqm	
	Survey date: WEDNESDAY	19/06/24	Survey Type: MANUAL
3	DL-02-F-03	BATHROOM TILES & TIMBER	DUBLIN
	MAPLE AVENUE		
	DUBLIN		
	SANDYFORD		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	650 sqm	
	Survey date: THURSDAY	26/09/19	Survey Type: MANUAL
4	DL-02-F-05	WAREHOUSING & DISTRIBUTION	DUBLIN
	PROMENADE ROAD		
	DUBLIN		
	DUBLIN PORT		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2300 sqm	
	Survey date: TUESDAY	30/05/23	Survey Type: MANUAL
5	DS-02-F-01	LOGISTICS DEPOT	DERBYSHIRE
	PARK ROAD		
	HOLMEWOOD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7000 sqm	
	Survey date: WEDNESDAY	04/10/23	Survey Type: MANUAL
6	EX-02-F-01	SPORTS SUPPLEMENTS	ESSEX
	BRUNEL WAY		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6560 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
7	HC-02-F-03	PPE DISTRIBUTION	HAMPSHIRE
	WARSASH ROAD		
	PARK GATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3665 sqm	
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NY-02-F-01	REMOVALS SERVICE	NORTH YORKSHIRE
	GRIMBALD CRAG CLOSE		
	KNARESBOROUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1750 sqm	
	Survey date: MONDAY	19/06/23	Survey Type: MANUAL
9	TB-02-F-01	OPTICS WAREHOUSE	TORBAY
	ALDERS WAY		
	PAIGNTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	190 sqm	
	Survey date: FRIDAY	29/03/19	Survey Type: MANUAL
10	WX-02-F-01	WAREHOUSING & DISTRIBUTION	WEXFORD
	ROSSLARE ROAD		
	NEAR WEXFORD		
	DRINAGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7881 sqm	
	Survey date: THURSDAY	20/04/23	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AN-02-F-05	COVID-19
BO-02-F-01	COVID-19
DL-02-F-04	COVID-19
LO-02-F-01	COVID-19
NW-02-F-02	COVID-19

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	7	3833	0.067	7	3833	0.034	7	3833	0.101
06:00 - 07:00	7	3833	0.063	7	3833	0.060	7	3833	0.123
07:00 - 08:00	10	3880	0.209	10	3880	0.098	10	3880	0.307
08:00 - 09:00	10	3880	0.186	10	3880	0.075	10	3880	0.261
09:00 - 10:00	10	3880	0.155	10	3880	0.088	10	3880	0.243
10:00 - 11:00	10	3880	0.144	10	3880	0.101	10	3880	0.245
11:00 - 12:00	10	3880	0.108	10	3880	0.113	10	3880	0.221
12:00 - 13:00	10	3880	0.139	10	3880	0.129	10	3880	0.268
13:00 - 14:00	10	3880	0.137	10	3880	0.111	10	3880	0.248
14:00 - 15:00	10	3880	0.162	10	3880	0.188	10	3880	0.350
15:00 - 16:00	10	3880	0.108	10	3880	0.186	10	3880	0.294
16:00 - 17:00	10	3880	0.095	10	3880	0.219	10	3880	0.314
17:00 - 18:00	10	3880	0.062	10	3880	0.188	10	3880	0.250
18:00 - 19:00	9	3534	0.053	9	3534	0.135	9	3534	0.188
19:00 - 20:00	6	3305	0.030	6	3305	0.045	6	3305	0.075
20:00 - 21:00	6	3305	0.005	6	3305	0.045	6	3305	0.050
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.723			1.815			3.538

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:	190 - 7881 (units: sqm)
Survey date range:	01/01/16 - 19/06/24
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	5

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



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