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transport planning



Chancerygate Manchester Limited

Crabtree Lane, Manchester

Transport Statement

October 2024







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Chancerygate Manchester Limited

Crabtree Lane, Manchester

Transport Statement

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1. Introduction

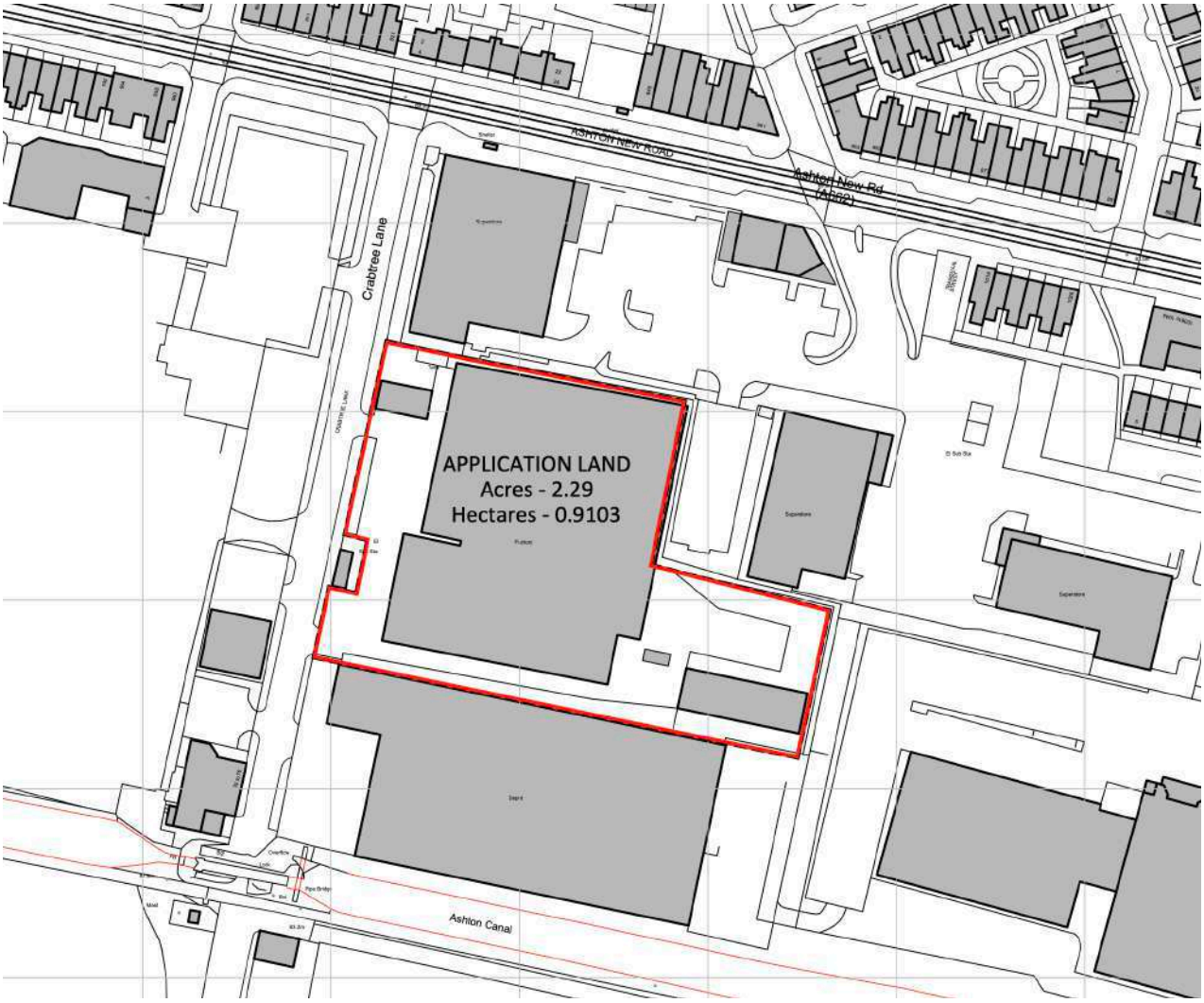
1.1 Preamble

1.1.1 Mode Transport Planning ('Mode') has been appointed by Chancerygate Manchester Limited (the 'Applicant') to provide transport planning and highways advice in relation to a Section 73 planning application for an industrial development on land off Crabtree Lane in Manchester.

1.1.2 The proposed scheme will comprise 6no. industrial units (Use Class E(g)(iii)/ B2/ B8) with a Gross Internal Area (GIA) of 10,029 sqm, as well as on-site car parking provision, cycle parking and associated landscaping. Access to the site will be provided via a new priority access from Crabtree Lane.

1.1.3 The indicative site boundary is shown in Figure 1.1.

Figure 1.1 : Indicative Site Boundary (source: UMC Architects)



1.1.4 This Transport Statement (TS) has been prepared to assess the development proposals, with consideration to vehicular and pedestrian access, expected trip generation and traffic impact, accessibility by sustainable modes of travel, parking provision and servicing arrangements.

1.2 Relevant Planning History

1.2.1 This TS has been prepared as part of the supporting documentation for a Section 73 planning application for the variation of conditions on existing planning permission App Ref : 138914/FO/2023.

1.2.2 Full planning permission was granted on 17th April 2024 by Manchester City Council (MCC) for the:

'Erection of 9 no. units (in 3 no. buildings) with access and servicing arrangements, car parking, landscaping and associated works (Use Classes E(g) (iii) B2 and B8) following demolition of existing buildings and structures'.

1.2.3 Amendments have been made to the scheme and this Section 73 application seeks variation to conditions attached to the existing planning permission to enable variations to the proposed layout. The majority of the proposed development remains identical to that approved under App Ref : 138914/FO/2023, but changes have been made to enable Units 1 – 4 to be merged and create a single unit along the northern boundary, which is to be occupied by a single operator.

1.3 Methodology

1.3.1 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 superseded the Department for Transport's (DfT) *'Guidance on Transport Assessment'* (2007). Whilst the 2014 guidance places a focus on agreeing a scope of works with the Local Highway Authority, the 2007 guidance remains instructive and has been used to inform the overall structure of the TS.

1.4 Report Structure

1.4.1 Following this introduction, this TS will be structured as follows:

- Chapter 2 describes the site location, local highway network and collision data;
- 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 trip generation;
- Chapter 6 provides evidence for the proposed parking provision; and

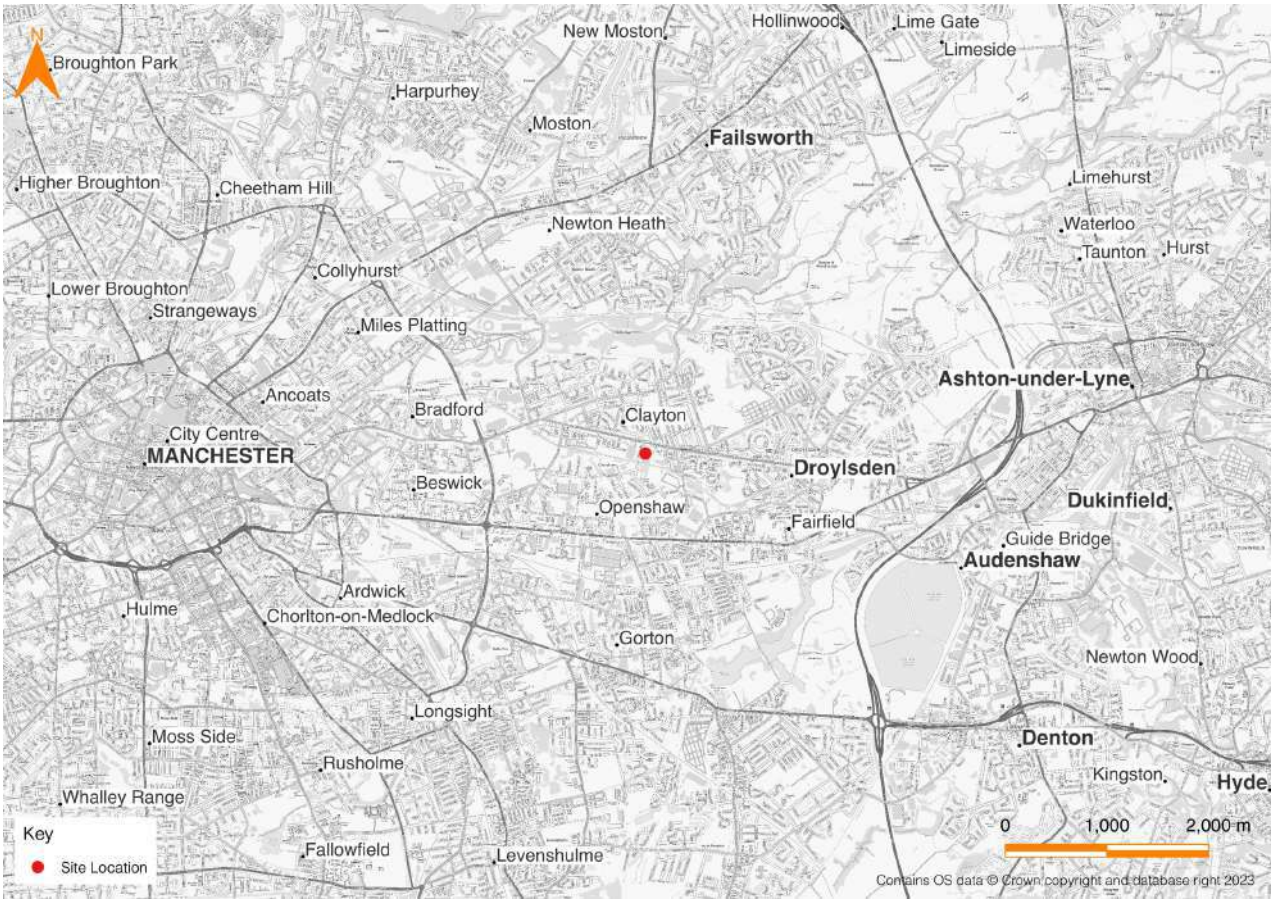
- Chapter 7 summarises and concludes the findings of the report.

2. Existing Conditions

2.1 Site Location and Existing Site

2.1.1 The site is located on the edge of the suburb of Clayton in Greater Manchester, c.1.5km west of Droylsden and c.4.5km east of Manchester City Centre as shown in Figure 2.1.

Figure 2.1 : Site Location Plan



2.1.2 The development site previously consisted of an unused warehouse which has since been demolished.

2.1.3 The existing development site is shown in Photograph 2.1 and Photograph 2.2.

Photograph 2.1 : Existing Development Site



Photograph 2.2 : Existing Development Site

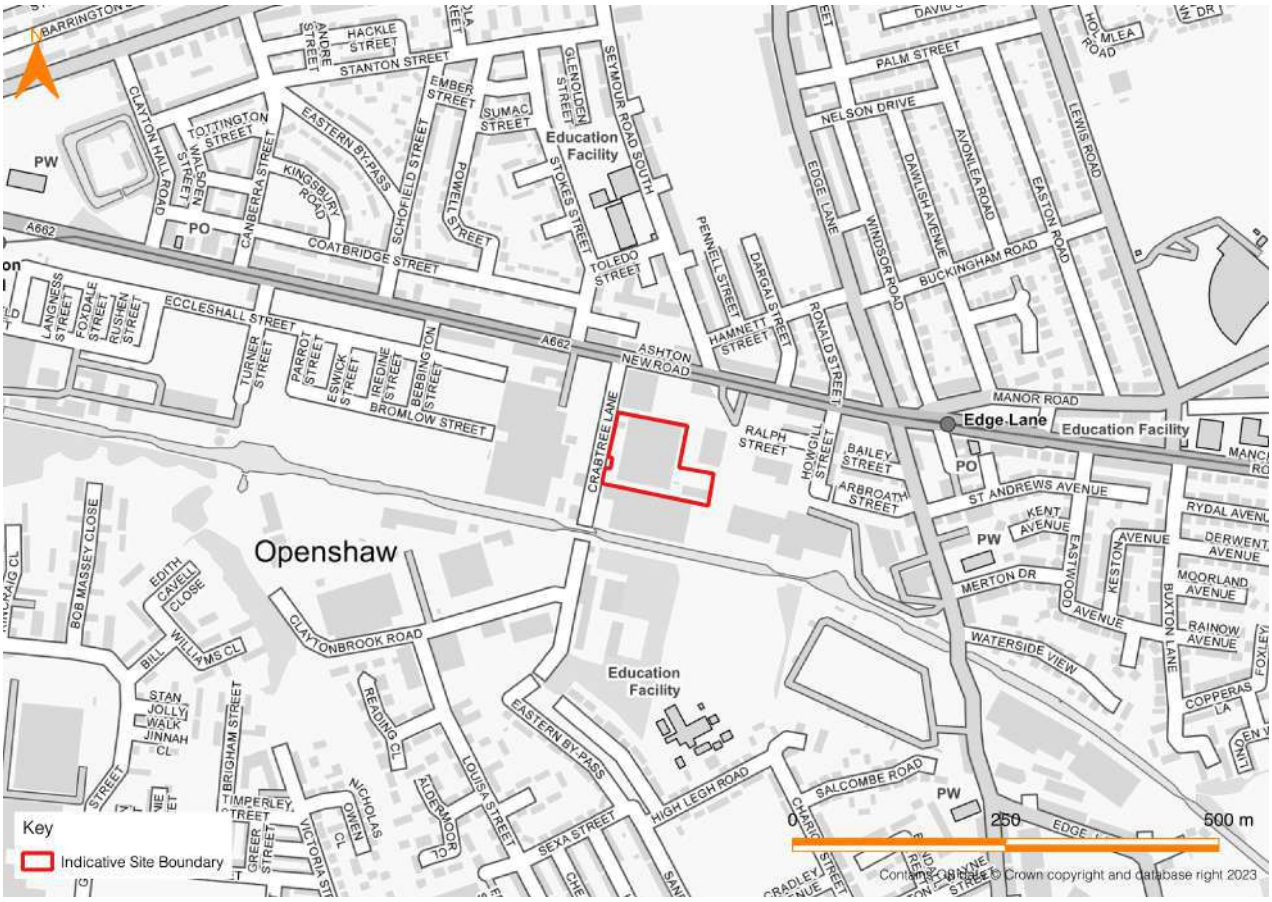


2.2 Local Highway Network

2.2.1 The site is bound by Crabtree Lane to the west, and existing commercial and industrial units to the north, east and south.

2.2.2 The location of the development site in the context of the local highway network is shown in Figure 2.2.

Figure 2.2 : Local Highway Network



Crabtree Lane

2.2.3 Access to the site will be taken from Crabtree Lane. The existing conditions along Crabtree Lane are detailed in Table 2.1 and shown in Photograph 2.3 to Photograph 2.5.

Table 2.1 : Crabtree Lane – Existing Conditions

Road Classification	Unclassified	Footway Width	c.2.5m
Road Type	Two-way single carriageway	Pedestrian Facilities	Dropped kerbs and tactile paving at junction with Ashton New Road
Speed Limit	20 mph	Cycle Facilities	No
Carriageway Width	c.7.8m	Public Transport Provision	No
Adoption Status	Adopted	Streetlighting	Yes

Photograph 2.3 : Crabtree Lane – northbound



Photograph 2.4 : Crabtree Lane – southbound



Photograph 2.5 : Crabtree Lane – Speed Limit



Ashton New Road (A662)

2.2.4 In the vicinity of the site, Crabtree Lane is accessed via Ashton New Road. The Ashton New Road / Crabtree Lane priority junction is shown in Photograph 2.6.

Photograph 2.6 : Ashton New Road / Crabtree Lane Priority Junction



2.2.5 The existing conditions along Ashton New Road are detailed in Table 2.2 and shown in Photograph 2.7 to Photograph 2.10.

Table 2.2 : Ashton New Road – Existing Conditions

Road Classification	A-road (A662)	Footway Width	c.3.0 – 5.0m
Road Type	Two-way single carriageway	Pedestrian Facilities	Pelican crossing c.37m west of Crabtree Lane junction
Speed Limit	30 mph	Cycle Facilities	On-road traffic free routes on both sides of the carriageway
Carriageway Width	c.9.3m	Public Transport Provision	Yes
Adoption Status	Adopted	Streetlighting	Yes

2.2.6 As shown in Photograph 2.7 to Photograph 2.10, Ashton New Road features on-road tram tracks in both directions that form part of Greater Manchester's Metrolink network.

Photograph 2.7 : Ashton New Road – eastbound



Photograph 2.8 : Ashton New Road – westbound



Photograph 2.9 : Ashton New Road – Pelican crossing



Photograph 2.10 : Ashton New Road – On-road Cycle Routes



2.3 Road Safety

2.3.1 Personal Injury Collision (PIC) data in vicinity of the development site has been obtained from the CrashMap database (crashmap.co.uk) for the most recently available five-year period between 2018 and 2022.

2.3.2 Figure 2.3 shows the extent of the study area and Table 2.3 provides a summary of the PICs recorded.

2.3.3 As shown in Figure 3.3, 3no. PICs, all 'slight' in severity, were recorded within the study area between 2018 and 2022. No recorded PICs involved an HGV.

2.3.4 Only 1no. PIC was recorded at the Ashton New Road / Crabtree Lane priority junction, which occurred between a motorcycle and a car.

2.3.5 Due to the frequency and severity of PICs recorded within the study area, there is no evidence to suggest that the highway layout, design or condition are significant factors in PIC records on the local highway network. Furthermore, there is no evidence to suggest that proposed development would have a detrimental impact on highway safety.

Figure 2.3 : Personal Injury Collisions Map (source: CrashMap)

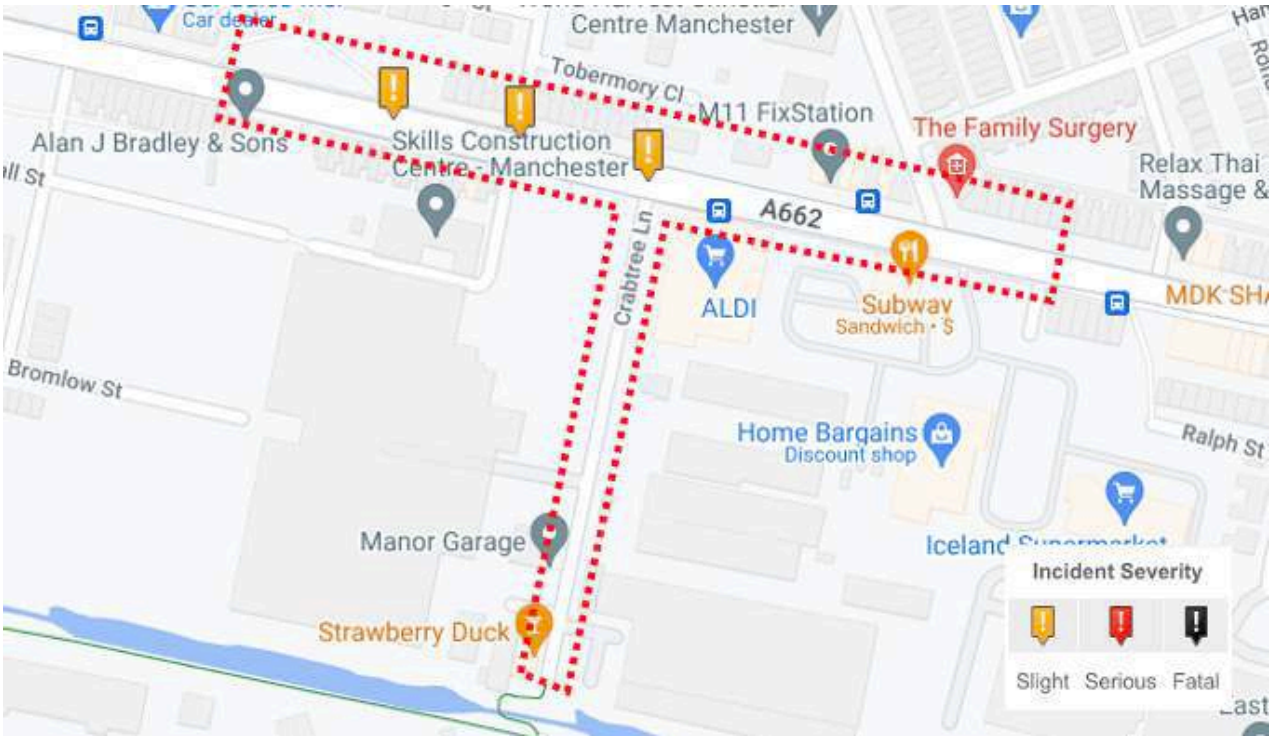


Table 2.3 : Road Safety Data Analysis

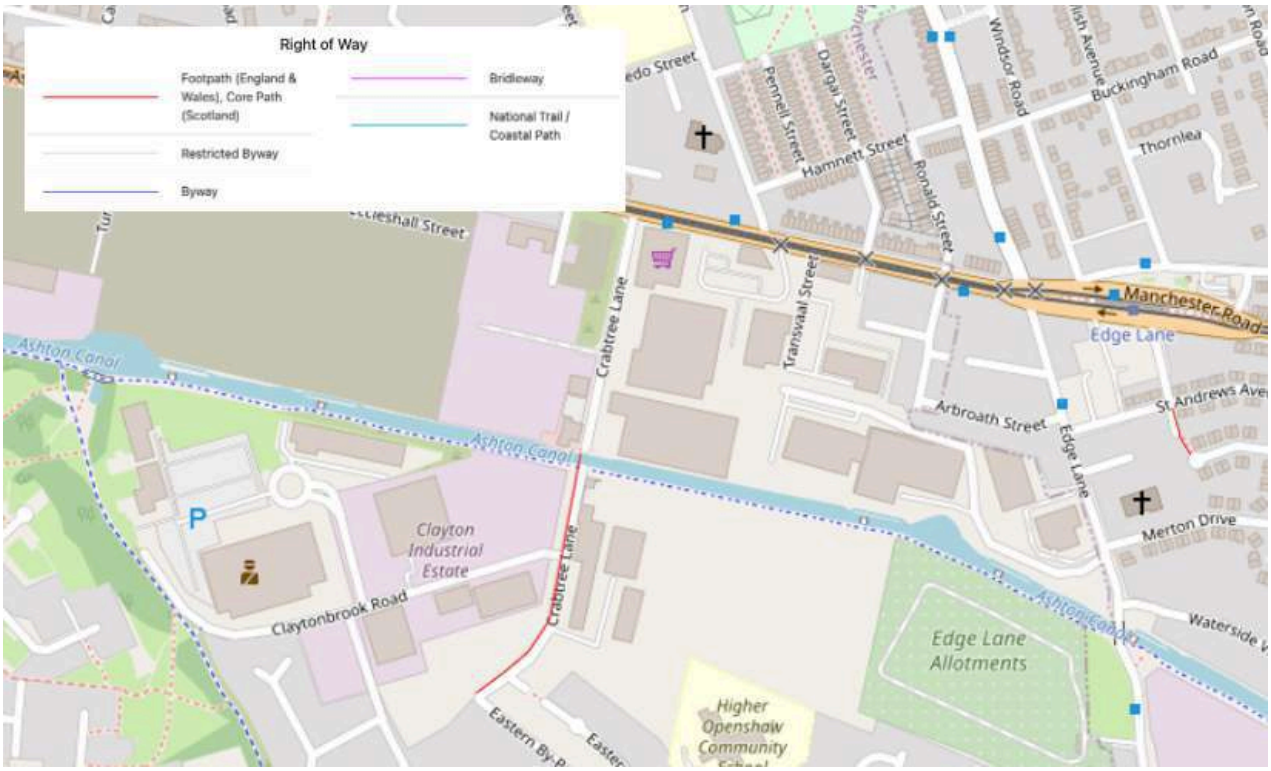
Date	Location	Severity	Vehicles Involved
2018	Ashton New Road / Crabtree Lane	Slight	Motorcycle proceeding along the carriageway colliding with a car in the act of turning right.
2020	Ashton New Road	Slight	LGV proceeding along the carriageway colliding with a car in the act of turning right.
2022	Ashton New Road	Slight	Car in the act of slowing down / stopping colliding with an LGV held up in the carriageway.

2.4 Public Rights of Way

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

2.4.2 A footpath is available along the southern section of Crabtree Lane aiding pedestrian movement from Crabtree Lane adjacent to the site, to Eastern By-Pass and the residential area of Clayton to the south, as shown in Figure 2.4.

Figure 2.4 : Public Right of Way Map (source: FootpathMap.co.uk)

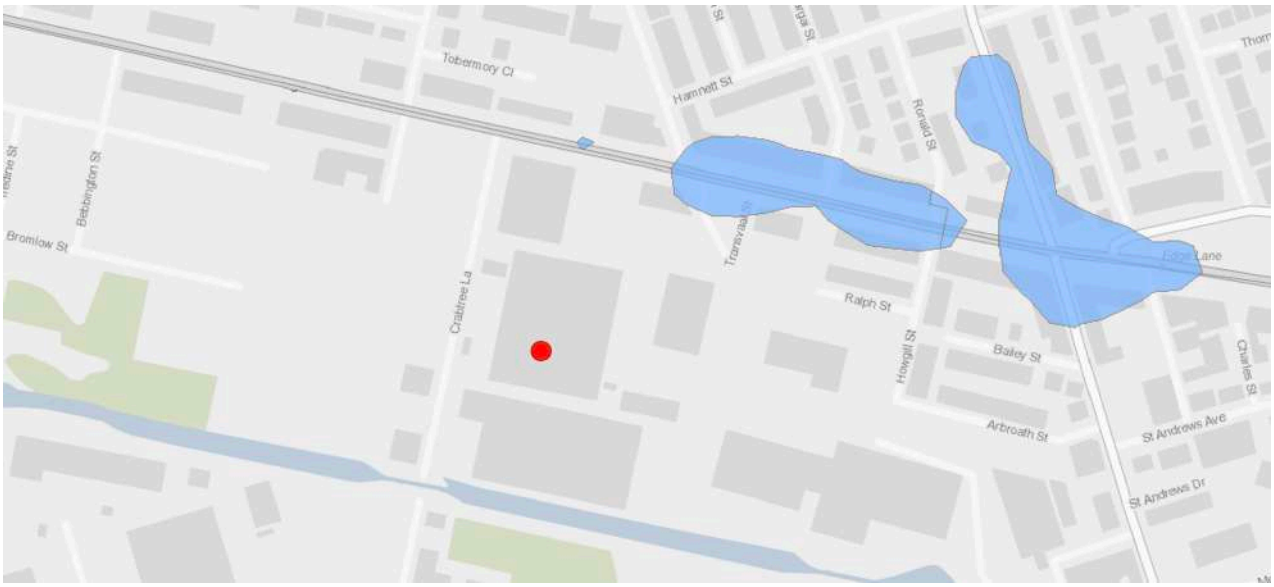


2.5 Air Quality

2.5.1 According to the Department for Environment, Food and Rural Affairs (DEFRA), the development site is not located in an Air Quality Management Area (AQMA).

2.5.2 Sections of Ashton New Road and Edge Lane within the vicinity of the site are within AQMAs, as shown in Figure 2.5.

Figure 2.5 : Air Quality Management Area Map (source: DEFRA)



3. Development Proposals

3.1 Proposed Use

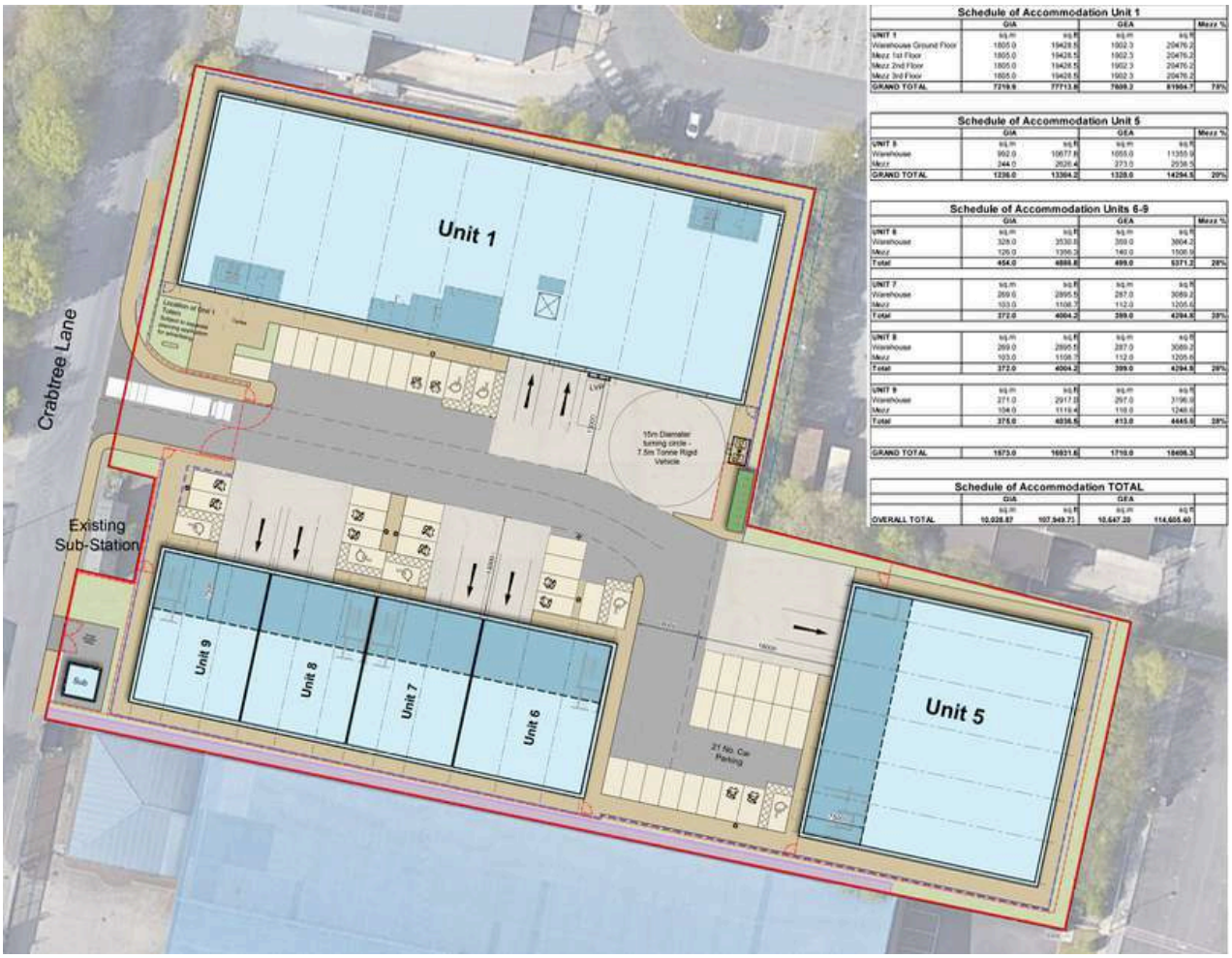
3.1.1 The proposed scheme will comprise 6no. industrial units (Use Class E(g)(iii)/B2/B8) with a total GIA of 10,029 sqm, with associated on-site car parking, cycle parking, servicing areas and landscaping.

3.1.2 Full planning permission was granted on 17th April 2024 for the *'Erection of 9 no. units (in 3 no. buildings) with access and servicing arrangements, car parking, landscaping and associated works (Use Classes E(g) (iii) B2 and B8) following demolition of existing buildings and structures'.* The permission allowed for a total of 5,535.6 sqm GEA (5,124.1 sqm GIA).

3.1.3 Unit 1 will be used for self-storage, which falls under the B8 Use Class. The remaining units will fall under Use Class E(g)(iii)/ B2/ B8.

3.1.4 The proposed site layout is shown in Figure 3.1 and is attached in Appendix A.

Figure 3.1 : Proposed Site Layout (source: UMC Architects)



3.1.5 The majority of the proposed development remains identical to that approved under App Ref : 138914/FO/2023, but changes have been made to enable Units 1 – 4 to be merged and create a single unit along the northern boundary, which is to be occupied by a single operator.

3.1.6 The quantum of development is shown in Table 3.1.

Table 3.1 : Proposed Unit Areas

Unit	GIA
1	7,219.9 sqm
5	1,236.0 sqm
6	454.0 sqm
7	372.0 sqm
8	372.0 sqm
9	375.0 sqm
Total	10,028.9 sqm

3.2 Proposed Access Arrangement

3.2.1 Access to the site will be taken via a new priority junction from Crabtree Lane, which was approved under App Ref : 138914/FO/2023.

3.2.2 The proposed access will comprise a 7.3m wide carriageway with a 10m kerb radii to the north and a 3m kerb radii to the south. 2m wide footways will also be provided on both sides from Crabtree Lane that will connect with the existing footway network.

3.2.3 The proposed use of an unsymmetrical junction has been agreed with MCC as part of App Ref : 138914/FO/2023. HGV movements will not take place to the south due to the cul-de-sac nature of the road so a reduced radius can be provided on the southern side of the junction to reduce the crossing distance for pedestrians.

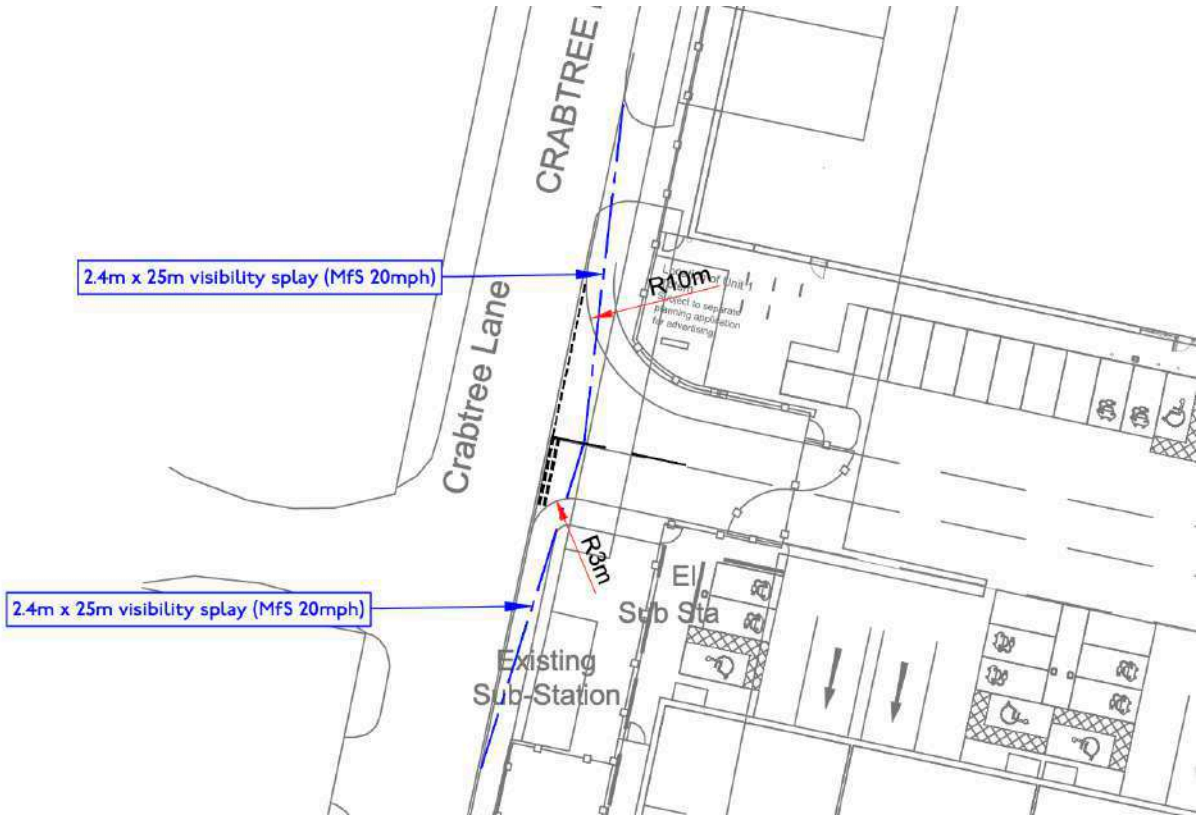
3.2.4 To the south of the proposed access there is a proposed dropped vehicle crossover for maintenance access to the substation. Existing accesses will be reinstated to footway where necessary.

3.2.5 The proposals include a gated access to ensure that the site can be secured when required. The proposed gate is set back within the site to ensure an HGV can fully exit Crabtree Lane and wait off the highway, should the gate be closed.

3.2.6 The proposed site access arrangement is shown in Figure 3.2, with the full site access drawing (**Drawing J32-7475-002**) attached in Appendix B.

3.2.7 Visibility splays of 2.4m x 25m are achievable in both directions along Crabtree Lane in accordance with Manual for Streets (MfS) Sight Stopping Distances.

Figure 3.2 : Proposed Site Access Junction



3.3 Servicing and Delivery Arrangements

3.3.1 Swept path analysis has been undertaken at the access and at Unit 5 for a 16.5m articulated HGV, which is the largest vehicle expected to access these units. The swept path analysis for a 16.5m HGV is shown in Figure 3.3, and the full drawing (**Drawing J32-7475-003**) is attached in Appendix C.

3.3.2 For the remaining units, swept path analysis has been undertaken for a 10m rigid HGV. Swept path analysis has also been undertaken for an 11.2m refuse collection vehicle. The swept path analysis for both vehicles is provided in **Drawings J32-7475-004/005** attached in Appendix C.

3.3.3 The analysis shows that all vehicle types can enter and exit via the site access in a forward gear and manoeuvre safely within the proposed servicing areas.

Figure 3.3 : Swept Path Analysis – 16.5m Articulated HGV



3.4 Parking Provision

3.4.1 In total, 50no. car parking spaces will be provided at the site, inclusive of 7no. accessible spaces (14%) all located near the unit entrances. Secure parking for up to 36no. cycles is also proposed.

3.4.2 MCC outline their parking standards in the *'Manchester Core Strategy 2012 to 2027'* adopted in July 2012. Parking standards for B2 and B8 uses not in city / district centres are shown in Table 3.2.

Table 3.2 : MCC Parking Standards – Outside of City / District centre

Land Use	Car Parking	Disabled Parking	Cycle Parking
B2 - General Industry	1 space / 45 sqm	Individual bays for each disabled employee plus 2 bays or 5% of total capacity (whichever is greater)	1 space / 450 sqm (minimum of 2 spaces)
B8 - Storage and 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 spaces)

Car Parking

3.4.3 Unit 1 (self-storage) will be provided with 12no. car parking spaces, inclusive of 2no. disabled bays and 2no. EVCP bays. Whilst this falls below MCC's B8 standard, Unit 1 will be used for self-storage, which typically generates a lower number of trips.

3.4.4 To provide further evidence that the proposed parking provision at Unit 1 is suitable for the proposed development, a car parking accumulation assessment has been undertaken and is outlined in Chapter 6.

3.4.5 The remaining units will be provided with a total of 38no. spaces, which equates to 1 space per 74 sqm. This therefore for lies between the B2 and B8 standard. This includes 5no. disabled bays and 10no. EVCP bays.

3.4.6 To provide further evidence that the proposed parking provision at these units are suitable for the proposed development, a car parking accumulation assessment for these units is also included in Chapter 6.

3.4.7 7no. accessible parking bays will be provided across the site, which equates to 14% provision and exceeds MCC's minimum standard.

3.4.8 12no. Electric Vehicle Charging Point (EVCP) spaces are also proposed (2no. per unit), which equates to 24% provision. The remaining spaces will be cable-enabled to ensure 100% EVCP provision is achievable in the future.

3.4.9 A car sharing scheme will be implemented at the site and dedicated car sharing spaces will be provided (5% of total provision).

Cycle Parking

3.4.10 A cycle shelter providing secure parking for up to 14no. cycles is located to the east of Unit 1. 5no. Sheffield stands, providing cycle parking for up to 10no. cycles, will also be provided to the southwest of Unit 1.

3.4.11 Each unit will also provide 2no. internal cycle spaces (10no. in total), therefore providing a total of 36no. secure cycle spaces at the site.

3.4.12 Cycle parking is provided in excess of MCC's cycle parking standards for both B2 and B8 Use Classes as shown in Table 3.2.

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) sets out the Government's planning policies for England and outlines the important role that transport policies have to play in facilitating sustainable development.

4.1.3 Paragraph 109 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 taken into account 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 Guideline Acceptable Walking Distances

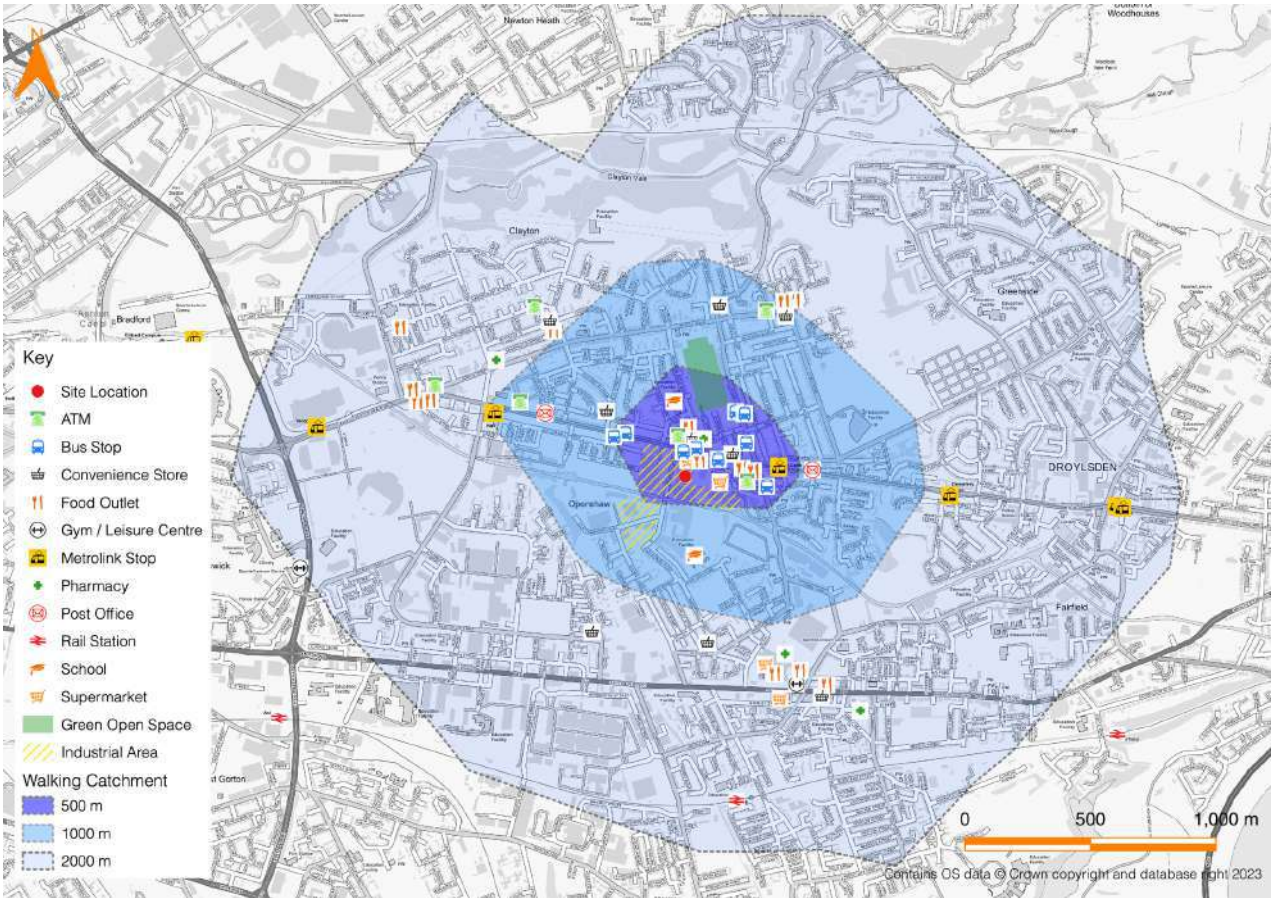
Criteria	Town Centre	Commuting/Sight Seeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

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; in more remote locations, people will be more likely to be 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 accessible within the 500m, 1,000m and 2,000m walking catchments from the site, as specified in CIHT guidance for commuting purposes.

Figure 4.1 : Walking Catchment with Local Amenities



4.2.5 As shown in Figure 4.1, the site is located in an area which comprises existing industrial and commercial land uses.

4.2.6 Table 4.2 provides an indication of the distances and approximate walking times to a selection of local amenities. The distances have been measured from the access to the site; 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. All distances were measured from the centre of the site.

Table 4.2 : Local Amenities – Distances and Walking Times

Amenity	Distance	Average Walking Time
Bus Stops on Ashton New Road	180m	2 minutes
Best One Convenience Store with ATM	190m	2 minutes
Cohen's Pharmacy	270m	3 minutes
Subway Sandwich Shop	300m	4 minutes
Seymour Road Academy	350m	4 minutes
Hewlett Johnson Playing Fields	400m	5 minutes
Edge Lane Post Office	550m	7 minutes
Edge Lane Metrolink Stop	550m	7 minutes
Gorton Rail Station	1.6km	19 minutes
Droylsden Town Centre	1.8km	21 minutes

4.2.7 As shown in Figure 4.2 and Table 4.2, the walking catchment provides access to a range of public transport connections, including bus stops within c.180m (2-minute walk) and Edge Lane Metrolink stop within c.550m (7-minute walk) both on Ashton New Road.

4.2.8 A range of amenities are available within a 500m walking catchment, including a Subway sandwich shop, Cohen's Pharmacy, Hewlett Johnson Playing fields and a Best One convenience store with an ATM. Edge Lane Office is also located just beyond the 500m walking catchment.

4.2.9 Within a 2,000m walking catchment, Gorton Rail Station is accessible within c.1.6km (19-minute walk) to the south of the site. Further amenities are also accessible c.1.8km (21-minutes) east in Droylsden Town Centre.

4.2.10 The development is connected to local amenities via a network of good quality footways with dropped kerbs, signalised crossing points and good quality surfaces. This provides sufficient access to all uses, including those with various forms of disability and the visually impaired. 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.

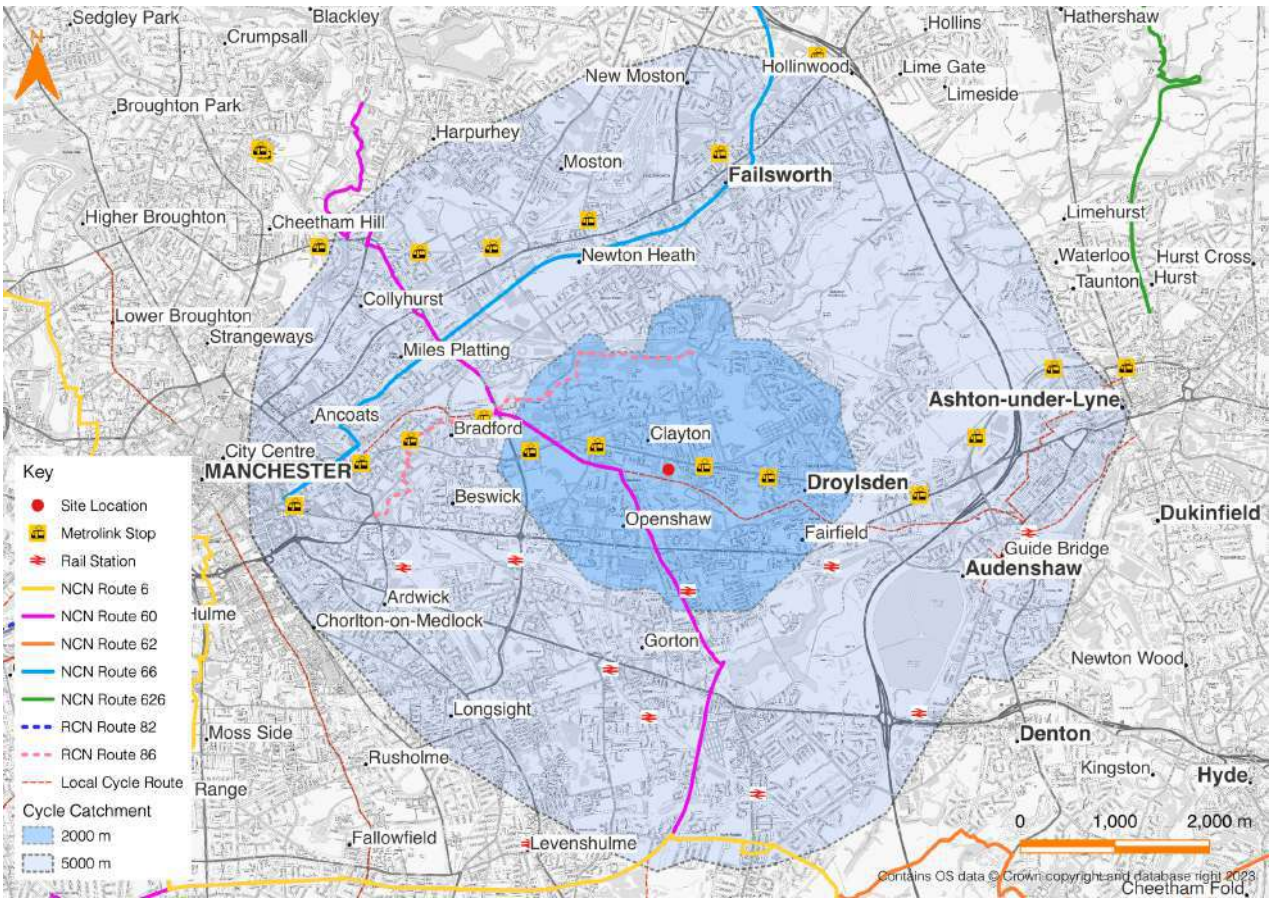
4.3 Cycle Accessibility

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 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 presents the cycling catchment area around the proposed development site for 2km and 5km.

Figure 4.2 : Cycling Catchment Area



4.3.4 As shown in Figure 4.2, multiple routes on the National Cycle Network (NCN) are available within the cycle catchment. NCN Route 60 runs c.500m from the site, accessed via the Ashton Canal towpath. The route is located alongside the Ashton Canal connecting Collyhurst to the north with Gorton to the south, and onto the Fallowfield Loop around south Manchester.

4.3.5 These routes are further supplemented by a network of local cycle routes a shown in Figure 4.3.

Figure 4.3 : Local Cycle Network (source: TfGM)



4.3.6 As shown in Figure 4.3, and discussed in Chapter 2, on-road cycle routes and Pelican crossings are available along Ashton New Road in the vicinity of the site. Cycle access points are also available on the south of Crabtree Lane, allowing cycle access from a traffic-free cycle route to the south.

4.3.7 In consideration of the cycle network within the vicinity of the development site that includes national and local routes, cycling is a realistic method of travel for future users, particularly as an alternative to private car trips or as part of a multi-modal journey.

4.4 Public Transport

4.4.1 A map of the local bus and Metrolink services in the vicinity of the site is shown in Figure 4.4.

Local Bus Services

4.4.2 As shown in Figure 4.1, the closest bus stops to the site are located on Ashton New Road within c.180m (2-minute walk) of the site via Crabtree Lane.

4.4.3 Table 4.3 provides a summary of routes and times of local public bus services accessible from Ashton New Road.

Figure 4.4 : Public Transport Map (source: TfGM)



Table 4.3 : Local Public Bus Services – Ashton New Road and Edge Lane

Service No.	Route	Approx. Two-Way Frequency (buses / hour)				
		AM	Off-Peak	PM	Sat	Sun
216	Stalybridge - Ashton-under-Lyne – Manchester City Centre	6	6	6	4	3
230 / 231	Ashton-under-Lyne – Manchester City Centre (via Tameside General Hospital)	4	2	2	2	2

4.4.4 As shown in Table 4.3, frequent bus services are available from Ashton New Road between Ashton-under-Lyne and Manchester Centre.

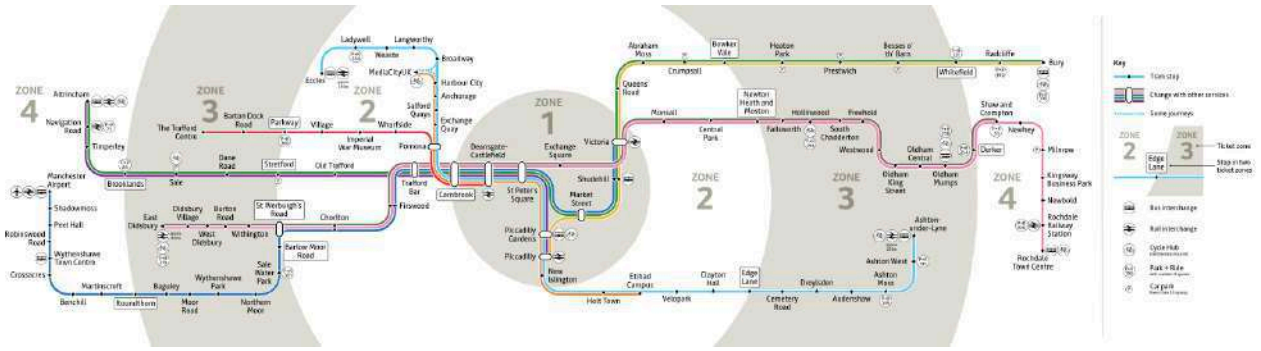
4.4.5 The frequency of these services throughout the week and on weekends demonstrates that bus travel is a realistic method of travel for future employees and visitors, particularly as an alternative to private car trips for commuting.

Metrolink Services

4.4.6 The closest tram stop to the site is Edge Lane c.550m (7-minute walk) east of the development site on Ashton New Road.

4.4.7 Figure 4.5 shows a map of the Transport for Manchester (TfGM) Metrolink network.

Figure 4.5 : Metrolink Network Map (source: TfGM)



4.4.8 As shown in Figure 4.5, Edge Lane is a stop on Eccles – Ashton-under-Lyne (light blue) line, which passes through St Peters Square and Piccadilly Station in Manchester City Centre, as well as local destinations including Audenshaw and the Etihad Campus. Services are available in each direction up to every c.12-minutes.

4.4.9 The site is therefore accessible via the TfGM Metrolink network and provides access to multiple residential areas across Greater Manchester, as well as to other key leisure areas and transport links across Manchester City Centre.

Rail Services

4.4.10 The closest rail station to the site is Gorton Station c.1.6km south of the site, which is accessible within a 20-minute walk.

4.4.11 Gorton Station features accessible ticket machines and offers step-free access.

4.4.12 Table 4.4 summarises the direct rail services available from Gorton Station.

Table 4.4 : Direct Rail Services – Gorton Station

Destination	Approx. Frequency	Approx. Journey Time
Manchester Piccadilly	1 to 2 services / hour	10 minutes
Rose Hill Marple via Hyde Central	1 to 2 services / hour	25 minutes

4.4.13 Table 4.4 shows that 2no. regular direct services are available to Manchester Piccadilly and Rose Hill Marple, accessing local destinations along these routes.

4.4.14 Based on the frequency of services available at Groton Station, rail could be considered as an alternative to private car trips for commuting or accessing amenities, particularly as part of a multi modal journey.

4.5 Promoting Sustainable Travel via Travel Plans

4.5.1 It should be noted that this TS has been produced in parallel with a Framework Travel Plan (FTP) report, which outlines initial strategies and measures for encouraging employees and visitors to travel by sustainable modes, rather than single occupancy car trips.

4.6 Summary

4.6.1 In summary, it has been shown that the site is highly accessible via sustainable modes of travel, including walking, cycling and public transport - thereby offering a realistic and convenient 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;
- A network of local cycle routes and destinations are available from the site within the cycle catchment;
- Regular public bus services are available within a short walk on Ashton New Road, providing services between Ashton-under-Lyne and Manchester Centre;
- Regular Metrolink services are available from Edge Lane on Eccles – Ashton-under-Lyne line, which provides stops in Manchester City Centre; and
- Gorton Rail Station is located within the walking catchment of the site, providing services to Manchester Piccadilly and Rose Hill Marple, accessing local destinations along these routes.

4.6.2 Overall, the development site benefits from accessibility via a range of sustainable modes of travel, including walking routes, cycle routes and public transport services, which collectively offer an alternative to private car trips.

4.6.3 The site is therefore compliant with the NPPF in paragraph 114 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) appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location'.*

4.6.4 Furthermore, the proposals accord with paragraph 116 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 In order to assess the expected traffic impact of the proposed development, a trip generation exercise has been undertaken for the proposed industrial units. Vehicle trip rates have been derived from the TRICS database (v7.10.2) using the *'Employment – Industrial Estate'* land use category, as well as the *'Employment – Warehousing (Self-Storage)'* land use category (v7.11.2).

5.1.2 In line with the *'TRICS Good Practice Guide 2021'*, no surveys were excluded on the basis of geographical region, with the exception of surveys in Greater London, in line with recent consultation responses from MCC Highways. The study undertaken by TRICS revealed that there is a significantly higher correlation between location type and trip rates than there is between region and trip rates.

5.1.3 The guidance therefore recommends that regional selection should not be a major consideration when applying trip rate calculation filtering criteria, as location type was found to be the most influential factor in terms of trip generation. Therefore, the 'Suburban Area' and 'Edge of Town' locations were selected.

5.1.4 Full TRICS outputs are attached in Appendix E.

5.2 Trip Generation

Unit 1 – Self-Storage

5.2.1 The TRICS trip rates and resulting trips during the AM peak and PM peak are summarised in Table 5.1.

5.2.2 Given the proposed development comprises B2 / B8 land uses, it is expected to generate Heavy Goods Vehicle (HGV) movements. All vehicle trips during the AM peak and PM peak have also been broken down in car / LGV trips, and HGV trips.

5.2.3 As shown in Table 5.1, the proposed Unit 1 will generate **15** two-way trips during the AM peak hour (including 1 HGV trip) and **17** two-way trips during the PM peak hour (including 1 HGV trip).

Table 5.1 : TRICS Trip Rates – Proposed Unit 1 (Vehicles)

Land Use	AM Peak Hour (08:00 - 09:00)			PM Peak Hour (17:00 - 18:00)		
	Arrivals	Depart.	Total	Arrivals	Depart.	Total
All Vehicles						
'Employment – Warehousing (Self-Storage)' (per 100sqm)	0.118	0.085	**0.203**	0.118	0.124	**0.242**
Proposed Unit 1 (7,220 sqm)	9	6	**15**	9	9	**17**
HGVs						
'Employment – Warehousing (Self-Storage)' (per 100sqm)	0.006	0.006	**0.012**	0.006	0.006	**0.012**
Proposed Unit 1 (7,220 sqm)	1	1	**1**	1	1	**1**
Cars and LGVs						
'Employment – Warehousing (Self-Storage)' (per 100sqm)	0.112	0.079	**0.191**	0.112	0.118	**0.230**
Proposed Unit 1 (7,220 sqm)	8	5	**14**	8	8	**16**

Units 5-9 – Industrial Estate

5.2.4 The TRICS trip rates and resulting trips during the AM peak and PM peak are summarised in Table 5.2.

5.2.5 As shown in Table 5.2, the proposed Unit 1 will generate **21** two-way trips during the AM peak hour (including 2 HGV trips) and **22** two-way trips during the PM peak hour (including 2 HGV trips).

Table 5.2 : TRICS Trip Rates – Proposed Units 5-9 (Vehicles)

Land Use	AM Peak Hour (08:00 - 09:00)			PM Peak Hour (17:00 - 18:00)		
	Arrivals	Depart.	Total	Arrivals	Depart.	Total
All Vehicles						
'Employment – Industrial Estate' (per 100sqm)	0.525	0.24	**0.765**	0.305	0.472	**0.777**
Proposed Units 5-9 (2,809 sqm)	15	7	**21**	9	13	**22**
HGVs						
'Employment – Industrial Estate' (per 100sqm)	0.032	0.025	0.057	0.018	0.02	0.038
Proposed Units 5-9 (2,809 sqm)	1	1	2	1	1	2
Cars and LGVs						
'Employment – Industrial Estate' (per 100sqm)	0.493	0.215	**0.708**	0.287	0.452	**0.739**
Proposed Units 5-9 (2,809 sqm)	14	6	**19**	8	12	**20**

Total Development Trip Generation

5.2.6 Table 5.3 shows the total trips to be generated by the proposed development.

Table 5.3 : TRICS Trip Rates – Proposed Units 5-9 (Vehicles)

Land Use	AM Peak Hour (08:00 - 09:00)			PM Peak Hour (17:00 - 18:00)		
	Arrivals	Depart.	Total	Arrivals	Depart.	Total
Total Cars / LGVs	22	11	**33**	16	20	**36**
Total HGVs	2	2	**3**	2	2	**3**
Total Vehicles	24	13	**36**	18	22	**39**

5.2.7 As shown in Table 5.2, the proposed development will generate **36** two-way trips during the AM peak hour (including 3 HGV trips) and **39** two-way trips during the PM peak hour (including 3 HGV trips).

5.3 Traffic Impact

5.3.1 The analysis demonstrates that the proposed development is expected to generate approximately 1no. trip every 2 minutes in the AM and PM peaks.

5.3.2 It should be noted that the trip generation associated with this Section 73 application is lower than that associated with the approved App Ref : 138914/FO/2023 scheme.

5.3.3 The analysis therefore demonstrates that the proposed development will not result in a 'severe' impact on the operation of the highway network or highway safety, which according to the NPPF (paragraph 115) is the threshold under which development should not be prevented or refused.

6. Parking Assessment

6.1 Proposed Parking Provision

6.1.1 The development proposals include a total of 50no. car parking spaces, which falls below MCC's standards for both B2 and B8.

6.1.2 A TRICS based car parking accumulation exercise has been undertaken to justify the proposed level of provision with reference to the development proposals.

6.2 Unit 1 – Self-Storage

Proposed Parking Provision

6.2.1 Unit 1 will be provided with 12no. car parking spaces, inclusive of 2no. disabled bays and 2no. EVCP bays.

Car Park Accumulation

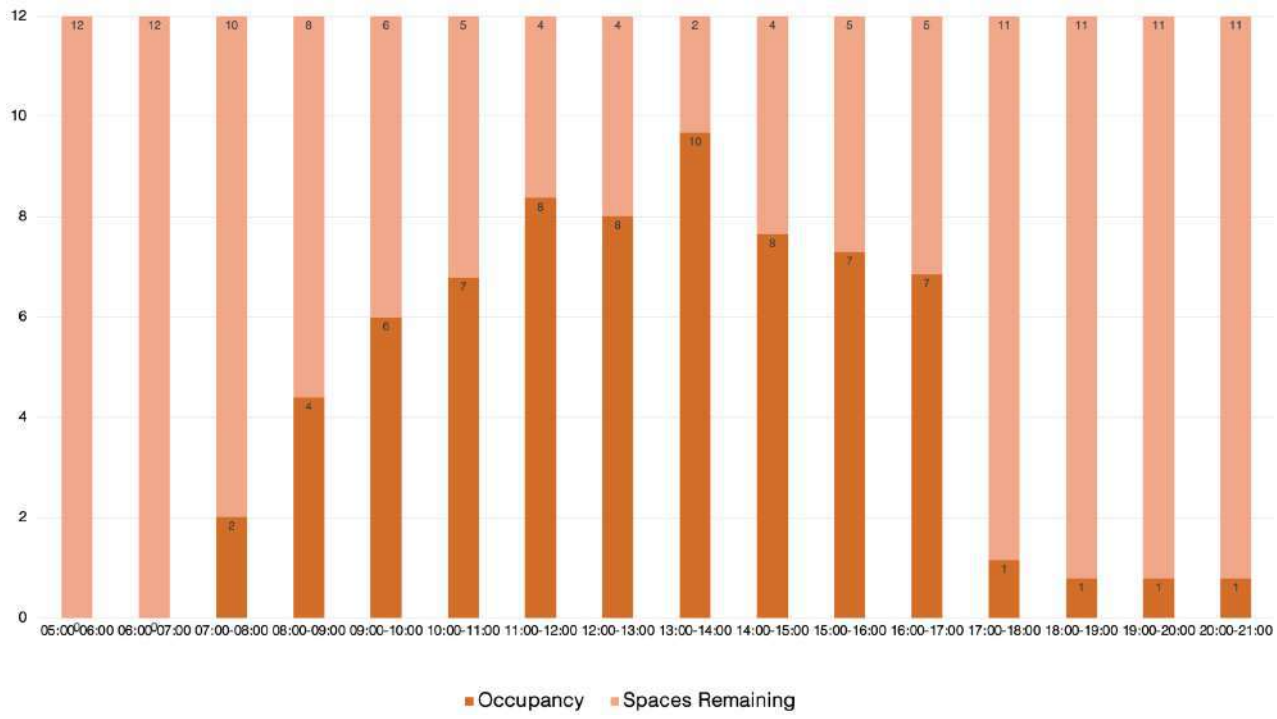
6.2.2 To provide evidence and re-assurance that the proposed level of parking provision at Unit 1 is sufficient to accommodate the expected level of demand, a car park accumulation assessment has been undertaken. This uses the 'Employment – Warehousing (Self-Storage)' TRICS trip rates shown in Appendix F for vehicles trips arriving and departing across the day.

6.2.3 The car park accumulation assessment for Unit 1 is presented in Figure 6.1.

6.2.4 The car park accumulation assessment demonstrates that the peak occupancy is not expected to exceed 10no. vehicles across a typical day at Unit 1.

6.2.5 Therefore, the proposed parking provision of 12no. spaces will accommodate operational demands and provide a surplus allowing for occasional peaks.

Figure 6.1 : Car Park Accumulation – Unit 1



6.3 Units 5-8 – Industrial Estate

Proposed Parking Provision

6.3.1 Units 5-8 will be provided with a total of 38no. spaces. This includes 5no. disabled bays and 10no. EVCP bays.

Car Park Accumulation

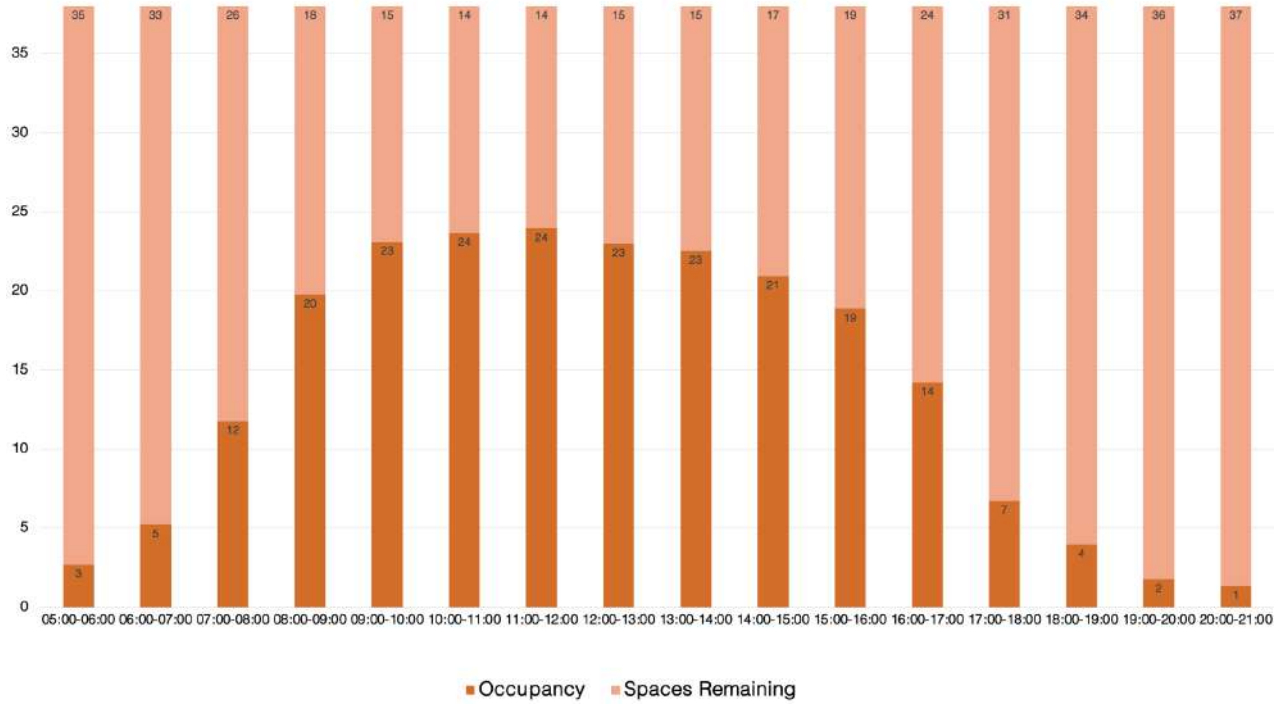
6.3.2 As before, a car park accumulation assessment has been undertaken for Units 5-8. This uses the 'Employment – Industrial Estate' TRICS trip rates shown in Appendix F for vehicles trips arriving and departing across the day.

6.3.3 The car park accumulation assessment for Units 5-8 is presented in Figure 6.1.

6.3.4 The car park accumulation assessment demonstrates that the peak occupancy for Units 5-8 is not expected to exceed 24no. vehicles across a typical day.

6.3.5 Therefore, the proposed parking provision of 38no. spaces will accommodate operational demands and provide a surplus allowing for occasional peaks.

Figure 6.2 : Car Park Accumulation – Units 5-8



6.4 Manchester Core Strategy 2012 to 2027

6.4.1 Paragraph 8.44 of the *'Manchester Core Strategy 2012 to 2027'* states that *'if a developer seeks to provide a level of parking which differs from the advised standards, they must justify this approach in relation to demand management measures included in the proposal'.*

6.4.2 As stated previously, a Framework Travel Plan has also been produced as part of the planning application documentation, which will aim to reduce car travel to and from the site, which will in turn reduce car parking demand. The proposals also include the provision of cycle parking above MCC standards.

6.5 Summary

6.5.1 In summary, the car parking accumulation analysis confirms that the proposed parking provision across the development site is adequate to meet the demand throughout the day, with further spaces available for any occasional increases in parking demand.

6.5.2 A Framework Travel Plan has also been produced as part of the planning application documentation. The document will aim to encourage sustainable travel to the site, reducing single occupancy car travel and car parking demand.

7. Summary and Conclusion

7.1 Summary

7.1.1 Mode Transport Planning has been appointed by Chancerygate Manchester Limited to provide transport planning and highways advice in relation to a planning application for an industrial development on land off Crabtree Lane in Manchester.

7.1.2 The proposed scheme will comprise 6no. industrial units (Use Class E(g)(iii)/B2/B8) with a Gross Internal Area (GIA) of 10,029 sqm, as well as on-site car parking provision, cycle parking and associated landscaping. Access to the site will be provided via a new priority access from Crabtree Lane.

7.1.3 This Transport Statement has been prepared as part of the supporting documentation for a Section 73 planning application for the variation of conditions on existing planning permission App Ref : 138914/FO/2023.

7.1.4 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 bus services. These travel options provide a realistic alternative to single occupancy car travel, particularly for commuting trips.
- Following a review of the most recent PIC records, there is no evidence to show the proposed development will have a detrimental impact on highway safety.
- The proposed access arrangement and visibility splays comply with the relevant highway design standards.
- Swept path analysis demonstrates that the largest vehicles associated with the development proposals, a 16.5m articulated HGV, a 10m rigid HGV and an 11.2m refuse collection vehicle, can all enter and exit the site in a forward gear, and manoeuvre safely within the site.
- The proposed on-site car parking provision is below Manchester City Council's B2 and B8 parking standard. The car parking accumulation analysis confirms the level of parking proposed is sufficient to meet the expected level of demand across the site for the proposed uses, and a Framework Travel Plan has also been produced with the aim of reducing car travel and parking demand.
- The proposed level of cycle parking and disabled parking is provided in excess of Manchester City Council's local adopted standards.
- The proposed development is expected to generate **36** two-way trips, inclusive of 3 HGV trips, during the AM peak period and **39** two-way trips, inclusive of 3 HGV trips, during the PM peak period. This is less than the peak hour development trips generated by the approved planning application.

- Overall, as with the previously approved scheme, it can be concluded that the proposed development will have not have a severe impact on the local highway network, which is the threshold stated by NPPF (Paragraph 115) under which development should not be refused on highways grounds.

7.2 Conclusion

7.2.1 In conclusion, based on the evidence and analysis within this report, there should be no highways or transport planning reasons that prevents the Section 73 application from being approved.

APPENDICES

APPENDIX A Proposed Site Layout

- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipients responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.

N

Site Boundary
2.27 acres (0.9200 ha)

KEY

- 7 Level Access Doors
- Electric Charging Spaces x12 All remaining spaces to be future proofed for 100%
- LVP — Light Van Parking space.
- Proposed bin & recycling compound. Refer to Tew and Smith details drawing no. 4618-(90)04 Rev.A
- Grass roof Cycle Shelter for 14 Cycles
- Cycles — Cycling parking stands (10 number spaces)
- Each unit contains 2 internal cycle spaces (12 Cycles) OVERALL 36 Cycle space provision
- Existing 2.4m High Metal Palisade Fence (Colour black RAL 9005)
- Proposed 2.4m High Metal Paladin Fence (Colour black RAL 9005)
- Proposed 2.4m High Metal Paladin Fence (Colour RAL 5002)
- Pedestrian and Vehicle gates in 2.4m high paladin style have a digilock on outside face and push pad on the inside with shrouds around the pads and mesh fitted to the entire gate. (Colour black RAL 9005)
- 2no. Pedestrian gates in 2.4m high paladin style to have a digilock on outside face and push pad on the inside with shrouds around the pads and mesh fitted to the entire gate. (Colour RAL 5002)
- Indicative retaining wall position Where required retaining walls will have key clamp guarding to the top to prevent falls.
- Private Means of Access - No works in this area.

50 no. Car parking spaces (inc. 7 accessible) & 1 Light Van parking space.

Note:

No. of car parking spaces to be confirm by high ways consultant.

Schedule of Accommodation Unit 1

	GIA		GEA		Mezz %
UNIT 1	sq.m	sq.ft	sq.m	sq.ft	
Warehouse Ground Floor	1805.0	19428.5	1902.3	20476.2	
Mezz 1st Floor	1805.0	19428.5	1902.3	20476.2	
Mezz 2nd Floor	1805.0	19428.5	1902.3	20476.2	
Mezz 3rd Floor	1805.0	19428.5	1902.3	20476.2	
GRAND TOTAL	**7219.9**	**77713.9**	**7609.2**	**81904.7**	**75%**

Schedule of Accommodation Unit 5

	GIA		GEA		Mezz %
UNIT 5	sq.m	sq.ft	sq.m	sq.ft	
Warehouse	992.0	10677.8	1055.0	11355.9	
Mezz	244.0	2626.4	273.0	2938.5	
GRAND TOTAL	**1236.0**	**13304.2**	**1328.0**	**14294.5**	**20%**

Schedule of Accommodation Units 6-9

	GIA		GEA		Mezz %
UNIT 6	sq.m	sq.ft	sq.m	sq.ft	
Warehouse	328.0	3530.6	359.0	3864.2	
Mezz	126.0	1356.3	140.0	1506.9	
Total	**454.0**	**4886.8**	**499.0**	**5371.2**	**28%**
UNIT 7	sq.m	sq.ft	sq.m	sq.ft	
Warehouse	269.0	2895.5	287.0	3089.2	
Mezz	103.0	1108.7	112.0	1205.6	
Total	**372.0**	**4004.2**	**399.0**	**4294.8**	**28%**
UNIT 8	sq.m	sq.ft	sq.m	sq.ft	
Warehouse	269.0	2895.5	287.0	3089.2	
Mezz	103.0	1108.7	112.0	1205.6	
Total	**372.0**	**4004.2**	**399.0**	**4294.8**	**28%**
UNIT 9	sq.m	sq.ft	sq.m	sq.ft	
Warehouse	271.0	2917.0	297.0	3196.9	
Mezz	104.0	1119.4	116.0	1248.6	
Total	**375.0**	**4036.5**	**413.0**	**4445.5**	**28%**
GRAND TOTAL	**1573.0**	**16931.6**	**1710.0**	**18406.3**	

Schedule of Accommodation TOTAL

	GIA		GEA		
	sq.m	sq.ft	sq.m	sq.ft	
OVERALL TOTAL	**10,028.87**	**107,949.73**	**10,647.20**	**114,605.40**	



Proposed Site Plan
Scale 1:250

5m SCALE 1:250

PLANNING

THIS DRAWING IS TO BE USED FOR THE STATED PURPOSE ONLY AND SHOULD NOT BE USED FOR ANY OTHER

rev	amendments	by	ckd	date

Former Walkers Site, Crabtree Lane, Manchester

Proposed Site Plan

Information Container LOD:	LOD 100

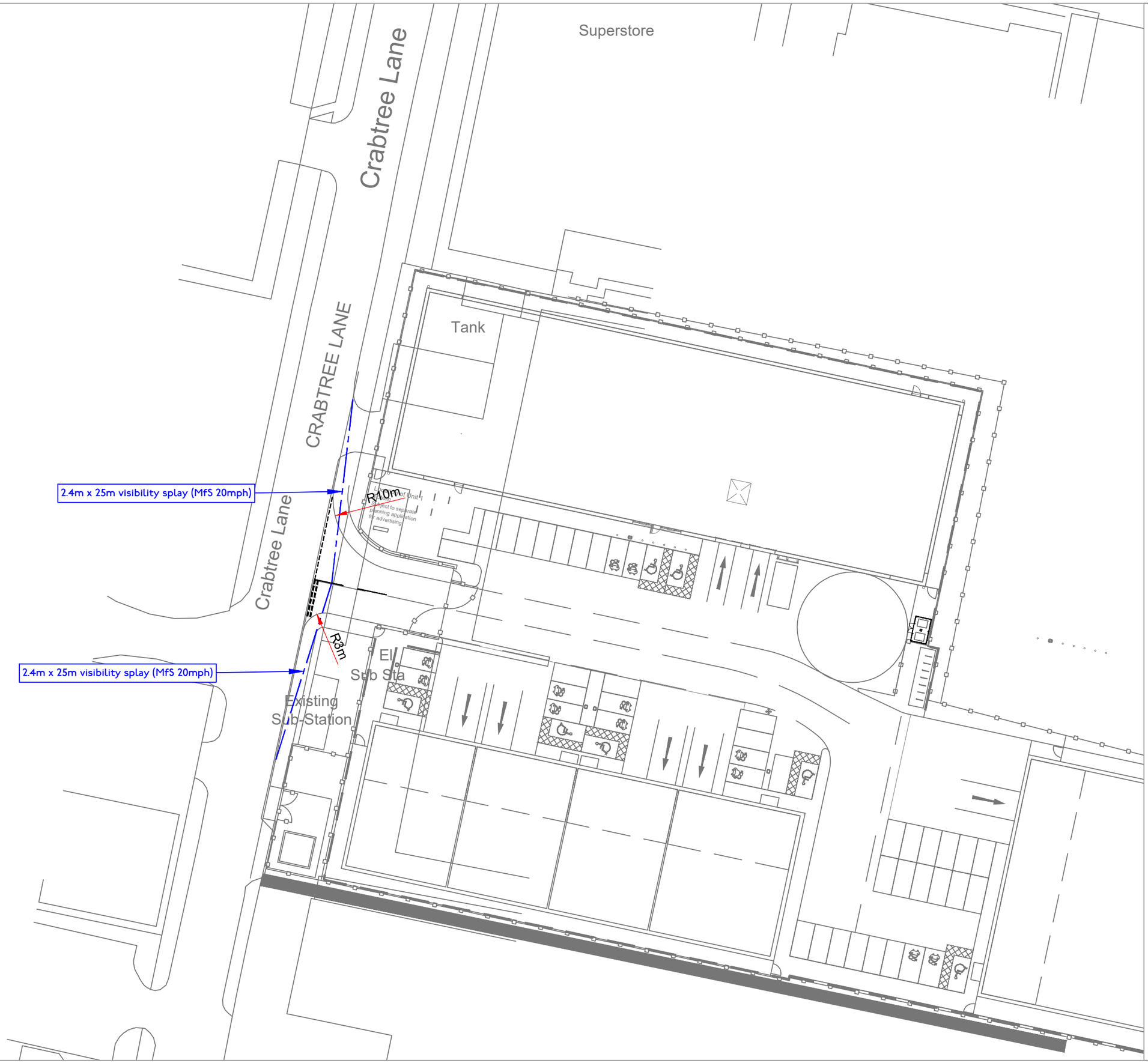
Chancerygate

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Newark Beacon, Cafferata Way, Newark, Notlinghamshire NG24 2TN
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RIBA PoW Stage:	3 - Spatial Coordination
Document Suitability:	S3
Drawn / Checked:	JWC / JC
Date:	18/04/2024
Scale:	1:250 A1
UMC Project Number:	23168

Document Reference:	Drawing no:	Revision:
23168 - UMC - XXXX - SI - DR - A	0601	P17

APPENDIX B Proposed Access Arrangement



mode
transport planning
t 0161 464 9495
e info@modetranport.co.uk
w www.modetransport.co.uk

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 os mapping.

issue/revision

i/r	date	description
C	14/10/2024	issued
B	13/09/2024	issued
A	06/12/2023	issued
-	28/11/2023	issued

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project: crabtree lane, manchester

project number: J327475

scale: 1:500@A3

drawing title:
site access junction

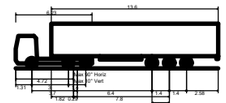
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Checked: MA
Designer: LCW
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Last saved by: WINDOWS
Last Plotted: 2024-10-14

APPENDIX C Swept Path Analysis



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w www.modetransport.co.uk



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

notes:

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issue/revision

i/r	date	description
B	14/10/2024	issued
A	13/09/2024	issued
-	28/11/2023	issued

client: chancery gate

project: crabtree lane, manchester

project number: J327475

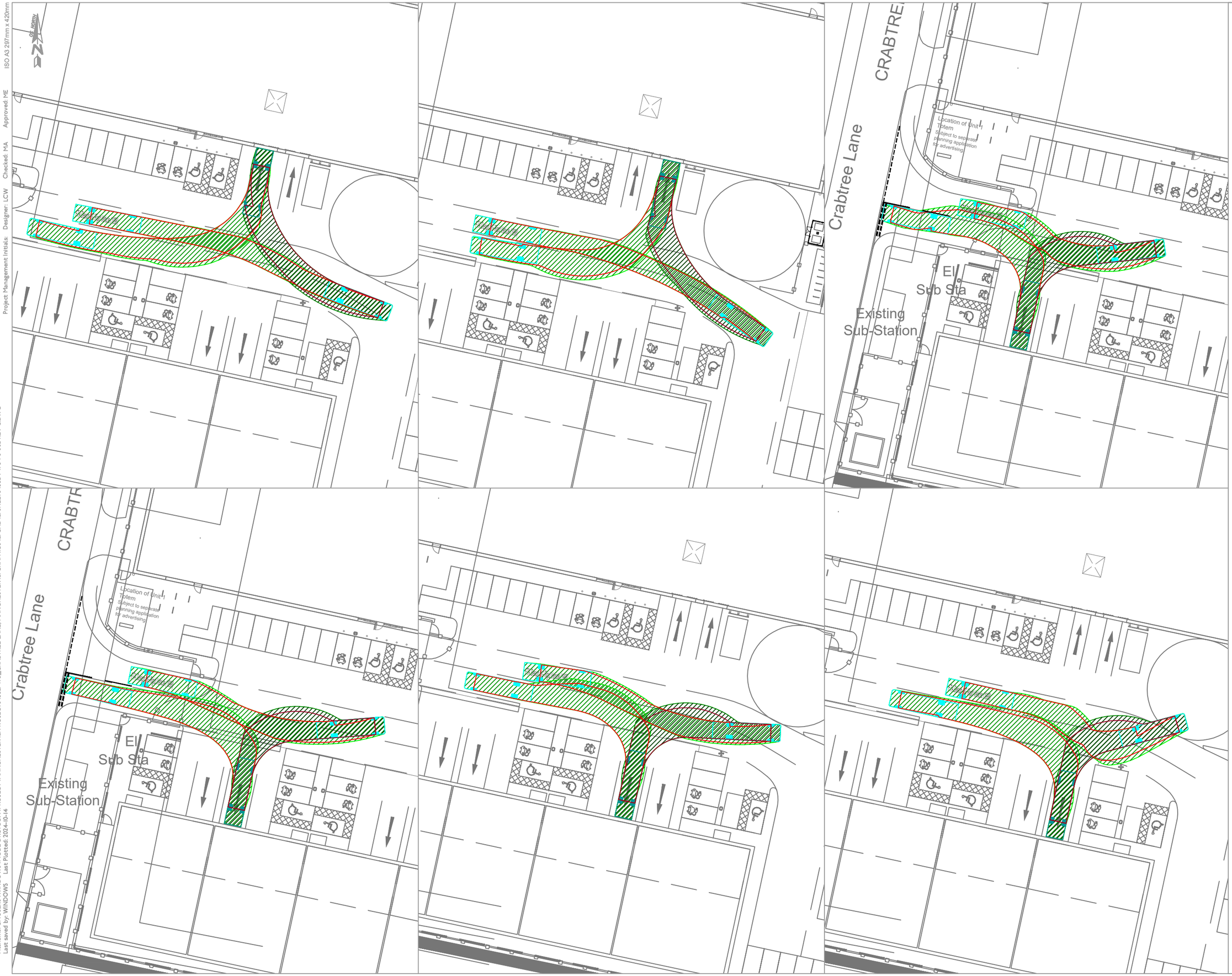
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drawing title:
16.5m HGV swept path analysis

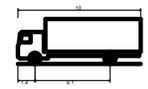
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Project Management Initials: Designer: LCW Checked: MA Approved: ME ISO A3 297mm x 420mm

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Checked: MA
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Last Plotted: 2024-10-14



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w www.modetransport.co.uk



FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

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.
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issue/revision

i/r	date	description
B	14/10/2024	issued
A	13/09/2024	issued
-	28/11/2023	issued

client: chancery gate

project: crabtree lane, manchester

project number: J327475

scale: 1:500@A3

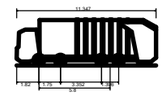
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10m rigid swept path analysis

drawing number:
J32-7475-PS-004

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Checked: MA
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Last saved by: WINDOWS
Last Plotted: 2024-10-14



mode
transport planning
t 0161 464 9495
e info@modetranport.co.uk
w www.modetransport.co.uk



Large Refuse Vehicle (4 axle)	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

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 os mapping.

issue/revision

i/r	date	description
B	14/10/2024	issued
A	13/09/2024	issued
-	28/11/2023	issued

client: chancery gate

project: crabtree lane, manchester

project number: J327475

scale: 1:500@A3

drawing title:
refuse vehicle swept path analysis

drawing number:
J32-7475-PS-005

APPENDIX D Full TRICS Outputs

mode transport limited Lombard House, 145 Great Charles Street Birmimgham, B3 3LP Licence No: 754101

Calculation Reference: AUDIT-754101-240912-0921

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST		
	SD	SWINDON	1 days
05	EAST MIDLANDS		
	NG	NOTTINGHAM	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	CU	CUMBERLAND	1 days
	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:	1350 to 5500 (units: sqm)
Range Selected by User:	1350 to 14000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 15/10/21

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	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 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)	3
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	3
Development Zone	1
No Sub Category	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:

Use Class:

B8	5 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:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
25,001 to 50,000	2 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	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 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	5 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	5 days

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

LIST OF SITES relevant to selection parameters

1 CU-02-E-01 BOX CLEVER SELF STORAGE CUMBERLAND
MILLBROOK ROAD
CARLISLE
KINGSTOWN IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 3100 sqm
Survey date: FRIDAY *15/10/21* *Survey Type: MANUAL*

2 NG-02-E-02 BIG YELLOW SELF STORAGE NOTTINGHAM
LENTON LANE
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 2860 sqm
Survey date: THURSDAY *17/11/16* *Survey Type: MANUAL*

3 NY-02-E-01 SELF STORAGE NORTH YORKSHIRE
OAKNEY WOOD ROAD
SELBY

Edge of Town
Industrial Zone
Total Gross floor area: 1350 sqm
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

4 SD-02-E-01 BIG YELLOW SELF STORAGE SWINDON
DRAKES WAY
SWINDON

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 4925 sqm
Survey date: WEDNESDAY *21/09/16* *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*

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-E-01	COVID-19
SF-02-E-01	COVID-19

mode transport limited Lombard House, 145 Great Charles Street Birmimgham, B3 3LP Licence No: 754101

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	5	3547	0.045	5	3547	0.017	5	3547	0.062
08:00 - 09:00	5	3547	0.118	5	3547	0.085	5	3547	0.203
09:00 - 10:00	5	3547	0.186	5	3547	0.164	5	3547	0.350
10:00 - 11:00	5	3547	0.169	5	3547	0.158	5	3547	0.327
11:00 - 12:00	5	3547	0.118	5	3547	0.096	5	3547	0.214
12:00 - 13:00	5	3547	0.226	5	3547	0.231	5	3547	0.457
13:00 - 14:00	5	3547	0.147	5	3547	0.124	5	3547	0.271
14:00 - 15:00	5	3547	0.158	5	3547	0.186	5	3547	0.344
15:00 - 16:00	5	3547	0.147	5	3547	0.152	5	3547	0.299
16:00 - 17:00	5	3547	0.118	5	3547	0.124	5	3547	0.242
17:00 - 18:00	5	3547	0.062	5	3547	0.141	5	3547	0.203
18:00 - 19:00	5	3547	0.023	5	3547	0.028	5	3547	0.051
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.517			1.506			3.023

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:	1350 - 5500 (units: sqm)
Survey date date range:	01/01/16 - 15/10/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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.

mode transport limited Lombard House, 145 Great Charles Street Birmimgham, B3 3LP Licence No: 754101

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	5	3547	0.000	5	3547	0.000	5	3547	0.000
08:00 - 09:00	5	3547	0.006	5	3547	0.006	5	3547	0.012
09:00 - 10:00	5	3547	0.017	5	3547	0.017	5	3547	0.034
10:00 - 11:00	5	3547	0.006	5	3547	0.011	5	3547	0.017
11:00 - 12:00	5	3547	0.000	5	3547	0.000	5	3547	0.000
12:00 - 13:00	5	3547	0.006	5	3547	0.006	5	3547	0.012
13:00 - 14:00	5	3547	0.006	5	3547	0.006	5	3547	0.012
14:00 - 15:00	5	3547	0.000	5	3547	0.000	5	3547	0.000
15:00 - 16:00	5	3547	0.011	5	3547	0.011	5	3547	0.022
16:00 - 17:00	5	3547	0.006	5	3547	0.006	5	3547	0.012
17:00 - 18:00	5	3547	0.000	5	3547	0.000	5	3547	0.000
18:00 - 19:00	5	3547	0.006	5	3547	0.000	5	3547	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.064			0.063			0.127

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.*

mode transport limited Lombard House, 145 Great Charles Street Birmimgham, B3 3LP Licence No: 754101

Calculation Reference: AUDIT-754101-230605-0645

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	2 days
03	SOUTH WEST		
	DV	DEVON	1 days
	SD	SWINDON	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	SY	SOUTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	4 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	3 days
09	NORTH		
	TW	TYNE & WEAR	2 days
10	WALES		
	SW	SWANSEA	2 days
	VG	VALE OF GLAMORGAN	1 days
11	SCOTLAND		
	FI	FIFE	1 days
12	CONNAUGHT		
	CS	SLIGO	1 days
	RO	ROSCOMMON	1 days
13	MUNSTER		
	CR	CORK	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:	1138 to 17500 (units: sqm)
Range Selected by User:	1000 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 18/11/22

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	7 days
Tuesday	6 days
Wednesday	5 days
Thursday	4 days
Friday	6 days

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

Selected survey types:

Manual count	28 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)	7
Edge of Town	21

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	12
Development Zone	2
Residential Zone	5
No Sub Category	9

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	7 days - Selected
Servicing vehicles Excluded	24 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	28 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	3 days
10,001 to 15,000	9 days
15,001 to 20,000	4 days
20,001 to 25,000	3 days
25,001 to 50,000	7 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	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	18 days
250,001 to 500,000	5 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	15 days
1.1 to 1.5	11 days
1.6 to 2.0	2 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	28 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	28 days

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

LIST OF SITES relevant to selection parameters

1 CR-02-D-02 INDUSTRIAL ESTATE CORK
EAST CORK PARKWAY
CORK
GLANMIRE
Edge of Town
Industrial Zone
Total Gross floor area: 4727 sqm
Survey date: MONDAY *14/10/19* *Survey Type: MANUAL*

2 CS-02-D-01 INDUSTRIAL ESTATE SLIGO
THE BACK AVENUE
SLIGO
CLEVERAGH
Edge of Town
No Sub Category
Total Gross floor area: 12008 sqm
Survey date: MONDAY *27/05/19* *Survey Type: MANUAL*

3 DV-02-D-07 INDUSTRIAL ESTATE DEVON
BITTERN ROAD
EXETER
SOWTON IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 3600 sqm
Survey date: MONDAY *03/07/17* *Survey Type: MANUAL*

4 DY-02-D-01 INDUSTRIAL ESTATE DERBY
SHAFTESBURY STREET
DERBY
ROSE HILL
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 5686 sqm
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

5 EX-02-D-03 INDUSTRIAL ESTATE ESSEX
WYNCOLLS ROAD
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 4876 sqm
Survey date: FRIDAY *18/05/18* *Survey Type: MANUAL*

6 EX-02-D-05 INDUSTRIAL ESTATE ESSEX
HECKWORTH CLOSE
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 7280 sqm
Survey date: FRIDAY *18/05/18* *Survey Type: MANUAL*

7 FI-02-D-01 INDUSTRIAL ESTATE FIFE
DICKSON STREET
DUNFERMLINE

Edge of Town
Residential Zone
Total Gross floor area: 7850 sqm
Survey date: THURSDAY *21/05/15* *Survey Type: MANUAL*

8 GM-02-D-07 BUSINESS PARK GREATER MANCHESTER
VULCAN STREET
OLDHAM

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 4400 sqm
Survey date: THURSDAY *22/10/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 LC-02-D-06 INDUSTRIAL ESTATE LANCASHIRE
SMALLSHAW LANE
BURNLEY

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 7383 sqm
Survey date: THURSDAY 29/09/16 *Survey Type: MANUAL*

10 LC-02-D-07 INDUSTRIAL ESTATE LANCASHIRE
CHAIN CAUL WAY
PRESTON
ASHTON-ON-RIBBLE
Edge of Town
Industrial Zone
Total Gross floor area: 4700 sqm
Survey date: FRIDAY 17/11/17 *Survey Type: MANUAL*

11 LC-02-D-08 INDUSTRIAL ESTATE LANCASHIRE
NOOK LANE
BAMBER BRIDGE

Edge of Town
Industrial Zone
Total Gross floor area: 4000 sqm
Survey date: TUESDAY 06/11/18 *Survey Type: MANUAL*

12 LN-02-D-03 INDUSTRIAL ESTATE LINCOLNSHIRE
DEACON ROAD
LINCOLN

Edge of Town
Industrial Zone
Total Gross floor area: 11265 sqm
Survey date: FRIDAY 28/06/19 *Survey Type: MANUAL*

13 NF-02-D-04 INDUSTRIAL ESTATE NORFOLK
DRAYTON HIGH ROAD
NORWICH

Edge of Town
No Sub Category
Total Gross floor area: 10673 sqm
Survey date: WEDNESDAY 14/09/22 *Survey Type: MANUAL*

14 RO-02-D-01 INDUSTRIAL ESTATE ROSCOMMON
ÁTHLONE ROAD
ROSCOMMON
ARDSALLAGH MÓRE
Edge of Town
No Sub Category
Total Gross floor area: 2030 sqm
Survey date: FRIDAY 27/04/18 *Survey Type: MANUAL*

15 SD-02-D-01 INDUSTRIAL ESTATE SWINDON
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 10000 sqm
Survey date: TUESDAY 20/09/16 *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 SW-02-D-01 INDUSTRIAL ESTATE SWANSEA
UPPER FOREST WAY
SWANSEA
SWANSEA ENTERPRISE PK
Edge of Town
Industrial Zone
Total Gross floor area: 6822 sqm
Survey date: WEDNESDAY 09/10/19 Survey Type: MANUAL

17 SW-02-D-02 INDUSTRIAL ESTATE SWANSEA
CLARION COURT
SWANSEA
SWANSEA ENTERPRISE PK
Edge of Town
Industrial Zone
Total Gross floor area: 5280 sqm
Survey date: THURSDAY 10/10/19 Survey Type: MANUAL

18 SY-02-D-04 INDUSTRIAL ESTATE SOUTH YORKSHIRE
MIDDLE BANK
DONCASTER

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 6737 sqm
Survey date: TUESDAY 21/09/21 Survey Type: MANUAL

19 TW-02-D-08 INDUSTRIAL ESTATE TYNE & WEAR
NORTH HYLTON ROAD
SUNDERLAND
SOUTHWICK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 8310 sqm
Survey date: TUESDAY 04/04/17 Survey Type: MANUAL

20 TW-02-D-09 INDUSTRIAL ESTATE TYNE & WEAR
ELEVENTH AVENUE
GATESHEAD
TEAM VALLEY
Edge of Town
No Sub Category
Total Gross floor area: 6200 sqm
Survey date: WEDNESDAY 18/05/22 Survey Type: MANUAL

21 VG-02-D-01 INDUSTRIAL ESTATE VALE OF GLAMORGAN
ARTHUR STREET
BARRY

Edge of Town
No Sub Category
Total Gross floor area: 13091 sqm
Survey date: MONDAY 08/05/17 Survey Type: MANUAL

22 WK-02-D-04 INDUSTRIAL ESTATE WARWICKSHIRE
ABELES WAY
ATHERSTONE

Edge of Town
No Sub Category
Total Gross floor area: 17500 sqm
Survey date: FRIDAY 27/09/19 Survey Type: MANUAL

23 WM-02-D-03 INDUSTRIAL ESTATE WEST MIDLANDS
JUNCTION ROAD
STOURBRIDGE
AUDNAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1138 sqm
Survey date: TUESDAY 28/11/17 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

24 WO-02-D-02 INDUSTRIAL ESTATE WORCESTERSHIRE
WEIR LANE
WORCESTER

Edge of Town
Residential Zone
Total Gross floor area: 9500 sqm
Survey date: MONDAY *14/11/16* *Survey Type: MANUAL*

25 WY-02-D-05 INDUSTRIAL ESTATE WEST YORKSHIRE
CARR WOOD ROAD
CASTLEFORD

Edge of Town
Development Zone
Total Gross floor area: 1776 sqm
Survey date: MONDAY *22/05/17* *Survey Type: MANUAL*

26 WY-02-D-06 INDUSTRIAL ESTATE (PART) WEST YORKSHIRE
PIONEER WAY
CASTLEFORD

Edge of Town
Industrial Zone
Total Gross floor area: 4328 sqm
Survey date: TUESDAY *23/05/17* *Survey Type: MANUAL*

27 WY-02-D-07 INDUSTRIAL ESTATE WEST YORKSHIRE
THUNDERHEAD RIDGE RD
CASTLEFORD
GLASSHOUGHTON
Edge of Town
No Sub Category
Total Gross floor area: 3191 sqm
Survey date: MONDAY *15/05/17* *Survey Type: MANUAL*

28 WY-02-D-08 INDUSTRIAL ESTATE WEST YORKSHIRE
MILL LANE
HALIFAX

Edge of Town
No Sub Category
Total Gross floor area: 11305 sqm
Survey date: WEDNESDAY *17/10/18* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NM-02-D-01	COVID-19
SF-02-D-03	COVID-19
TI-02-D-02	COVID-19

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
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	8	7953	0.104	8	7953	0.008	8	7953	0.112
06:00 - 07:00	9	8321	0.130	9	8321	0.040	9	8321	0.170
07:00 - 08:00	28	6988	0.343	28	6988	0.110	28	6988	0.453
08:00 - 09:00	28	6988	0.525	28	6988	0.240	28	6988	0.765
09:00 - 10:00	28	6988	0.460	28	6988	0.342	28	6988	0.802
10:00 - 11:00	28	6988	0.366	28	6988	0.346	28	6988	0.712
11:00 - 12:00	28	6988	0.398	28	6988	0.387	28	6988	0.785
12:00 - 13:00	28	6988	0.384	28	6988	0.419	28	6988	0.803
13:00 - 14:00	28	6988	0.396	28	6988	0.412	28	6988	0.808
14:00 - 15:00	28	6988	0.358	28	6988	0.415	28	6988	0.773
15:00 - 16:00	28	6988	0.300	28	6988	0.373	28	6988	0.673
16:00 - 17:00	28	6988	0.305	28	6988	0.472	28	6988	0.777
17:00 - 18:00	28	6988	0.205	28	6988	0.471	28	6988	0.676
18:00 - 19:00	28	6988	0.076	28	6988	0.174	28	6988	0.250
19:00 - 20:00	9	8321	0.021	9	8321	0.099	9	8321	0.120
20:00 - 21:00	9	8321	0.013	9	8321	0.028	9	8321	0.041
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.384			4.336			8.720

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:	1138 - 17500 (units: sqm)
Survey date date range:	01/01/15 - 18/11/22
Number of weekdays (Monday-Friday):	28
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
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	8	7953	0.000	8	7953	0.000	8	7953	0.000
06:00 - 07:00	9	8321	0.003	9	8321	0.007	9	8321	0.010
07:00 - 08:00	28	6988	0.014	28	6988	0.010	28	6988	0.024
08:00 - 09:00	28	6988	0.032	28	6988	0.025	28	6988	0.057
09:00 - 10:00	28	6988	0.040	28	6988	0.036	28	6988	0.076
10:00 - 11:00	28	6988	0.032	28	6988	0.032	28	6988	0.064
11:00 - 12:00	28	6988	0.036	28	6988	0.038	28	6988	0.074
12:00 - 13:00	28	6988	0.034	28	6988	0.028	28	6988	0.062
13:00 - 14:00	28	6988	0.031	28	6988	0.028	28	6988	0.059
14:00 - 15:00	28	6988	0.029	28	6988	0.036	28	6988	0.065
15:00 - 16:00	28	6988	0.029	28	6988	0.030	28	6988	0.059
16:00 - 17:00	28	6988	0.018	28	6988	0.020	28	6988	0.038
17:00 - 18:00	28	6988	0.007	28	6988	0.014	28	6988	0.021
18:00 - 19:00	28	6988	0.002	28	6988	0.005	28	6988	0.007
19:00 - 20:00	9	8321	0.003	9	8321	0.005	9	8321	0.008
20:00 - 21:00	9	8321	0.005	9	8321	0.000	9	8321	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.315			0.314			0.629

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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