

**APPLICATION FOR CHANGE OF USE FROM CASH AND CARRY TO B8
WAREHOUSE STORAGE AND DISTRIBUTION WITH ONE AND TWO STOREY
EXTENSIONS AND ASSOCIATED CAR PARKING, 68 DERBY STREET,
MANCHESTER**

TRANSPORT STATEMENT



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MANCHESTER

TRANSPORT STATEMENT

DOCUMENT CONTROL

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563-24-1	Draft		1	JP	MP	27/9/2024
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TRANSPORT STATEMENT

1.0 Introduction and Background

- 1.1 This Transport Statement (TS) has been produced to support a planning application for a change of use from a wholesale cash and carry business to B8 warehouse and storage facility with a single storey 63m² extension to the front and a 240m² two storey extension to the east with associated reconfigured parking at 68 Derby Street, Cheetham Hill, Manchester (the site).
- 1.2 An earlier application was submitted for the site (application 138789/FO/2023 refers) which was refused by the Council. A pre-application has been undertaken on a revised proposed scheme and the Highways related comments are included in **Appendix A**. The scheme has been amended specifically relating to areas of parking, cycle storage, refuse collection and turning areas.
- 1.3 In preparing this Transport Statement the following has been undertaken :-
- an inspection of the existing site, the highway access and the adjacent local highway network;
 - an interrogation and analysis of the road safety record for the local highway network;
 - a consideration of the relevant national and local policy;
 - an examination of the plans,
 - an assessment of the traffic generating potential of the development;
 - an assessment of the traffic and highway impact of the development; and
 - an assessment of the accessibility of the proposed development by public transport, walking and cycling.
- 1.4 The following Sections describe the analysis and assessment undertaken.

2.0 Site Location and Existing Use

- 2.1 The site of the development is 68 Derby Street, Cheetham Hill Manchester. The site is situated on a corner plot to the north of Derby Street and to the east of Waterloo Road A6180. The site was originally granted planning permission for a warehouse building and car parking in 1975 (F02125 refers) and was granted permission to convert to wholesale cash and carry in 1984 (021170 refers) and in 1986 permission was granted for a first-floor extension to accommodate offices and 7 additional parking spaces (027658 refers). The site location is shown below in Figure 1.



Figure 1 - Location of Development Site in the Context of the Local Road Network

- 2.2 The site is in the Cheetham Hill area of Manchester and within approximately 2km of Manchester City Centre. The surrounding area is predominantly wholesale business use with residential dwellings to the west and a large retail offering approximately 1.2 km to the northeast of the site at Manchester Fort Shopping Park and Cheetham Hill Retail Park. The site is situated in a highly accessible location which will be expanded upon in Section 3 of this Transport Statement. An existing site location plan is contained in **Appendix B**.

3.0 Existing Characteristics

3.1 Road Layout and Hierarchy

- 3.2 The site is located at 68 Derby Street, Cheetham Hill, Manchester on the north side of Derby Street. The site is bounded by Derby Street to the south, no 70 Derby Street then Waterloo Road to the west, Hodgson Street, a no through road, to the north and adjacent building on Derby Street to the east.
- 3.3 Derby Street runs between the A665 Cheetham Hill Road, to the southeast of the site to the A56 Bury New Road to the northwest of the site via Fairy Lane. Both the A6010 and A56 connect to Manchester city centre to the south and to the M60 motorway to the north at junctions 19 and 17 respectively.
- 3.4 Derby Street is a 30-mph single carriageway road with street lighting and footways on both sides of the carriageway. There are waiting restrictions in Derby Street at the junction with Waterloo Road but otherwise there are no restrictions on waiting or loading near the building at 68 Derby Street.
- 3.5 There are bus stops located close by the proposed development, including on Waterloo Road on the west boundary of the plot the site is on.
- 3.6 The site car park is accessed off Hodgson Street and the proposed development plans to keep this same arrangement.

3.7 Public Transport Access

- 3.8 The site is well served by public transport with bus services passing along Waterloo Road, Cheetham Hill Road and Cheetham Hill Road close to the junction with Queens Road. All these bus stops are located within 50 metres and 1.4 km of the site.
- 3.9 The bus stops on Waterloo Road are located on both sides of the carriageway approximately 50 metres and 70 metres west and southwest of the site, a walk of around 1 minute from the site
- 3.10 The bus stops on Cheetham Hill Road are located on both sides of the carriageway approximately 750 metres east and southeast of the site, a walk of around 10 minutes from the site.
- 3.11 The bus stops on Cheetham Hill Road close to the junction with Queens Road are located on both sides of the carriageway approximately 1.3 km and 1.4 km northeast of the site, a walk of around 17 minutes from the site.
- 3.12 The services and frequency of services operating from the above bus stops are summarised in the tables below.

Table 1 - Bus Services along Waterloo Road

Service No	Route	Services per hour				
		Monday-Friday			Saturday	Sunday
		am	Inter peak	pm		
59	Manchester – Oldham	5	5	5	1 - 6	1 - 3
59	Oldham – Manchester	5	5	5	1 - 6	1 - 3
Total		10	10	10	2-12	2 - 6

Table 2 - Bus Services along Cheetham Hill Road

Service No	Route	Services per hour				
		Monday-Friday			Saturday	Sunday
		am	Inter peak	pm		
41	Crumpsall/Middleton - Sale	3	3	3	3	2
135	Bury – Piccadilly Gardens	6	6	6	6	3 - 6
41	Sale – Crumpsall/Middleton	3	3	3	3	2
135	Piccadilly Gardens - Bury	6	6	6	6	3 - 6
Total		18	18	18	18	10 - 16

Table 3 - Bus Services along Cheetham Hill Road near Queens Road

Service No	Route	Services per hour				
		Monday-Friday			Saturday	Sunday
		am	Inter peak	pm		
151	Crumpsall – Ashton-under-Lyne	1	1	1	1	0
151	Ashton-under-Lyne - Ashton	1	1	1	1	0
Total		2	2	2	2	0

- 3.13 Bus maps of the routes taken by buses serving the site on Waterloo Road, Cheetham Hill Road and Cheetham Hill Road close to the junction with Queens Road are shown in Figure 2.

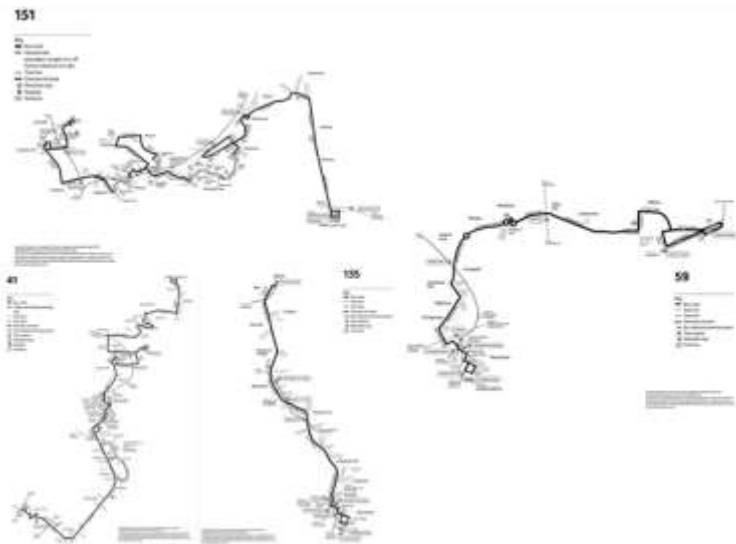
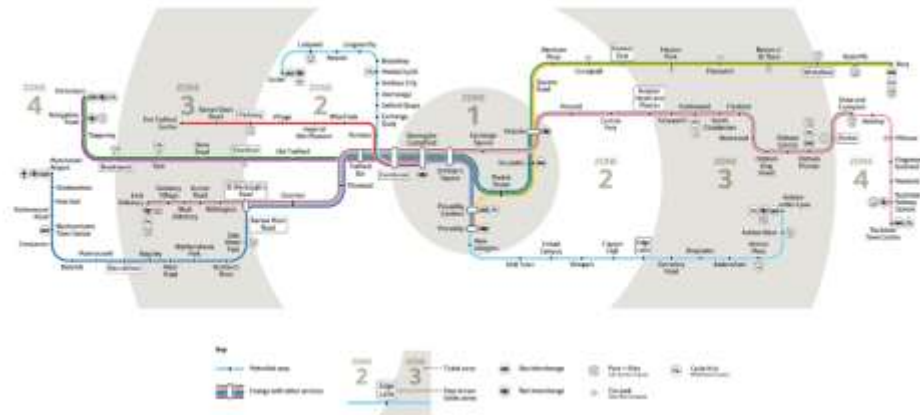


Figure 2 - Bus Routes Maps (TfGM)

- 3.14 Table 1 shows the bus services along Waterloo Road, Table 2 shows the bus services along Cheetham Hill Road and Table 3 shows the bus service along Cheetham Hill Road close to the junction with Queens Road. Tables 1, 2 and 3 indicate that there are 30 bus services in the morning peak, evening peak and inter peak periods Mondays-Fridays, between 22 and 32 bus services on Saturdays and between 12 and 22 bus services on Sundays, per hour, operating near the site.
- 3.15 The bus stops on Waterloo Road are comfortably located within the 400-metre 'desirable' distance recommended for accessing public transport, the bus stops on Cheetham Hill Road are within the 1000 metre 'acceptable' distance recommended for accessing public transport and the bus stops on Cheetham Hill Road close to the junction with Queens Road are within the 'preferred maximum' distance recommended for accessing public transport (CIHT, Providing for Journeys on Foot, 2000).
- 3.16 The review of bus services demonstrates that the site is highly accessible by bus services.
- 3.17 **Rail Access**
- 3.18 Manchester Victoria rail station is located approximately 1.3km away from the Derby Road site and would take approximately 17 minutes to walk or 6 minutes to cycle to the station. Manchester Victoria rail station provides access to local and regional destinations in Northern England and serves as an interchange for Manchester's tramway. The site on Derby Road is highly accessible by rail travel and convenient for access to and from many places.
- 3.19 **Tram Access**
- 3.20 Trams can be accessed at Manchester Victoria rail station from the tram interchange. The Figure below shows the tram route and locations served from the stop in Victoria tram interchange. Tram services operate every 12 minutes.

Figure 3 - Route of Tram Services from Victoria Tram Interchange



3.21 Cycle Access

3.22 In relation to cycling, it is widely recognised that cycling can be a substitute for car trips particularly for journeys under 5km. An assessment has been made of the locations that can be accessed within a 5km cycle ride from the site. The analysis is illustrated below in Figure 4.

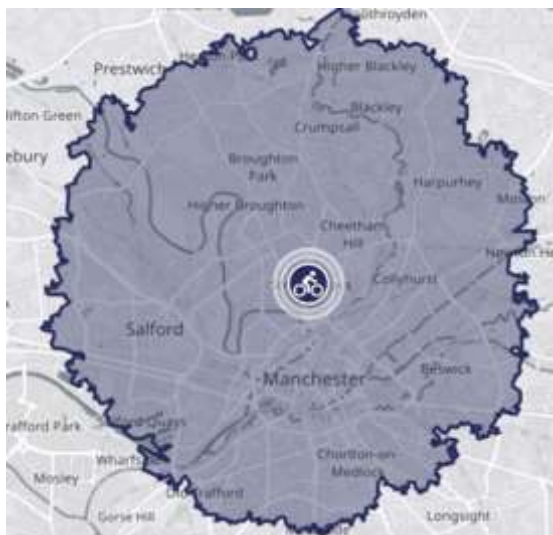


Figure 4 - Cycle Access to the Development Site (www.app.traveltimeplatform.com)

3.23 There is an on road cycle route with other cycling facilities on Cheetham Hill Road accessed from Queens Road approximately 250 metres south-west of the site.

3.24 A map of the local cycle routes and facilities are shown in the Figure 5 below.



Figure 5 - Cycle Map of Routes (source : TfGM)

3.25 Walking Access

3.26 The National Travel Survey 2019 indicates that in the last 5 years, people in England made 14% more walking trips, and spent 12% longer walking, per year. The Chartered Institution of Highways and Transportation (CIHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests a 'preferred maximum' walking distance of 2km.

3.27 An assessment has been made of the locations that can be accessed within a 2km walk from the development site. This analysis is depicted in Figure 6 below.



Figure 6 - Walking Access to the Development Site (www.app.traveltimeplatform.com)

3.28 The walking distance to existing bus, tram and rail stops is also clearly important in determining the accessibility of a site. As described earlier in this TS, the nearest bus stops are located approximately 50 metres and 70 metres from the site and other bus stops located within 750 metres and then within 1.3 km and 1.4 km of the site. The nearest tram stops are at Victoria rail station a walk of approximately 1.3 km. These bus, tram and rail stops are accessible, some within short walking trip and others within a reasonable walking trip. Derby Street has footpaths on each side of the carriageway and has street lighting. The footways along Waterloo Road, Bury New Road and Cheetham Hill Road are wide and have streetlighting. There are crossing facilities provided at some nearby junctions and shown in the cycle map of routes above.

3.29 The infrastructure in the vicinity of the proposed scheme and the surrounding road network are conducive to encouraging walking journeys.

3.30 Access to Services

3.31 Amenities within the 2 km suggested acceptable walking distance of the site are shown in the map above and include Manchester city centre and the Manchester Fort Shopping Park and Cheetham Hill Retail Park. There is a vast choice of retail, restaurants, employment opportunities, education, leisure and sports facilities within a 2 km walk of the site.

3.32 The distances to facilities and services described above and the access by walking (Figure 6) and cycling (Figure 4) demonstrate the site is situated in a highly sustainable location and is capable of being accessed by sustainable transport.

3.33 Road Safety Record

3.34 The CrashMap database (www.crashmap.co.uk) has been interrogated to assess the road safety record for Derby Road and the surrounding road network in the vicinity of the site. The output from the accident interrogation is shown in Figure 7 below.

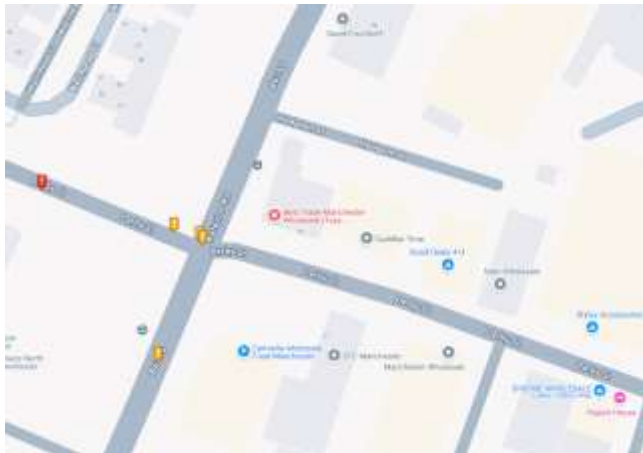


Figure 7 - Road Safety Record near the Development Site (www.crashmap.co.uk)

3.35 The accident analysis revealed that there were no accidents in the immediate vicinity of the site but there had been 3 recorded injury accident on Derby Street at or near the junction with Waterloo Road, during the five-year period of the accident analysis. There have been injury accidents on roads in the surrounding network away from the site.

3.36 The details of the recorded injury accidents on Derby Street at or close to the junction with Waterloo Road were as follows: -

- 17/1/2019 slight injury involving 2 vehicles
- 13/12/2019 slight injury involving 2 vehicles
- 14/11/2020 slight injury involving 2 vehicles

3.37 Away from the site further injury accidents were noted in the accident search, as follows: -

- 20/9/2022 serious injury involving one vehicle elsewhere on Derby Street, away from the site
- 11/2/2022 serious injury involving 3 vehicles on Waterloo Road, south-west of Derby Street.

3.38 Whilst it is regrettable when there are injury accidents in the road network, the scale of the proposed scheme and anticipated traffic generation should not result in any worsening of the road safety record. The road safety record for the location does not represent a material concern in the context of the proposed development.

3.39 Summary

- 3.40 The local road network has demonstrated a good road safety record in the recent road safety analysis. The site is in a highly sustainable location and the local environment is conducive to encouraging journeys by public transport, on foot and by cycling. The development site is considered to be a suitable and sustainable location for the type of development proposed.

4.0 Transport Policy Context

4.1 National Policy

4.2 National Planning Policy Framework (NPPF) (2023)

- 4.3 The NPPF sets out the Government's economic, environmental and social planning policies for England. The NPPF introduces a set of core land-use planning principles which should underpin both plan-making and decision-taking.
- 4.4 Section 9 of the NPPF covers 'Promoting sustainable transport'. Relevant elements of this section are summarised as follows.
- 4.5 **Paragraph 114** - In assessing sites that may be allocated for development in plans, or specific applications 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;
 - (b) safe and suitable access to the site can be achieved for all users;
 - (c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code ; and
 - (d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 4.6 **Paragraph 115.** Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 4.7 **Paragraph 116.** Within this context, 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;
 - (b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - (c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - (d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - (e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 4.8 **Paragraph 117.** All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by

a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

4.9 [Travel plans, transport assessments and statements in decision-taking \(DfT March 2014\)](#)

4.10 This policy update was issued as guidance by the DfT in March 2014 and supersedes the 2007 Guidance on Transport Assessment policy guidance documentation.

4.11 This updated guidance states that “the need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible as this may therefore positively influence the overall nature or the detailed design of the development”.

4.12 [Local Policy](#)

4.13 [Manchester City Council Core Strategy](#)

Policy T 1 Sustainable Transport

4.14 To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: -

- Improve choice by developing alternatives to the car.
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.
- Improve pedestrian routes and the pedestrian environment.
- Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).
- Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.
- Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.
- Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.
- Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.
- Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:
 1. pedestrians and disabled people
 2. cyclists, public transport,
 3. commercial access,
 4. general off-peak traffic,
 5. general peak time traffic.

Policy T 2 Accessible areas of opportunity and need

4.15

The Council will actively manage the pattern of development to ensure that new development: -

- Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections
- Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including: -
 - Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.
 - Links within East Manchester to employment locations, Central Park and Eastlands in particular.
 - Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.
 - Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.
 - Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.
- Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:
 - District Centres
 - Areas not within the City Centre or District Centres

The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However, the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.

- Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

4.16

Appendix B of the Core Strategy : Parking Standards indicates '*Maximum standards for car parking do not apply to the City Centre as each development in the City Centre will be considered on a case by case basis.*'

and encouraging more active travel is important to improving children's health.

4.17

Assessment of the Proposed Development Against Existing Policy

- 4.18 Accessibility to the site has been examined in this Transport Statement and it concluded that the site is easily accessible by public transport services, walking and cycling. The scheme is considered to meet the requirements of the Core Strategy as it is highly accessible by sustainable transport. The proposed development is not considered to have the potential to result in any highway network operational issues or highway safety issues.
- 4.19 The proposed development scheme is considered to be compliant with the aspirations of existing transport policies and is supportive in helping achieve their objectives.

5.0 Development Proposals

5.1 Land Uses

- 5.2 The planning application submission is seeking to obtain permission for the change of use from a wholesale cash and carry business to B8 warehouse and storage facility with a single storey 63m² extension to the front and a 240m² two storey extension to the east with associated reconfigured parking at 68 Derby Street, Cheetham Hill, Manchester (the site). The proposed development layout is set out in Table 4 below.

Table 4 - Proposed Residential Development

Building	Existing	Retained and Proposed
68 Derby Street	412.199m ²	412.199m ²
68 Derby Street		63m ² single storey to front of building
68 Derby Street		240m ² proposed extension to the east

- 5.3 The proposed site layout for the development is shown in **Appendix C**.

5.4 Servicing to the Development

- 5.5 The development is anticipated to have refuse collection undertaken the same way it is at present. Access into the servicing area at the rear of the building from Hodgson Street has been tested with swept path analysis software to confirm that a delivery vehicle would be able to access the service area and leave in forward gear. The analysis confirms that movement into the servicing area can be achieved by driving in and out in forward gear. Swept path analysis is contained in **Appendix D**.
- 5.6 The Applicant has confirmed the size of the vehicle that will use the site as being a panel van, 5.3m long. The Applicant statement on delivery vehicle size is attached in **Appendix E**.
- 5.7 Further swept path analysis has been undertaken on other sizes of vehicle (7.2m panel van and 8.0m box van). The swept path analysis confirms that these larger would be able to enter and leave the site in forward gear and turnaround within the site. These larger vehicles are not used by the Applicant to organise deliveries but in the event that a vehicle larger than the 5.3m panel van wanted to access the site then the analysis shows that it would be possible. This should provide a robust analysis of vehicle swept paths.

5.8 Delivery Frequency

- 5.9 The frequency of deliveries to the proposed is expected to be low and should not impact on local highway capacity. The Applicant will arrange deliveries so that they do not coincide with the weekday morning and evening peak periods.

5.10 Parking Strategy

- 5.11 The Council's Core Strategy indicates that maximum parking standards apply to car parking levels in areas outside of the city centre.
- 5.12 The scheme proposes a car parking level of 8 car parking spaces. There will be 2 mobility spaces and 6 general car parking spaces. The general car parking spaces are proposed to be laid out with dimensions of 4.8 x 2.4m.
- 5.13 The MCC Core Strategy Parking Standards requests that Storage and Distribution (B8) provides one space per 100sqm. The Highway comments to the pre-application indicated that parking numbers met the MCC parking standards.

5.14 Parking Accumulation

- 5.15 Data from the TRICS database has used warehousing and assessed whether the forecast traffic would have an adverse impact on the proposed parking levels. The trip rates and the forecast traffic has been used to develop a parking accumulation analysis, which indicates that the 8 spaces across the site would be sufficient to meet the parking demands. Parking Accumulation Analysis is contained in **Appendix F**. Further details on trip rates and traffic generation are provided later in this report.

5.16 Disabled Parking

- 5.17 Two of the parking spaces will be accessible spaces. The spaces are proposed to be laid out with dimensions of 6.0 x 3.6m.

5.18 Electric Vehicle Charging Space

- 5.19 The Highways Officer has requested a minimum of 1 EV charge point per 1,000m² floor space. Therefore, the Council request that a minimum of 1 parking space is EV charged. The Council has also requested that it should also be ensured that the installation of ducting is in place for future EVC installation.

5.20 Cycle Parking

- 5.21 The scheme proposes to provide spaces for cycle storage on the site.

5.22 Public Transport Access

- 5.23 Earlier in this Transport Statement the existing bus and tram service frequency and the walking distances to transport hubs was described. The site is also located within an acceptable walking distance of Manchester Victoria rail station. The site is in a highly sustainable location for access by public transport.

5.24 Cycle Access

- 5.25 The report earlier discussed the cycle access and provided a diagram showing the locations that could be accessed within a 20-minute cycle journey (equivalent to 5km at average cycling speeds). The report has also set out the proximity of local services and amenities in relation to the proposed development site. The site is excellently located for access by cycling journeys.

5.26 Walking Access

- 5.27 Wide footways are located on each side of Bury New Road, Waterloo Road and Cheetham Hill Road and good walking infrastructure is provided along Derby Street and in the surrounding roads. The report has earlier set out the destinations that could be reached within a 2km walking distance and the proximity of local facilities, amenities and transport hubs to the proposed development. The site is considered to be in a location that is highly accessible by walking.

6.0 Trip Rates and Traffic Generation

6.1 Trip Generation Methodology (TRICS Database)

- 6.2 The Trip Rate Information Computer System, known more commonly as the TRICS database, is a database that contains travel survey information to a range of development types and sizes. The database is nationally recognised and widely used as a tool to estimate the future traffic generation of new development by utilising the database to forecast traffic based on a range of factors including size of development, location, parking, etc.
- 6.3 The TRICS database has been interrogated to assess the traffic generating potential of the proposed development at 68 Derby Street, Cheetham Hill, Manchester.
- 6.4 The TRICS outputs are provided in **Appendix G**. Table 5 below provides the forecast traffic in the morning and evening peak periods for the proposed development.

Table 5 - Traffic Generation of the Full Scheme

		Trip Rates						Traffic Generation					
		AM Peak (8.00-9.00)			PM Peak (16.00-17.00)			AM Peak (8.00-9.00)			PM Peak (16.00-17.00)		
Type	Unit	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
B8	716	0.516	0.192	0.708	0.096	0.264	0.360	4	1	5	1	2	3
Total Traffic Generation								4	1	5	1	2	3

- 6.5 The Highways Officer has confirmed in the pre-application response that :
'The methodology and trip rates are acceptable to Highways.'

7.0 Traffic Impact

- 7.1 The traffic generation analysis of the proposed development forecasts 5 two-way trips and 3 two-way trips in the morning and evening peak periods respectively. This Transport Statement suggests that no formal junction assessment should be required

and the traffic impact on the local network should be negligible. This traffic generation solely considers the proposed development and has not considered the existing traffic for the current use.

- 7.2 This Transport Statement has demonstrated the infrastructure in the surrounding road network is conducive to encouraging access by public transport, cycling and walking to and from the site.
- 7.3 Within Section 3 of this report, the road safety record for Derby Street and the surrounding road network were investigated. The analysis concluded that Derby Street and the surrounding road network can be considered to have a good road safety record. The development proposal is not anticipated to worsen the road safety record and there should be no road safety grounds to refuse the development.

8.0 Summary and Conclusions

- 8.1 This Transport Statement has been prepared to support a planning application for the change of use from a wholesale cash and carry business to B8 warehouse and storage facility with a single storey 63m² extension to the front and a 240m² two storey extension to the east with associated reconfigured parking at 68 Derby Street, Cheetham Hill, Manchester (the site).
- 8.2 This Transport Statement demonstrates that Derby Street experienced a good road safety record. This Transport Statement acknowledged there has been 3 slight injury accidents on Derby Street in the vicinity of the site and injury accidents in the wider road network but the proposed development is not anticipated to worsen the road safety record.
- 8.3 This Transport Statement has undertaken a robust analysis of the anticipated traffic generation for the development and illustrated that low levels of traffic will be generated in the morning and evening peak hour periods. This level of traffic generation is anticipated to have a negligible impact on the highway network.
- 8.4 The access to local amenities from the proposed development scheme by public transport, walking and cycling is considered to be excellent. This Transport Statement has concluded that no improvements to walking, cycling and public transport are deemed necessary to make the development acceptable.
- 8.5 The Transport Statement has demonstrated the traffic impact of the proposed development will have negligible effect on the operation or capacity of the local highway network and combined with the good road safety record within the local highway network, then this should mean on highway and traffic grounds the application for the proposed development should be approved.

Appendix A

Dear Steve,

Please see information below received from highways.

The proposals are for a change of use from cash and carry to B8 warehouse storage and distribution with a one and two storey extension and associated car parking at 68 Derby Street, Manchester.

Response:

The site is currently a cash & carry at 412.199 m2.

The proposals are to provide a single storey extension at 63 m2 and a two-storey extension at 240 m2. This will bring the total site area to 715.199 m2. The entirety of the site will be allocated as B8.

The Transport Statement confirms that the existing arrangements of Hodgson Street will remain. Hodgson Street is partly adopted, and the development site is accessed off the unadopted area of Hodgson Street.



Red denotes adopted highway

The existing access between 68 Derby Road and the adjacent 102 Derby Street will no longer be in use when the extension is built. It is requested that this existing access is reinstated as footway. This will require a S278 agreement for the alterations to the existing highways, and for construction of the reinstated footway on Derby Road. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense.

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

8 parking spaces are proposed within the site, of which 2 are disabled. MCC Core Standards requests that Storage and Distribution (B8) provides one space per 100sqm. The proposals therefore meet MCC standards. Regarding the dimension of these parking spaces, these should all accord with MCC's standard minimum requirement. It is recommended that standard parking bay dimensions be a minimum of 2.4m x 4.8m and disabled parking bay dimensions a minimum of 3.6m x 6.0m. This should also include a 6-metre aisle width to allow vehicles to safely manoeuvre within the car park with formal demarcation of all spaces.

A TRICS assessment was undertaken for the proposed development extension and usage. The TRICS outputs forecast 5 two-way movements in the AM peak and 3 two-way movements in the PM peak. The methodology and trip rates are acceptable to Highways.

A parking accumulation assessment has been undertaken and demonstrates that the 8 parking spaces are sufficient to meet the parking demands.

Highways request a minimum of 1 EV charge point per 1,000m² floor space. Therefore, it is request that a minimum of 1 parking space is EV charged. It should also be ensured that the installation of ducting is in place for future EVC installation.

Safe and secure cycle parking should be in place for the use of staff and visitors. The Transport Assessment states that a total of 6 cycle spaces will be provided at the site. This is acceptable to Highways. It should be ensured that the parking spaces are secure and sheltered.

Refuse collection undertaken in the same way as present. Access into the servicing area at the rear of the building from Hodgson Street. It is requested that servicing is undertaken outside of the network AM and PM peak periods. It is also requested that a Service Management Strategy is in place.

Swept path analysis has been provided and demonstrates that a vehicle can enter and egress the site in forward gear. It should be ensured that the swept path demonstrates the largest expected service/delivery vehicle within the development boundary. Details on the number of deliveries and location of the delivery points should also be provided.

It is requested that a service management strategy is submitted as part of the planning application.

A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include

commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality.

It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

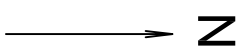
The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

Appendix B



General Notes			
No.	Revision/Issued	Date	
Plan Name and Address Steve Costello 76 Riverside Drive Stoneclough Prestolee Manchester 26 M26 1HY Tel: 0780 6777251			
Project Name and Address Existing Site Plan PJK UK Enterprises 68 Derby Street Manchester M88AT			
Project	Existing Site Plan		
Date	25th June 2024	2	
Scale	1 : 500		

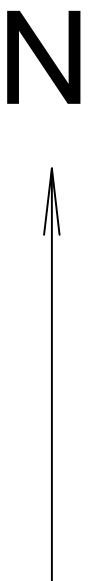
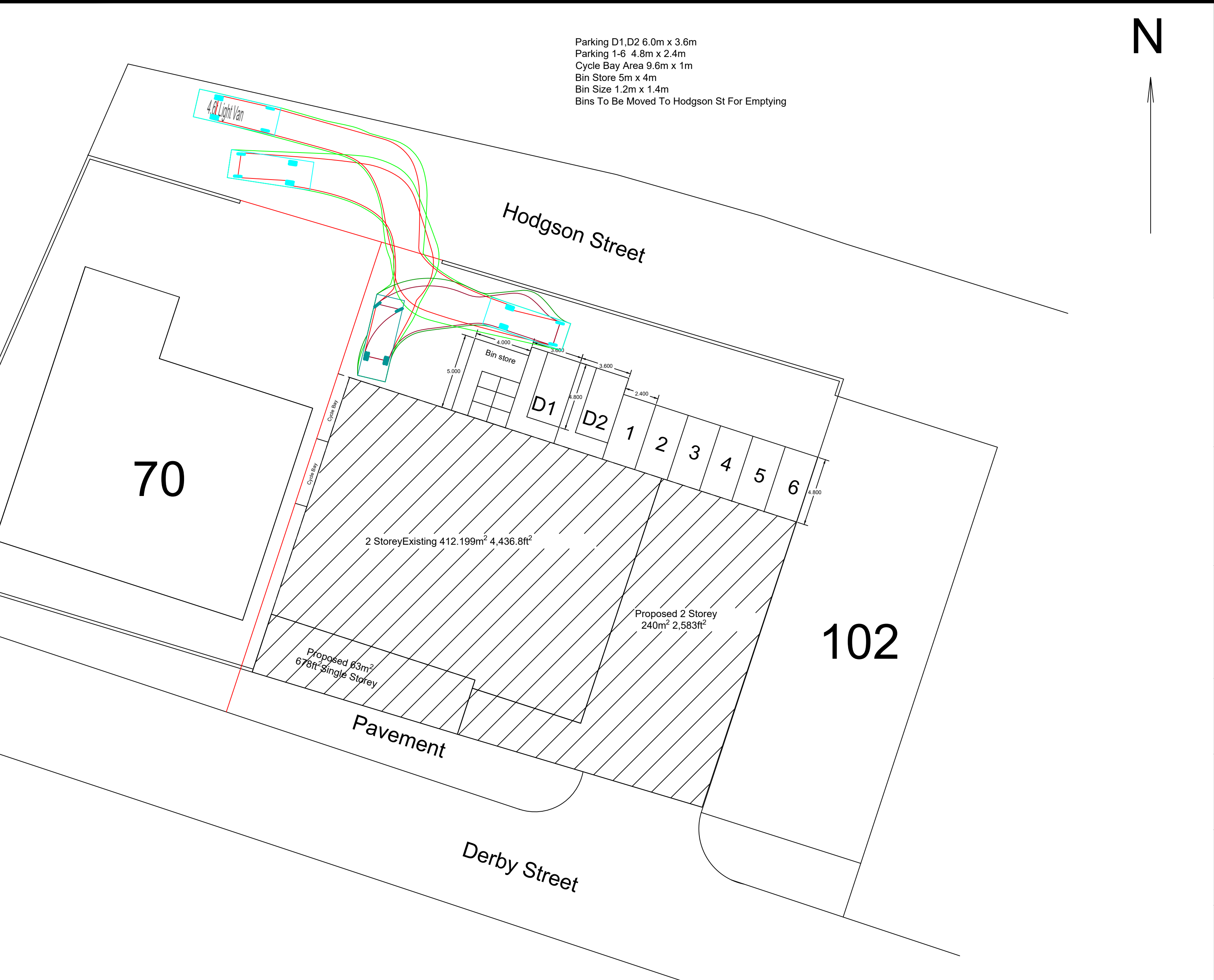
Appendix C



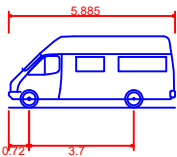
Ground Floor Ammenities

[illegible]

Appendix D



Vehicle Used in the Swept Path Analysis



4.6t Light Van
 Overall Length 5.885m
 Overall Width 2.000m
 Overall Body Height 2.526m
 Min Body Ground Clearance 0.299m
 Track Width 1.765m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 6.000m

Revisions

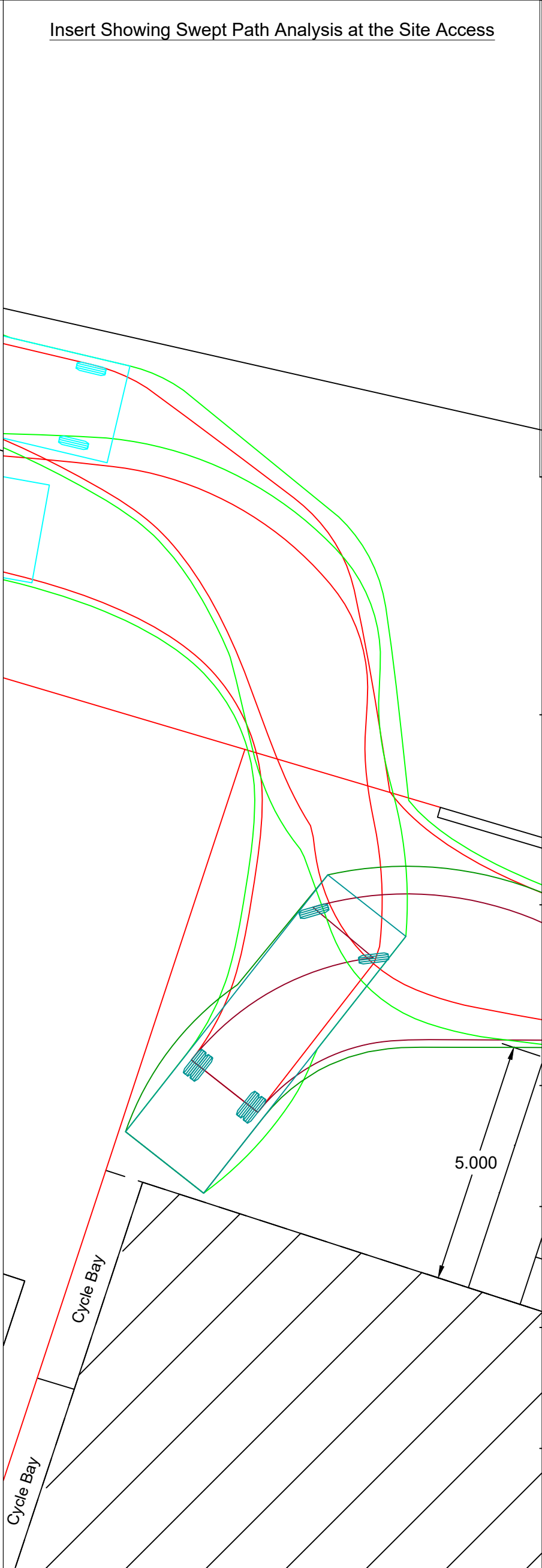
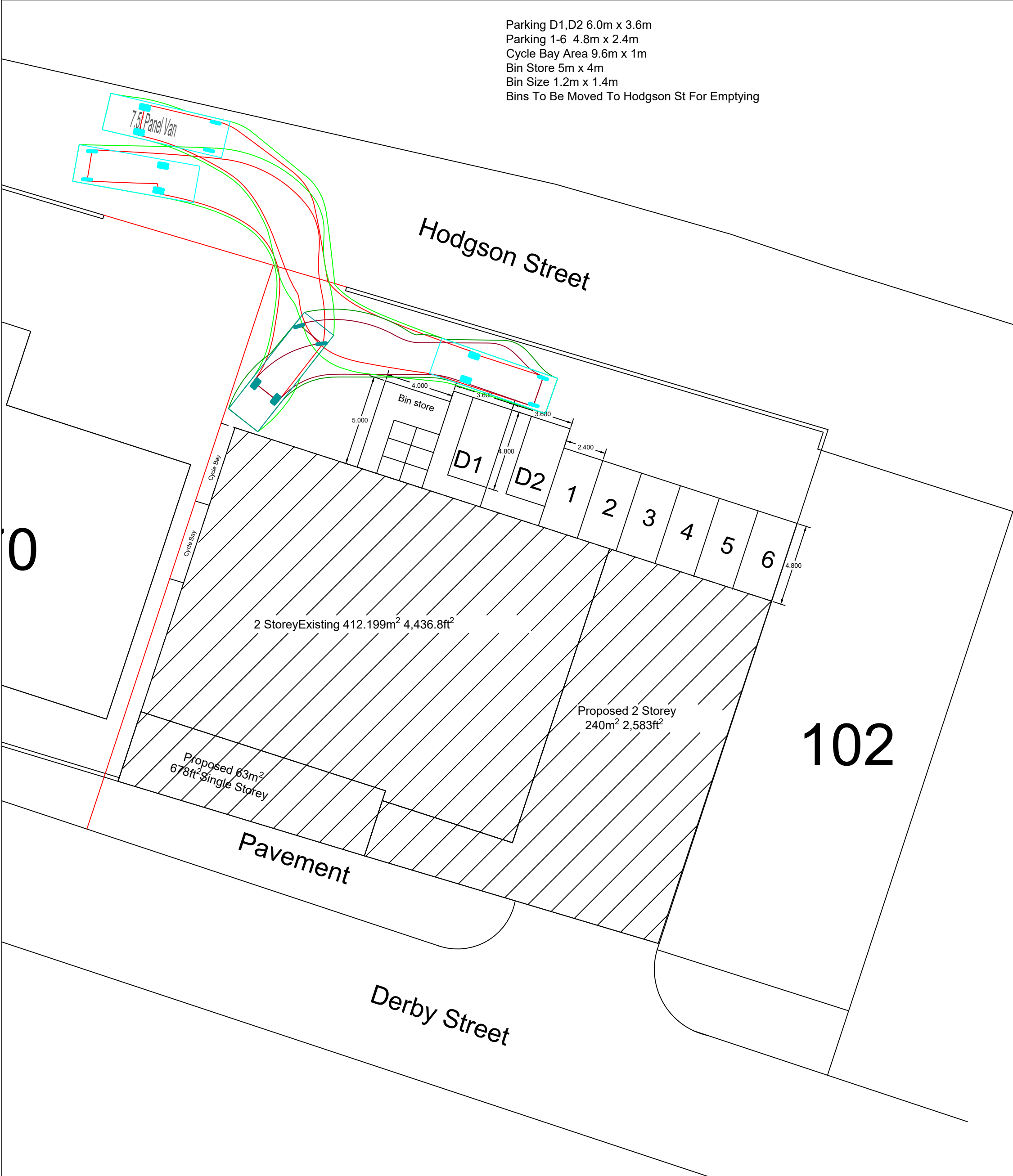
Client
 PJK Enterprises UK Ltd



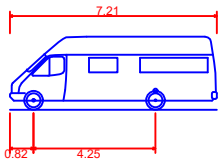
Scheme
 Derby Street, Manchester

Title
 Swept Paths Panel Van

Drawn N.Peet	Checked M.Peet	Date 13.9.2024
Project 563-24	Drawing No 563-24-1	Scale 1:200@ A2



Vehicle Used in the Swept Path Analysis



7.5t Panel Van
Overall Length 7.210m
Overall Width 2.192m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

Revisions

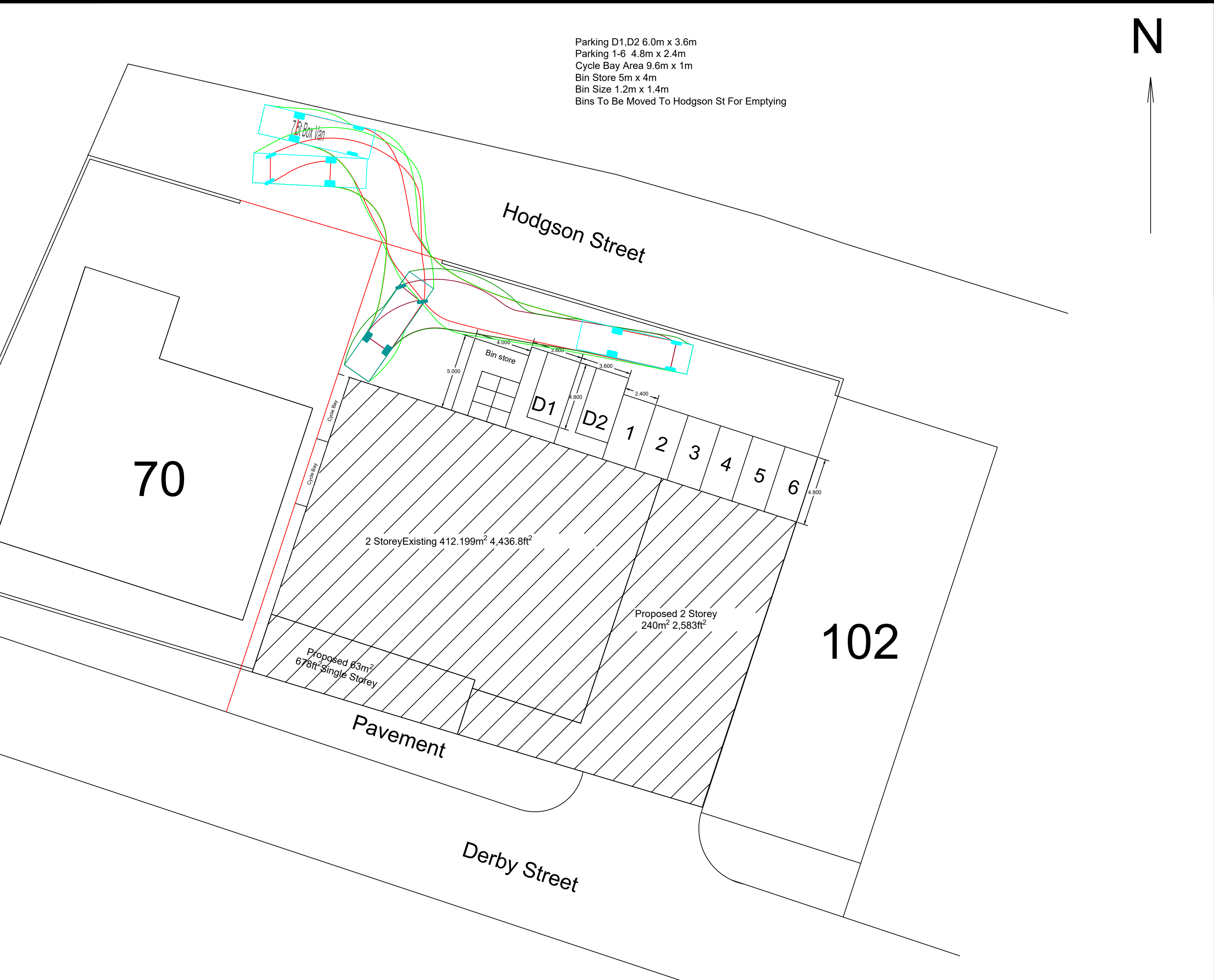
Client
PJK Enterprises UK Ltd



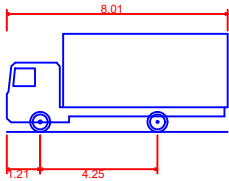
Scheme
Derby Street, Manchester

Title
Swept Paths Large Panel Van

Drawn N.Peet	Checked M.Peet	Date 13.9.2024
Project 563-24	Drawing No 563-24-2	Scale 1:200@ A2



Vehicle Used in the Swept Path Analysis



7.5t Box Van
 Overall Length 8.010m
 Overall Width 2.100m
 Overall Body Height 3.556m
 Min Body Ground Clearance 0.351m
 Track Width 2.064m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.400m

Revisions

Client
 PJK Enterprises UK Ltd



Scheme
 Derby Street, Manchester

Title
 Swept Paths Box Van

Drawn N.Peet	Checked M.Peet	Date 13.9.2024
Project 563-24	Drawing No 563-24-3	Scale 1:200@ A2

Appendix E

P J K

PJK UK Enterprises Ltd
Unit 1, 14 Cheetwood Road
Manchester, M8 8AQ
Tel – 0161 839 7166
MOB – 07772869112
Email: coreshoes@live.co.uk

Date - 28 Feb. 2024

To whom it may concern, Manchester City Council Planning
Planning application address, 68 Derby Street Manchester, M8 8AT

Reference – Planning application- 138789/FO/2023,

For the purpose of this planning application, I the Director of PJK can confirm the following information in relation to vehicles to be used on the premises:-

- *The largest specification of vehicle to be used by the company will be a Mercedes Sprinter L1H1, Panel Van Length – 5.3 metres, width – 2.345 metres.*

Please confirm receipt of this information.

DIRECTOR

Davinder Jhal

Appendix F

68 Derby Street Manchester
Traffic Generation Warehouse 716m2

Time	IN	OUT	Total	Accumulation	Capacity
06:00-7:00	0	0	0	0	8
07:00-8:00	2	1	2	1	7
8:00-9:00	4	1	5	4	4
9:00-10:00	1	0	1	4	4
10:00-11:00	2	1	3	5	3
11:00-12:00	2	1	3	5	3
12:00-13:00	1	1	3	5	3
13:00-14:00	2	2	4	5	3
14:00-15:00	2	1	3	6	2
15:00-16:00	1	2	3	5	3
16:00-17:00	1	2	3	4	4
17:00-18:00	1	3	4	2	6
18:00-19:00	1	2	2	0	8
19:00-20:00	0	0	0	0	8
20:00-21:00	0	0	0	0	8
Total	18	18	36		

Appendix G

Calculation Reference: AUDIT-756701-230721-0701

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	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:	3625 to 4700 (units: sqm)
Range Selected by User:	250 to 7500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 19/09/16

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

Selected survey days:

Monday	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 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:

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	1
Commercial Zone	1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:
B8 2 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
Population within 1 mile:
5,001 to 10,000 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 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 1 days
1.1 to 1.5 1 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 2 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 2 days

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

LIST OF SITES relevant to selection parameters

1	SF-02-F-03	ROAD HAULAGE	SUFFOLK
	CENTRAL AVENUE		
	IPSWICH		
	WARREN HEATH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	18/09/15	Survey Type: MANUAL
2	WM-02-F-02	LOGISTICS FIRM	WEST MIDLANDS
	SOVEREIGN ROAD		
	BIRMINGHAM		
	KINGS NORTON		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	3625 sqm	
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	4163	0.072	2	4163	0.048	2	4163	0.120
07:30 - 08:00	2	4163	0.168	2	4163	0.024	2	4163	0.192
08:00 - 08:30	2	4163	0.216	2	4163	0.084	2	4163	0.300
08:30 - 09:00	2	4163	0.300	2	4163	0.108	2	4163	0.408
09:00 - 09:30	2	4163	0.120	2	4163	0.012	2	4163	0.132
09:30 - 10:00	2	4163	0.048	2	4163	0.024	2	4163	0.072
10:00 - 10:30	2	4163	0.108	2	4163	0.084	2	4163	0.192
10:30 - 11:00	2	4163	0.132	2	4163	0.108	2	4163	0.240
11:00 - 11:30	2	4163	0.096	2	4163	0.108	2	4163	0.204
11:30 - 12:00	2	4163	0.120	2	4163	0.084	2	4163	0.204
12:00 - 12:30	2	4163	0.108	2	4163	0.060	2	4163	0.168
12:30 - 13:00	2	4163	0.096	2	4163	0.096	2	4163	0.192
13:00 - 13:30	2	4163	0.096	2	4163	0.156	2	4163	0.252
13:30 - 14:00	2	4163	0.192	2	4163	0.108	2	4163	0.300
14:00 - 14:30	2	4163	0.132	2	4163	0.060	2	4163	0.192
14:30 - 15:00	2	4163	0.096	2	4163	0.096	2	4163	0.192
15:00 - 15:30	2	4163	0.096	2	4163	0.144	2	4163	0.240
15:30 - 16:00	2	4163	0.060	2	4163	0.156	2	4163	0.216
16:00 - 16:30	2	4163	0.060	2	4163	0.132	2	4163	0.192
16:30 - 17:00	2	4163	0.036	2	4163	0.132	2	4163	0.168
17:00 - 17:30	2	4163	0.048	2	4163	0.252	2	4163	0.300
17:30 - 18:00	2	4163	0.048	2	4163	0.156	2	4163	0.204
18:00 - 18:30	2	4163	0.036	2	4163	0.180	2	4163	0.216
18:30 - 19:00	2	4163	0.036	2	4163	0.072	2	4163	0.108
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.520			2.484			5.004

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:	3625 - 4700 (units: sqm)
Survey date range:	01/01/15 - 19/09/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. 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/F - WAREHOUSING (COMMERCIAL)
 OGVS
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	4163	0.024	2	4163	0.048	2	4163	0.072
07:30 - 08:00	2	4163	0.024	2	4163	0.024	2	4163	0.048
08:00 - 08:30	2	4163	0.024	2	4163	0.024	2	4163	0.048
08:30 - 09:00	2	4163	0.048	2	4163	0.060	2	4163	0.108
09:00 - 09:30	2	4163	0.024	2	4163	0.012	2	4163	0.036
09:30 - 10:00	2	4163	0.036	2	4163	0.012	2	4163	0.048
10:00 - 10:30	2	4163	0.024	2	4163	0.036	2	4163	0.060
10:30 - 11:00	2	4163	0.072	2	4163	0.072	2	4163	0.144
11:00 - 11:30	2	4163	0.072	2	4163	0.072	2	4163	0.144
11:30 - 12:00	2	4163	0.048	2	4163	0.048	2	4163	0.096
12:00 - 12:30	2	4163	0.060	2	4163	0.012	2	4163	0.072
12:30 - 13:00	2	4163	0.072	2	4163	0.024	2	4163	0.096
13:00 - 13:30	2	4163	0.060	2	4163	0.048	2	4163	0.108
13:30 - 14:00	2	4163	0.084	2	4163	0.036	2	4163	0.120
14:00 - 14:30	2	4163	0.060	2	4163	0.012	2	4163	0.072
14:30 - 15:00	2	4163	0.072	2	4163	0.024	2	4163	0.096
15:00 - 15:30	2	4163	0.072	2	4163	0.072	2	4163	0.144
15:30 - 16:00	2	4163	0.036	2	4163	0.012	2	4163	0.048
16:00 - 16:30	2	4163	0.036	2	4163	0.072	2	4163	0.108
16:30 - 17:00	2	4163	0.012	2	4163	0.012	2	4163	0.024
17:00 - 17:30	2	4163	0.000	2	4163	0.036	2	4163	0.036
17:30 - 18:00	2	4163	0.012	2	4163	0.072	2	4163	0.084
18:00 - 18:30	2	4163	0.000	2	4163	0.036	2	4163	0.036
18:30 - 19:00	2	4163	0.024	2	4163	0.024	2	4163	0.048
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.996			0.900			1.896

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
 CYCLISTS
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
07:30 - 08:00	2	4163	0.012	2	4163	0.000	2	4163	0.012
08:00 - 08:30	2	4163	0.012	2	4163	0.000	2	4163	0.012
08:30 - 09:00	2	4163	0.012	2	4163	0.000	2	4163	0.012
09:00 - 09:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
09:30 - 10:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
10:00 - 10:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
10:30 - 11:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
11:00 - 11:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
11:30 - 12:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
12:00 - 12:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
12:30 - 13:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
13:00 - 13:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
13:30 - 14:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
14:00 - 14:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
14:30 - 15:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
15:00 - 15:30	2	4163	0.000	2	4163	0.012	2	4163	0.012
15:30 - 16:00	2	4163	0.000	2	4163	0.012	2	4163	0.012
16:00 - 16:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
16:30 - 17:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
17:00 - 17:30	2	4163	0.000	2	4163	0.012	2	4163	0.012
17:30 - 18:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
18:00 - 18:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
18:30 - 19:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.036			0.036			0.072

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
 CARS
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	4163	0.048	2	4163	0.000	2	4163	0.048
07:30 - 08:00	2	4163	0.132	2	4163	0.000	2	4163	0.132
08:00 - 08:30	2	4163	0.180	2	4163	0.036	2	4163	0.216
08:30 - 09:00	2	4163	0.216	2	4163	0.024	2	4163	0.240
09:00 - 09:30	2	4163	0.084	2	4163	0.000	2	4163	0.084
09:30 - 10:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
10:00 - 10:30	2	4163	0.024	2	4163	0.012	2	4163	0.036
10:30 - 11:00	2	4163	0.048	2	4163	0.000	2	4163	0.048
11:00 - 11:30	2	4163	0.012	2	4163	0.036	2	4163	0.048
11:30 - 12:00	2	4163	0.036	2	4163	0.000	2	4163	0.036
12:00 - 12:30	2	4163	0.024	2	4163	0.024	2	4163	0.048
12:30 - 13:00	2	4163	0.012	2	4163	0.048	2	4163	0.060
13:00 - 13:30	2	4163	0.024	2	4163	0.072	2	4163	0.096
13:30 - 14:00	2	4163	0.084	2	4163	0.060	2	4163	0.144
14:00 - 14:30	2	4163	0.060	2	4163	0.036	2	4163	0.096
14:30 - 15:00	2	4163	0.012	2	4163	0.048	2	4163	0.060
15:00 - 15:30	2	4163	0.012	2	4163	0.060	2	4163	0.072
15:30 - 16:00	2	4163	0.012	2	4163	0.144	2	4163	0.156
16:00 - 16:30	2	4163	0.000	2	4163	0.024	2	4163	0.024
16:30 - 17:00	2	4163	0.024	2	4163	0.120	2	4163	0.144
17:00 - 17:30	2	4163	0.048	2	4163	0.216	2	4163	0.264
17:30 - 18:00	2	4163	0.024	2	4163	0.072	2	4163	0.096
18:00 - 18:30	2	4163	0.036	2	4163	0.144	2	4163	0.180
18:30 - 19:00	2	4163	0.012	2	4163	0.048	2	4163	0.060
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.164			1.224			2.388

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
 LGVS
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
07:30 - 08:00	2	4163	0.012	2	4163	0.000	2	4163	0.012
08:00 - 08:30	2	4163	0.012	2	4163	0.024	2	4163	0.036
08:30 - 09:00	2	4163	0.024	2	4163	0.024	2	4163	0.048
09:00 - 09:30	2	4163	0.012	2	4163	0.000	2	4163	0.012
09:30 - 10:00	2	4163	0.012	2	4163	0.012	2	4163	0.024
10:00 - 10:30	2	4163	0.060	2	4163	0.036	2	4163	0.096
10:30 - 11:00	2	4163	0.012	2	4163	0.036	2	4163	0.048
11:00 - 11:30	2	4163	0.012	2	4163	0.000	2	4163	0.012
11:30 - 12:00	2	4163	0.036	2	4163	0.036	2	4163	0.072
12:00 - 12:30	2	4163	0.024	2	4163	0.024	2	4163	0.048
12:30 - 13:00	2	4163	0.012	2	4163	0.024	2	4163	0.036
13:00 - 13:30	2	4163	0.012	2	4163	0.036	2	4163	0.048
13:30 - 14:00	2	4163	0.024	2	4163	0.012	2	4163	0.036
14:00 - 14:30	2	4163	0.012	2	4163	0.012	2	4163	0.024
14:30 - 15:00	2	4163	0.012	2	4163	0.012	2	4163	0.024
15:00 - 15:30	2	4163	0.012	2	4163	0.012	2	4163	0.024
15:30 - 16:00	2	4163	0.012	2	4163	0.000	2	4163	0.012
16:00 - 16:30	2	4163	0.024	2	4163	0.036	2	4163	0.060
16:30 - 17:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
17:00 - 17:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
17:30 - 18:00	2	4163	0.012	2	4163	0.012	2	4163	0.024
18:00 - 18:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
18:30 - 19:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.348			0.348			0.696

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MOTOR CYCLES
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
07:30 - 08:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
08:00 - 08:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
08:30 - 09:00	2	4163	0.012	2	4163	0.000	2	4163	0.012
09:00 - 09:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
09:30 - 10:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
10:00 - 10:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
10:30 - 11:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
11:00 - 11:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
11:30 - 12:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
12:00 - 12:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
12:30 - 13:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
13:00 - 13:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
13:30 - 14:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
14:00 - 14:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
14:30 - 15:00	2	4163	0.000	2	4163	0.012	2	4163	0.012
15:00 - 15:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
15:30 - 16:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
16:00 - 16:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
16:30 - 17:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
17:00 - 17:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
17:30 - 18:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
18:00 - 18:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
18:30 - 19:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.012			0.012			0.024

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.