Aval Consulting Group.

Transport Statement

Gorton Road, Manchester, M11 2DZ

World Metal Recycling Ltd

16th May 2024

Transport Statement
Gorton Road, Manchester, M11 2DZ
World Metal Recycling Ltd

93252

Project Information

Job Code	93252
Sector	Engineering
Report	Transport Statement
Client	World Metal Recycling Ltd
Revision	A
Status	FINAL
Date of Issue	16th May 2024

Revision History

Revision	Date	Author	Reviewer	Approver	Status
A	8th May 2024	AP	LS	AC	Draft
A	16th May 2024				FINAL

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1 Introduction

1.1 Background

AVAL Consulting Group Limited (ACGL) has been commissioned by World Metal Recycling Ltd to provide the Transport Statement to support the Planning Application for the commercial redevelopment at Gorton Road, Manchester, M11 2DZ. This accompanies the Planning Application to the Local Authority (Manchester City Council (MCC)) for consent to undertake the proposed work at the site.

The proposal is the provision of 7no. B2/B8 light industrial units with associated parking and external works.

This Transport Statement will appraise the effects of the proposed changes at the site on the local highway network, footways and cycleways and on-street parking conditions.

This TS has been carried out by good practice guidelines and has been prepared by the National Planning Policy Framework (NPPF) (2023) and current Planning Guidance documents for MCC.

1.2 Site Location

Gorton Road, situated in the Gorton area of Manchester, serves as a vital thoroughfare within the district. Spanning through the heart of Gorton, this road intersects with several significant arteries, including Hyde Road (A57) to the west, A635 to the north and north-west, and A6010 Pottery Lane and Stockport Road (A6) to the east. These connections are integral to the transportation network, facilitating the flow of traffic to and from Manchester city centre, as well as providing access to other parts of Greater Manchester and beyond.

The road infrastructure surrounding Gorton Road is well-developed, supporting efficient movement within the area and beyond. Public transportation options are readily available, with numerous bus routes serving the locality, offering convenient links to nearby neighbourhoods and the city centre. Moreover, Gorton Railway Station, located nearby, enhances connectivity by providing rail services on the Manchester-Glossop Line, catering to the commuting needs of residents and workers.

Gorton Road is characterised by a diverse mix of land uses, reflecting the multifaceted nature of the Gorton district. The thoroughfare is lined with a combination of residential, commercial, and industrial properties, showcasing the area's varied urban landscape.

Additionally, Gorton Road is flanked by industrial estates and warehouses, emblematic of the area's industrial heritage. These facilities play a crucial role in supporting the local economy and providing employment opportunities, contributing to Gorton's economic vitality.

Figure 1.1: Site Location (image source: Client)

1.3 Report Structure

The remainder of this TS is presented in the following order:

- Chapter 2: Relevant national and regional applicable policies;
- Chapter 3: Existing Baseline Conditions;
- Chapter 4: Development Proposal;
- Chapter 5: Forecast Trip Generation and Transport Impacts; and
- Chapter 6: Conclusion.

2 Policy and Guidance

This section lists all the latest regional and local policies, and statutory and non-statutory guidelines relevant to the proposed development.

2.1 National Guidance

2.1.1 National Planning Policy Framework (2023)

The principal national planning policy guidance concerning the proposed development is the National Planning Policy Framework (NPPF). The most recent update of the NPPF was published in December 2023 by the Ministry of Levelling Up, Housing & Communities. The NPPF sets out the government's planning policies for England and how these are expected to be applied.

This revised Framework replaces the previous National Planning Policy Framework published in March 2012, revised in July 2018 updated in February 2019, July 2021 and September 2023.

Three dimensions of sustainable development have been identified in the NPPF: economic, social and environmental.

The proposed development complies with the guidance and requirements set out in this Revised NPPF.

The NPPF has a "presumption in favour of sustainable development" and includes the following principles of relevance to this site:

- To drive and support economic development;
- To seek to secure high-quality design; and
- Manage growth by making full use of public transport, walking and cycling and focusing development in locations which are or can be made sustainable.

The policy suggests that plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable modes can be maximised. Development should be located and designed where practical to achieve the following:

- Give priority to pedestrian and cycle movements, and have access to high-quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; and
- Consider the needs of disabled people by all modes of transport.

2.1.2 National Planning Practice Guidance (NPPG, 2014)

Lessening the Traffic Generation NPPG is a web-based resource which brings together planning guidance on various topics into one place. It was launched in March 2014 and coincided with the cancelling of the majority of Government Circulars which had previously given guidance on many aspects of planning.

The guidance note on 'Travel Plans, Transport Assessments and Statements' provides advice on when Transport Assessments and Transport Statements (TS) are required, and what they should contain. This has been referred to when preparing this report.

The above web-based NPPG replaces The Guidance on Transport Assessments (GTA) which was withdrawn in 2014. In it, the overarching principles in the preparation of Transport Assessments, Transport Statements and Travel Plans (TPs) are laid out.

It advises that a TS is a 'lighter touch' assessment, whereas a TA is a more thorough assessment. A TS can be used in the case of developments with anticipated limited transport impacts (and limited vehicle impacts) and where fewer than 80 units are proposed.

The guidance highlights that TAs, TSs and TPs are important because they can positively contribute to:

- Encouraging sustainable travel;
- and its detrimental impacts;
- Reducing carbon emissions and climate impacts;
- Creating accessible, connected, inclusive communities;
- Improving health outcomes and quality of life;
- Improving road safety; and
- Reducing the need for new developments to increase existing road capacity or provide new roads.

2.2 Regional Guidance

2.2.1 Manchester Core Strategy 2012 - 2017

The Core Strategy of Manchester, adopted on July 11, 2012, stands as the central document within the Manchester Local Plan. It delineates the long-term strategic policies guiding Manchester's development trajectory and serves as the foundational framework against which planning applications will undergo assessment.

Section 1.1 states:

"*The Core Strategy was adopted by Manchester City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework and covers a period of 15 years from 2012 to 2027. It describes Manchester today and outlines the Council's vision for Manchester in 2027 along with the planning policies which will be used to deliver that vision. Manchester's Local Development Framework is a collection of planning documents and also includes:-*

- *The Local Development Scheme, the programme for document production*
- *The Statement of Community Involvement which sets out how consultation will be undertaken and in what format*
- *Development Plan Documents (to be developed following adoption of the Core Strategy), for example on Houses in Multiple Occupation*
- *Supplementary Planning Documents (SPDs) which give more detail to policies in the Core Strategy or any other future Development Plan Documents."*

Policy CC 5 states that:

"Transport

The Transport Strategy for Manchester City Centre will be delivered to ensure that transport is managed in a way which supports the projected growth of the City Centre.

Developers should work with public transport providers to ensure that all users can access development by sustainable means, especially taking account of times when developments are likely to be busiest.

Proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements, for example, improvements to:

- *remove buses and private cars from St Peter's Square*
- *create a new pedestrian priority zone initially the area bounded by Deansgate, Peter Street / Oxford Street, Portland Street, Piccadilly North, Manchester Arndale, Corporation Street and Exchange Square*
- *close Victoria Street in the Medieval Quarter to traffic and create a new public realm around the Cathedral and Chethams.*

The Council will seek to ensure that development includes adequate parking provisions for cars and bicycles. This should be based on the parking standards described in Appendix B."

Policy T 1 states that:

"Sustainable Transport

To deliver a sustainable, high-quality, integrated transport system to encourage a 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 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 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."*

Parking Standards for Manchester:

Land Use	Maximum number of car parking spaces		Minimum number of spaces required for:-		
	District Centres	Areas not within the City Centre or District Centres	Disabled people's parking as percentage of total (Citywide)		Cycles (Citywide)
			Up to 200 in total	Over 200 in total	
B2: General Industry					
General Industry	1 space per 60sqm	1 space per 45sqm	Individual bays for each disabled employee plus 2	6 bays plus 2% of total capacity	1 space per 450sqm minimum of 2 spaces

2.2.2 City Centre Transport Strategy

Manchester's Core Strategy, enacted on July 11, 2012, serves as a pivotal document within the Manchester Local Plan, delineating long-term strategic policies for the city's development. It acts as a framework for evaluating planning applications and embodies the city's aspirations for growth and sustainability. Over the past decade, transformative projects outlined in the strategy, such as the Second City Metrolink Crossing and enhancements to bus and cycling infrastructure, have materialised, contributing to the city's continued progress and economic vitality. With a reduction in car traffic and a rise in alternative modes of transportation, including walking, cycling, and public transit, the city has seen evolving travel patterns, aligning with its vision for a connected and sustainable future.

As Manchester looks to the future, it aims to address new challenges and opportunities, particularly in the aftermath of the Covid-19 pandemic. The updated City Centre Transport Strategy for 2040 seeks to support the city's recovery while advancing its commitment to sustainability and inclusivity. Informed by extensive consultations with stakeholders and residents, the strategy emphasises pedestrian-friendly environments, cleaner air, and enhanced public transportation. With a vision for 90% of morning peak trips to the city centre to be made sustainably by 2040, the strategy reflects Manchester's ambition to create a vibrant, accessible, and carbon-neutral urban core.

The strategy outlines a comprehensive strategy for transforming the city centre into a well-connected, zero-carbon hub that prioritises walking, cycling, and public transport. Seven key ambitions are highlighted:

1. **Walking Priority**: Make walking the primary mode of transportation, ensuring safety, accessibility, and attractiveness for pedestrians of all ages and abilities.
2. **Cleaner, Greener, Less Congested City**: Reduce traffic and pollution by promoting sustainable transportation options and enhancing green spaces.
3. **Cycling Friendly**: Develop a safe and efficient cycling network with convenient parking facilities and support for various types of cyclists.
4. **Improved Public Transport**: Enhance connectivity, capacity, and reliability of public transport, including buses, trams, and trains.
5. **Smart Parking Integration**: Manage car parking effectively by reducing spaces, promoting alternative modes of travel, and integrating parking with public transport.
6. **Sustainable Goods Movement**: Encourage sustainable delivery practices, minimise the negative impacts of freight transport, and optimise vehicle fleet operations.
7. **Innovation Embrace**: Utilise new technologies and emerging transport methods to improve the travel experience, enhance accessibility, and reduce emissions.

Each ambition identifies challenges, priorities, and considerations to achieve the vision of a vibrant, sustainable city centre with efficient and inclusive transportation systems.

3 Existing Transport Conditions

3.1 Existing Site

The site is located at Gorton Road, Manchester, M11 2DZ.

The site is irregularly rectangular and currently comprises Rasoul Motors Ltd, which is a car body mechanics. This property is accessed from Gorton Road only. The proposed development will be built on the used space that is currently a mechanics.

3.2 Site Location

Located in the Gorton district of Manchester, Gorton Road plays a pivotal role as a primary thoroughfare in the area. Running through the central hub of Gorton, this road intersects with key arteries such as Hyde Road (A57) to the west, A635 to the north and north-west, and A6010 Pottery Lane and Stockport Road (A6) to the east. These intersections form vital links in the transportation network, enabling the smooth movement of traffic to and from Manchester city centre, while also offering connectivity to various destinations across Greater Manchester and beyond. The approximate National Grid Reference for the site is X386844, Y397357.

Bus stops along the A6010 Pottery Lane and A635 Ashton Old Road are within a 5-minutes' away on foot and offer convenient public transport options for local commuters.

Appendix A presents a site location regional map.

3.3 Existing Local Area Conditions

3.3.1 Pedestrian Facilities

Gorton Road has pedestrian footways on both sides of the road.

An extensive network of street lighting exists in the local area, providing a safer environment during the darker hours. Furthermore, there are dropped kerbs and tactile paving present at most crossing points, making local pedestrian routes easily accessible by partially sighted pedestrians.

3.3.2 Cycle Network

The local cycle network comprises several well-established routes and facilities tailored to promote safe and convenient cycling. Parallel to Gorton Road, dedicated cycle lanes provide a designated space for cyclists, separated from vehicular traffic by physical barriers or markings. These lanes often feature smooth pavement and clear signage, ensuring a seamless riding experience. Additionally, intersecting cycle routes, such as those along Hyde Road (A57) and Stockport Road (A6), offer connections to key destinations within the Greater Manchester area.

Alongside the road, cyclists can access a range of facilities to support their journeys. Strategically located cycle parking facilities provide secure storage for bikes, encouraging commuters and visitors to opt for cycling as a mode of transport. These parking areas are equipped with amenities such as bike racks, shelters, and security features to accommodate varying needs and preferences.

Walking and cycling Ashburys Train Station is easy and convenient from the site, given it is only about a 5-minute walk and a 2-minute cycle ride away.

3.3.3 Public Transport Facilities

Bus stops along the A6010 Pottery Lane and A635 Ashton Old Road are within a 5-minutes' away on foot and offer convenient public transport options for local commuters.

Bus routes traversing Gorton Road encompass a diverse range of destinations within Manchester and its surrounding areas. The local bus routes include but are not limited to services 53, 219, 221, 719, 725, 733 and 739. Each service offers connections to key locations such as Manchester city centre, Stockport, and Ashton-under-Lyne.

Ashburys Railway Station is located on the A6010 Pottery Lane, just north of Gorton Road and it is a 5-minute from the site to the east of the site.

Operated by Northern Trains, it is on the Manchester-Glossop Line, providing regular train services between Manchester Piccadilly and Hadfield. This station serves as a crucial link for commuters travelling to and from Manchester city centre, as well as destinations such as Glossop, Dinting, and Broadbottom.

3.3.4 Road Network

Gorton Road has a speed limit of 30mph.

The area surrounding Gorton Road in Manchester is strategically positioned within a network of major roads, facilitating essential connections throughout the region. To the west, Hyde Road (A57) intersects with Gorton Road, serving as a vital thoroughfare for commuters travelling towards Manchester city centre and beyond. Hyde Road provides access to key destinations such as Ardwick, Longsight, and Belle Vue, while also linking to major motorways like the M60 and M67, enhancing regional connectivity. On the eastern side, Stockport Road (A6) intersects with Gorton Road, offering additional access to areas such as Levenshulme, Stockport, and beyond. This network of roads forms the backbone of the transportation infrastructure, supporting the flow of traffic and facilitating convenient travel for residents and businesses across Greater Manchester.

3.3.5 Local Parking Facilities

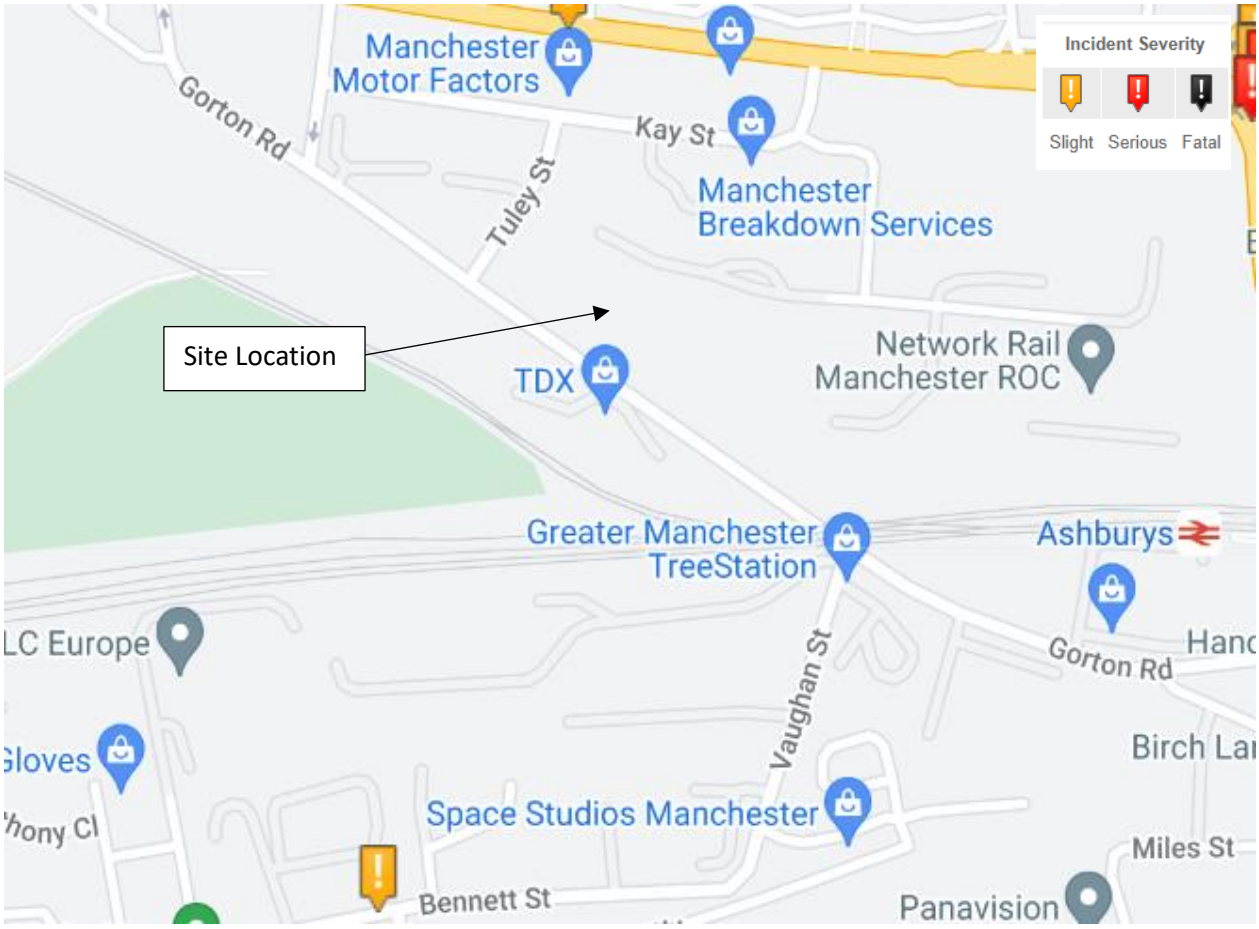
Local parking facilities near Gorton Road in Manchester include both on-street parking spaces along Gorton Road itself and nearby streets, as well as off-street car parks within walking distance. These off-street car parks are conveniently located close to Gorton Road, providing options for both short-term and longer-term parking needs.

3.3.6 Accident Data Analysis

Accidental records for the last five years (2018-2022) were obtained from CrashMap (see Figure 3.1).

Gorton Road has had a clean safety record with no reported accidents in the past five years. However, there have been both serious and minor accidents reported on the surrounding roads near the site.

Figure 3.1: Map of Recorded Accidents from 2018-2022 (obtained from CrashMap).



4 Proposed Development

4.1 Proposed Development

The proposal is the provision of 7no. B2/B8 light industrial units with associated parking and external works.

The gross floor area (GFA) of the proposed 7no. units is 1385sqm GFA.

The proposed site layout plan is provided in Appendix B.

4.2 Parking Provision

4.2.1 Car Parking

The site has a total of 1385sqm GFA. The local parking standards for B2/B8 sites state that with regards to car parking, the development requires 1 space per 60sqm as it is near the city centre. This requires the development to have 23 car parking spaces maximum.

The proposed development will have 10 car parking spaces, which is below the local policy. However, given its proximity to the city centre and the availability of alternative transportation options in the area, such as public transport i.e. bus and rail routes, the slightly lower parking provision is deemed acceptable.

One disabled bay is provided. This ensures that individuals with mobility challenges have easy and convenient access to the parking facilities, promoting inclusivity and compliance with accessibility standards.

EV parking has been incorporated into the development to keep in line with the local policies' values of being more sustainable and the incorporation of sustainable vehicles. One EV charging bay is provided.

Motorcycle parking has also been incorporated into the development with 2 parking spaces in the car park. This provision caters to the needs of commuters who prefer two-wheeled transportation options and ensures that the development accommodates a diverse range of vehicles, promoting accessibility and convenience for all users of the development alike.

4.2.2 Cycle Parking Spaces

With regards to the local cycle parking standards, the development needs 1 space per 450sqm and a minimum of 2 spaces for the whole development. Based on the GFA of the proposed 7 units, the development is required to have 3 cycle parking spaces as a minimum.

The proposed development will have a cycle store that is sheltered and safe for the staff to use, encouraging cycling as a sustainable mode of transportation and providing secure storage for bicycles. The cycle store can store up to 5 bicycles.

4.3 Waste and Recycling Storage Provision / Waste Strategy

There is a large area close to the entrance and exit of the proposed development, which will incorporate the bins. This is in line with local policies regarding waste and recycling, promoting responsible waste management practices within the community.

The staff will be expected to carry their waste to the bins and these will be collected from the roadside as the bin stores are adjacent to the road.

5 Forecast Trip Generation and Transport Impacts

5.1 Introduction

This chapter considers the vehicle trip generation of the proposed commercial scheme so that the impact of the development on the roads can be considered.

5.2 Forecast Trip Generation

The national TRICS trip generation database version 7.8.2 was used to select suitable/similar residential sites, based on location, sustainable accessibility, dwelling numbers and parking numbers. The TRICS database provides vehicle trip rates per dwelling and forecasts/predicts the total number of vehicle trips to the proposed residential scheme.

The vehicle trip rates per 100sqm GFA are shown in Table 5.1 for the 1385sqm GFA of the 7 units. The table presents the results for the peak hours of 8-9 am and 5-6 pm, which are the highest (worst case) peak hours for the AM and PM peaks. A summary of vehicle trips is also provided for the whole day. The hourly trip generation data can be found in Appendix C.

Table 5.1: Forecast Vehicle and Person Trip Generation for 1385 SQM Commercial Units.

Per unit and based on 1385SM	**AM Peak (0800-0900)**			**PM Peak (1700-1800)**		
	Arrivals	**Departures**	**Total**	**Arrivals**	**Departures**	**Total**
Total Vehicles Trip Rate	0.652	0.357	1.009	0.142	0.214	0.356
No. of Vehicles (in total incl. car, van, servicing vehicle)	**9**	**5**	**14**	**2**	**3**	**5**
Car Trip Rate	0.428	0.142	0.57	0.142	0.214	0.356
No. of cars	**6**	**2**	**8**	**2**	**3**	**5**
LGV Trip Rate	0.143	0.071	0.214	0	0	0
No. of LGVs	**2**	**1**	**3**	**0**	**0**	**0**
OGV Trip Rate	0.071	0.142	0.213	0	0	0
No. of OGVs	**1**	**2**	**3**	**0**	**0**	**0**
Cycle Trip Rate	0.071	0	0.071	0	0.071	0.071
No. of cyclists	**1**	**0**	**1**	**0**	**1**	**1**
Daily Vehicles Total	**81**			**78**		

The 1385 SQM commercial units are expected to generate 14 car trips in the AM peak (9 trips in and 5 out) and 5 in the PM peak (2 in and 3 out). Over the day (7 am-7 pm), 81no. vehicles are expected to arrive, and 78no. vehicles are expected to leave. This is conducive to the fact that there are parking spaces within the proposed development. No on-street parking impact is expected as there is parking within the development.

It's worth highlighting that within the context of these trips, some of them may encompass pick-ups and drop-offs.

5.3 Proposed Transport Impacts

As stated in Section 5.2, the anticipated vehicle trip generation to/from the development site shows that the number of cars generated is unlikely to cause any highway or parking safety problems.

Overall, due to the negligible number of predicted vehicular trips during peak hours, no adverse impact on the existing road network is anticipated.

6 Conclusion

In conclusion, the proposed development presents a significant opportunity to enhance the existing urban landscape by repurposing the site into light industrial units.

Situated within the vibrant Gorton district, the site benefits from its strategic location along Gorton Road, a primary thoroughfare intersecting key transportation arteries such as Hyde Road (A57) and Stockport Road (A6). With its proximity to essential amenities including shops, schools, and public transportation hubs like Ashburys railway station, the development offers convenient access.

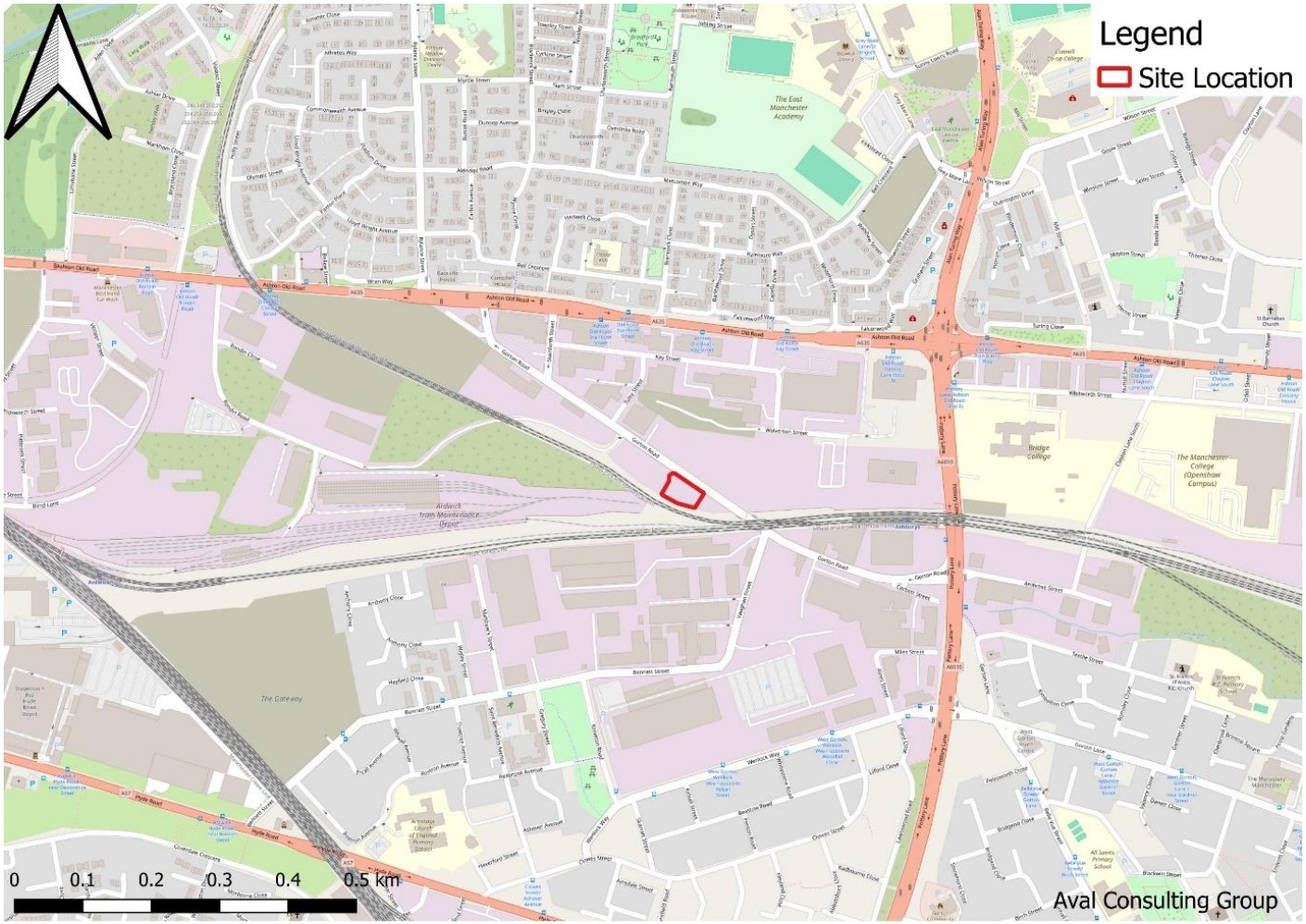
Bus stops along the A6010 Pottery Lane and A635 Ashton Old Road are within a 5-minutes' away on foot and offer convenient public transport options for local commuters.

The existing pedestrian infrastructure along Gorton Road provides a safe and accessible environment for pedestrians and cyclists, complemented by well-established cycle routes and dedicated parking facilities.

Moreover, the proposed development incorporates sustainable transportation options such as EV and motorcycle parking, aligning with local policies promoting environmental sustainability.

While the parking provision falls slightly below local policy standards, alternative transport options and the site's proximity to the city centre mitigate any potential concerns. Additionally, the development's waste and recycling storage facilities ensure responsible waste management practices in line with local policies.

Appendix A : Location Plan and Local Roads



Appendix B : Proposed Site Plans

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Area Schedule GFL		
Number	Name	Area
Unit 01		
Unit 01	GFL	157 m²
Unit 02		
Unit 02	GFL	119 m²
Unit 03		
Unit 03	GFL	106 m²
Unit 04		
Unit 04	GFL	90 m²
Unit 05		
Unit 05	GFL	93 m²
Unit 06		
Unit 06	GFL	72 m²
Unit 07		
Unit 07	GFL	55 m²
Grand total		693 m²

Eaves 55.93
IN
2 PL105
1 PL105
PL102 4
PL102 2
PL102 3
PL102 1
4 PL105
3 PL105
51.98
51.97
51.87
52.34
52.88
EV
TP
G
LP
P
BIN STORE
LOADING
ONE WAY
EXISTING BUILDING REMOVED
EXISTING BUILDING REMOVED
GORTON ROAD
EXISTING WALL RETAINED AND MADE GOOD
DROPPED KERB FORMED
OPENING FORMED IN EXISTING WALL
OUT
CATV 51.02
BIKE STORE
MAX GRADIENT 1:10
ONE WAY RAMP FORMED TO PROVIDE EGRESS FROM SITE. MAX SLOPE TO BE 1:10
EXISTING WALL REMOVED
EXISTING WALL RETAINED
SECTION OF RETAINING WALL REMOVED
OH 62.60
Unit 01 GFL 157 m² 1688.9 SF
Unit 02 GFL 119 m² 1284.6 SF
Unit 03 GFL 106 m² 1139.6 SF
Unit 04 GFL 90 m² 965.2 SF
Unit 05 GFL 93 m² 1005.3 SF
Unit 06 GFL 72 m² 775.8 SF
Unit 07 GFL 55 m² 595.7 SF-

GROUND FLOOR PLAN
1 : 100
0 2 5m

PLANNING

REV	DESCRIPTION	DATE
B	UPDATE FOLLOWING LEVELS REVIEW	05.01.23
A	INITIAL DRAFT ISSUE TO CLIENT FOR CONSIDERATION	23.10.23
REV	AMENDMENTS	DATE

CLIENT: World Metal Recycling Ltd
PROJECT: Commercial Development
LOCATION: Gorton Rd Manchester, M11 2DZ
DRAWING: Ground Floor Plan
DATE: December 2023
SCALE: 1 : 100 SIZE: A1

ALL DIMENSIONS TO BE CHECKED ON SITE

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ALL AREAS ARE APPROXIMATE AND CAN ONLY BE VERIFIED BY A DETAILED DIMENSIONAL SURVEY OF THE BUILDING. ANY DECISIONS MADE ON THESE PREDICTIONS SHOULD INCLUDE DUE ALLOWANCE FOR THE INCREASES AND DECREASES INHERENT IN THE DESIGN DEVELOPMENT AND CONSTRUCTION PROCESSES. EXISTING BUILDINGS MAY PRESENT ANOMALIES IN RELATION TO THE DRAWN SURVEYED INFORMATION WHICH MAY ALSO AFFECT THE STATED AREAS OR DIMENSIONS

GORTON ROAD

397320N

397300N

397280N

386780E

386820E

386860E

386900E

386940E

Overhead Cable

Kerb

Concrete

Blacktop

Roof 56.15

Eaves 56.90

TOF 53.55

TOW 53.18

TOW 53.33

TOW 53.22

Retaining Wall

TOF 54.13

Roof 53.34

Roof 56.39

Roof 57.36

Roof 58.18

Roof 56.50

Roof 55.55

Internal Wall

Dilapidated Corrugated Fence

Container

Roof 55.67

THL 53.28

Step

Roof 55.64

TOW 53.15

TOW 53.41

TOW 53.51

TOW 53.10

CATV 51.02

Roof 56.21

TOW 55.78

TOW 55.44

TOW 55.58

TOW 56.02

TOW 55.79

TOW 54.03

Gatey

OH 62.60

STN1

STN2

STN3

STN4

STN5

STN6

TP

LP

All tree sizes and position are approximate

All tree sizes and position are approximate

Not all trees have been located

TOPOGRAPHICAL SURVEY

1 : 200

0 2 5 10m

PLANNING

REV	AMENDMENTS	DATE
A	INITIAL DRAFT ISSUE TO CLIENT FOR CONSIDERATION	23.12.23

CLIENT: World Metal Recycling Ltd

PROJECT: Commercial Development

LOCATION: Gorton Rd
Manchester, M11 2DZ

CONTENT: Topographical Survey

DATE: December 2023

SCALE: 1 : 200 (397280N) SIZE: A2

ALL DIMENSIONS TO BE CHECKED ON SITE

ATELIER TWO
ARCHITECTURE
07875 237771
www.atelier2.co.uk

DRWG: 2434 PL100 REV: A

Appendix C : Trip rates from TRICS

AVAL CONSULTING GROUP AP ELLIS ROAD CHELTENHAM Licence No: 808401

Calculation Reference: AUDIT-808401-240415-0418

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS		
	NN	NORTH NORTHAMPTONSHIRE	1 days
08	NORTH WEST		
	LC	LANCASHIRE	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:	700 to 702 (units: sqm)
Range Selected by User:	150 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 05/01/02 to 17/06/22

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:

Thursday	2 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 undertaking using machines.

Selected Locations:

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

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	2

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	1 days - Selected
Servicing vehicles Excluded	11 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days

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

Population within 5 miles:

50,001 to 75,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	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.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 LC-02-C-06 STEEL FABRICATION LANCASHIRE
TOLLGATE ROAD
BURSCOUGH

Edge of Town
Industrial Zone
Total Gross floor area: 700 sqm
Survey date: THURSDAY *21/04/22* *Survey Type: MANUAL*

2 NN-02-C-01 RENEWABLE ENGINEERING NORTH NORTHAMPTONSHIRE
TREVITHICK ROAD
CORBY

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 702 sqm
Survey date: THURSDAY *22/10/20* *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/C - INDUSTRIAL UNIT
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 - 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	2	701	0.000	2	701	0.000	2	701	0.000
05:30 - 06:00	2	701	0.000	2	701	0.000	2	701	0.000
06:00 - 06:30	2	701	0.071	2	701	0.000	2	701	0.071
06:30 - 07:00	2	701	0.143	2	701	0.071	2	701	0.214
07:00 - 07:30	2	701	0.143	2	701	0.000	2	701	0.143
07:30 - 08:00	2	701	0.713	2	701	0.357	2	701	1.070
08:00 - 08:30	2	701	0.357	2	701	0.214	2	701	0.571
08:30 - 09:00	2	701	0.285	2	701	0.143	2	701	0.428
09:00 - 09:30	2	701	0.428	2	701	0.428	2	701	0.856
09:30 - 10:00	2	701	0.071	2	701	0.143	2	701	0.214
10:00 - 10:30	2	701	0.214	2	701	0.143	2	701	0.357
10:30 - 11:00	2	701	0.428	2	701	0.428	2	701	0.856
11:00 - 11:30	2	701	0.285	2	701	0.214	2	701	0.499
11:30 - 12:00	2	701	0.000	2	701	0.071	2	701	0.071
12:00 - 12:30	2	701	0.285	2	701	0.214	2	701	0.499
12:30 - 13:00	2	701	0.285	2	701	0.357	2	701	0.642
13:00 - 13:30	2	701	0.285	2	701	0.285	2	701	0.570
13:30 - 14:00	2	701	0.143	2	701	0.214	2	701	0.357
14:00 - 14:30	2	701	0.214	2	701	0.143	2	701	0.357
14:30 - 15:00	2	701	0.143	2	701	0.214	2	701	0.357
15:00 - 15:30	2	701	0.285	2	701	0.214	2	701	0.499
15:30 - 16:00	2	701	0.642	2	701	0.428	2	701	1.070
16:00 - 16:30	2	701	0.214	2	701	0.499	2	701	0.713
16:30 - 17:00	2	701	0.000	2	701	0.285	2	701	0.285
17:00 - 17:30	2	701	0.071	2	701	0.143	2	701	0.214
17:30 - 18:00	2	701	0.071	2	701	0.071	2	701	0.142
18:00 - 18:30	2	701	0.071	2	701	0.071	2	701	0.142
18:30 - 19:00	2	701	0.000	2	701	0.214	2	701	0.214
19:00 - 19:30	2	701	0.000	2	701	0.071	2	701	0.071
19:30 - 20:00	2	701	0.000	2	701	0.000	2	701	0.000
20:00 - 20:30	2	701	0.000	2	701	0.000	2	701	0.000
20:30 - 21:00	2	701	0.000	2	701	0.000	2	701	0.000
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:			5.847			5.635			11.482

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:	700 - 702 (units: sqm)
Survey date date range:	05/01/02 - 17/06/22
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 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/C - INDUSTRIAL UNIT
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 - 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	2	701	0.000	2	701	0.000	2	701	0.000
05:30 - 06:00	2	701	0.000	2	701	0.000	2	701	0.000
06:00 - 06:30	2	701	0.000	2	701	0.000	2	701	0.000
06:30 - 07:00	2	701	0.071	2	701	0.071	2	701	0.142
07:00 - 07:30	2	701	0.143	2	701	0.000	2	701	0.143
07:30 - 08:00	2	701	0.000	2	701	0.071	2	701	0.071
08:00 - 08:30	2	701	0.000	2	701	0.071	2	701	0.071
08:30 - 09:00	2	701	0.071	2	701	0.071	2	701	0.142
09:00 - 09:30	2	701	0.000	2	701	0.000	2	701	0.000
09:30 - 10:00	2	701	0.000	2	701	0.000	2	701	0.000
10:00 - 10:30	2	701	0.071	2	701	0.000	2	701	0.071
10:30 - 11:00	2	701	0.071	2	701	0.143	2	701	0.214
11:00 - 11:30	2	701	0.071	2	701	0.071	2	701	0.142
11:30 - 12:00	2	701	0.000	2	701	0.000	2	701	0.000
12:00 - 12:30	2	701	0.071	2	701	0.000	2	701	0.071
12:30 - 13:00	2	701	0.071	2	701	0.071	2	701	0.142
13:00 - 13:30	2	701	0.071	2	701	0.071	2	701	0.142
13:30 - 14:00	2	701	0.000	2	701	0.071	2	701	0.071
14:00 - 14:30	2	701	0.071	2	701	0.000	2	701	0.071
14:30 - 15:00	2	701	0.071	2	701	0.071	2	701	0.142
15:00 - 15:30	2	701	0.071	2	701	0.143	2	701	0.214
15:30 - 16:00	2	701	0.071	2	701	0.071	2	701	0.142
16:00 - 16:30	2	701	0.071	2	701	0.071	2	701	0.142
16:30 - 17:00	2	701	0.000	2	701	0.000	2	701	0.000
17:00 - 17:30	2	701	0.000	2	701	0.000	2	701	0.000
17:30 - 18:00	2	701	0.000	2	701	0.000	2	701	0.000
18:00 - 18:30	2	701	0.000	2	701	0.000	2	701	0.000
18:30 - 19:00	2	701	0.000	2	701	0.000	2	701	0.000
19:00 - 19:30	2	701	0.000	2	701	0.000	2	701	0.000
19:30 - 20:00	2	701	0.000	2	701	0.000	2	701	0.000
20:00 - 20:30	2	701	0.000	2	701	0.000	2	701	0.000
20:30 - 21:00	2	701	0.000	2	701	0.000	2	701	0.000
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:			1.066			1.067			2.133

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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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	2	701	0.000	2	701	0.000	2	701	0.000
05:30 - 06:00	2	701	0.000	2	701	0.000	2	701	0.000
06:00 - 06:30	2	701	0.000	2	701	0.000	2	701	0.000
06:30 - 07:00	2	701	0.000	2	701	0.000	2	701	0.000
07:00 - 07:30	2	701	0.071	2	701	0.000	2	701	0.071
07:30 - 08:00	2	701	0.000	2	701	0.000	2	701	0.000
08:00 - 08:30	2	701	0.071	2	701	0.000	2	701	0.071
08:30 - 09:00	2	701	0.000	2	701	0.000	2	701	0.000
09:00 - 09:30	2	701	0.000	2	701	0.000	2	701	0.000
09:30 - 10:00	2	701	0.000	2	701	0.000	2	701	0.000
10:00 - 10:30	2	701	0.000	2	701	0.000	2	701	0.000
10:30 - 11:00	2	701	0.000	2	701	0.000	2	701	0.000
11:00 - 11:30	2	701	0.000	2	701	0.000	2	701	0.000
11:30 - 12:00	2	701	0.000	2	701	0.000	2	701	0.000
12:00 - 12:30	2	701	0.000	2	701	0.000	2	701	0.000
12:30 - 13:00	2	701	0.000	2	701	0.000	2	701	0.000
13:00 - 13:30	2	701	0.000	2	701	0.000	2	701	0.000
13:30 - 14:00	2	701	0.000	2	701	0.000	2	701	0.000
14:00 - 14:30	2	701	0.000	2	701	0.000	2	701	0.000
14:30 - 15:00	2	701	0.000	2	701	0.000	2	701	0.000
15:00 - 15:30	2	701	0.000	2	701	0.000	2	701	0.000
15:30 - 16:00	2	701	0.000	2	701	0.000	2	701	0.000
16:00 - 16:30	2	701	0.000	2	701	0.000	2	701	0.000
16:30 - 17:00	2	701	0.000	2	701	0.071	2	701	0.071
17:00 - 17:30	2	701	0.000	2	701	0.071	2	701	0.071
17:30 - 18:00	2	701	0.000	2	701	0.000	2	701	0.000
18:00 - 18:30	2	701	0.000	2	701	0.000	2	701	0.000
18:30 - 19:00	2	701	0.000	2	701	0.000	2	701	0.000
19:00 - 19:30	2	701	0.000	2	701	0.000	2	701	0.000
19:30 - 20:00	2	701	0.000	2	701	0.000	2	701	0.000
20:00 - 20:30	2	701	0.000	2	701	0.000	2	701	0.000
20:30 - 21:00	2	701	0.000	2	701	0.000	2	701	0.000
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:			0.142			0.142			0.284

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/C - INDUSTRIAL UNIT
CARS
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 - 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	2	701	0.000	2	701	0.000	2	701	0.000
05:30 - 06:00	2	701	0.000	2	701	0.000	2	701	0.000
06:00 - 06:30	2	701	0.071	2	701	0.000	2	701	0.071
06:30 - 07:00	2	701	0.000	2	701	0.000	2	701	0.000
07:00 - 07:30	2	701	0.000	2	701	0.000	2	701	0.000
07:30 - 08:00	2	701	0.571	2	701	0.143	2	701	0.714
08:00 - 08:30	2	701	0.214	2	701	0.071	2	701	0.285
08:30 - 09:00	2	701	0.214	2	701	0.071	2	701	0.285
09:00 - 09:30	2	701	0.143	2	701	0.143	2	701	0.286
09:30 - 10:00	2	701	0.000	2	701	0.071	2	701	0.071
10:00 - 10:30	2	701	0.000	2	701	0.000	2	701	0.000
10:30 - 11:00	2	701	0.285	2	701	0.214	2	701	0.499
11:00 - 11:30	2	701	0.071	2	701	0.143	2	701	0.214
11:30 - 12:00	2	701	0.000	2	701	0.000	2	701	0.000
12:00 - 12:30	2	701	0.071	2	701	0.071	2	701	0.142
12:30 - 13:00	2	701	0.000	2	701	0.143	2	701	0.143
13:00 - 13:30	2	701	0.143	2	701	0.071	2	701	0.214
13:30 - 14:00	2	701	0.071	2	701	0.143	2	701	0.214
14:00 - 14:30	2	701	0.071	2	701	0.071	2	701	0.142
14:30 - 15:00	2	701	0.000	2	701	0.071	2	701	0.071
15:00 - 15:30	2	701	0.071	2	701	0.000	2	701	0.071
15:30 - 16:00	2	701	0.285	2	701	0.071	2	701	0.356
16:00 - 16:30	2	701	0.071	2	701	0.143	2	701	0.214
16:30 - 17:00	2	701	0.000	2	701	0.285	2	701	0.285
17:00 - 17:30	2	701	0.071	2	701	0.143	2	701	0.214
17:30 - 18:00	2	701	0.071	2	701	0.071	2	701	0.142
18:00 - 18:30	2	701	0.071	2	701	0.071	2	701	0.142
18:30 - 19:00	2	701	0.000	2	701	0.214	2	701	0.214
19:00 - 19:30	2	701	0.000	2	701	0.071	2	701	0.071
19:30 - 20:00	2	701	0.000	2	701	0.000	2	701	0.000
20:00 - 20:30	2	701	0.000	2	701	0.000	2	701	0.000
20:30 - 21:00	2	701	0.000	2	701	0.000	2	701	0.000
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:			2.565			2.495			5.060

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/C - INDUSTRIAL UNIT
LGVS
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 - 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	2	701	0.000	2	701	0.000	2	701	0.000
05:30 - 06:00	2	701	0.000	2	701	0.000	2	701	0.000
06:00 - 06:30	2	701	0.000	2	701	0.000	2	701	0.000
06:30 - 07:00	2	701	0.071	2	701	0.000	2	701	0.071
07:00 - 07:30	2	701	0.000	2	701	0.000	2	701	0.000
07:30 - 08:00	2	701	0.143	2	701	0.143	2	701	0.286
08:00 - 08:30	2	701	0.143	2	701	0.071	2	701	0.214
08:30 - 09:00	2	701	0.000	2	701	0.000	2	701	0.000
09:00 - 09:30	2	701	0.285	2	701	0.285	2	701	0.570
09:30 - 10:00	2	701	0.071	2	701	0.071	2	701	0.142
10:00 - 10:30	2	701	0.143	2	701	0.143	2	701	0.286
10:30 - 11:00	2	701	0.071	2	701	0.071	2	701	0.142
11:00 - 11:30	2	701	0.143	2	701	0.000	2	701	0.143
11:30 - 12:00	2	701	0.000	2	701	0.071	2	701	0.071
12:00 - 12:30	2	701	0.143	2	701	0.143	2	701	0.286
12:30 - 13:00	2	701	0.214	2	701	0.143	2	701	0.357
13:00 - 13:30	2	701	0.071	2	701	0.143	2	701	0.214
13:30 - 14:00	2	701	0.071	2	701	0.000	2	701	0.071
14:00 - 14:30	2	701	0.071	2	701	0.071	2	701	0.142
14:30 - 15:00	2	701	0.071	2	701	0.071	2	701	0.142
15:00 - 15:30	2	701	0.143	2	701	0.071	2	701	0.214
15:30 - 16:00	2	701	0.285	2	701	0.285	2	701	0.570
16:00 - 16:30	2	701	0.071	2	701	0.285	2	701	0.356
16:30 - 17:00	2	701	0.000	2	701	0.000	2	701	0.000
17:00 - 17:30	2	701	0.000	2	701	0.000	2	701	0.000
17:30 - 18:00	2	701	0.000	2	701	0.000	2	701	0.000
18:00 - 18:30	2	701	0.000	2	701	0.000	2	701	0.000
18:30 - 19:00	2	701	0.000	2	701	0.000	2	701	0.000
19:00 - 19:30	2	701	0.000	2	701	0.000	2	701	0.000
19:30 - 20:00	2	701	0.000	2	701	0.000	2	701	0.000
20:00 - 20:30	2	701	0.000	2	701	0.000	2	701	0.000
20:30 - 21:00	2	701	0.000	2	701	0.000	2	701	0.000
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:			2.210			2.067			4.277

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.*