

Transport Assessment

**Proposed Wholesale Retail Warehouse,
7 Bradstone Road, Cheetham Hill**

Me At My Property Ltd

September 2022

Doc Ref: AM/220434/TS/01

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Document Revision Control

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01	30.09.22	Planning	AM	MD

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1.0 INTRODUCTION

General

- 1.1 SCP have been instructed by Me At My Property Ltd to produce a Transport Assessment (TA) as part of a planning application to redevelop a site at the end of Bradstone Road, Cheetham Hill, to provide 3 new wholesale retail warehouses.
- 1.2 This report has been prepared to accompany the planning application for the proposals and produced in accordance with the now archived Department for Transport's "*Guidance on Transport Assessment*" document and National Planning Practice Guidance (NPPG).
- 1.3 This TA provides an assessment of the traffic and transport implications associated with the development proposals to inform Manchester City Council (SCC), as the local highway and planning authority together with stakeholders, regarding the nature and magnitude of their impact.

Structure of This Report

- 1.4 The structure of this report is as follows: -
 - Chapter 2 - describes in detail the site location, local highway network and existing use of the site.
 - Chapter 3 - defines the development proposals including servicing and parking arrangements.
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure.
 - Chapter 5– presents a summary of the impact of the development on the local highway network; and,
 - Chapter 6 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

General

- 2.1 This chapter provides a detailed description of the location of the site, the local highway network, and the road safety record.

Site Location / Composition

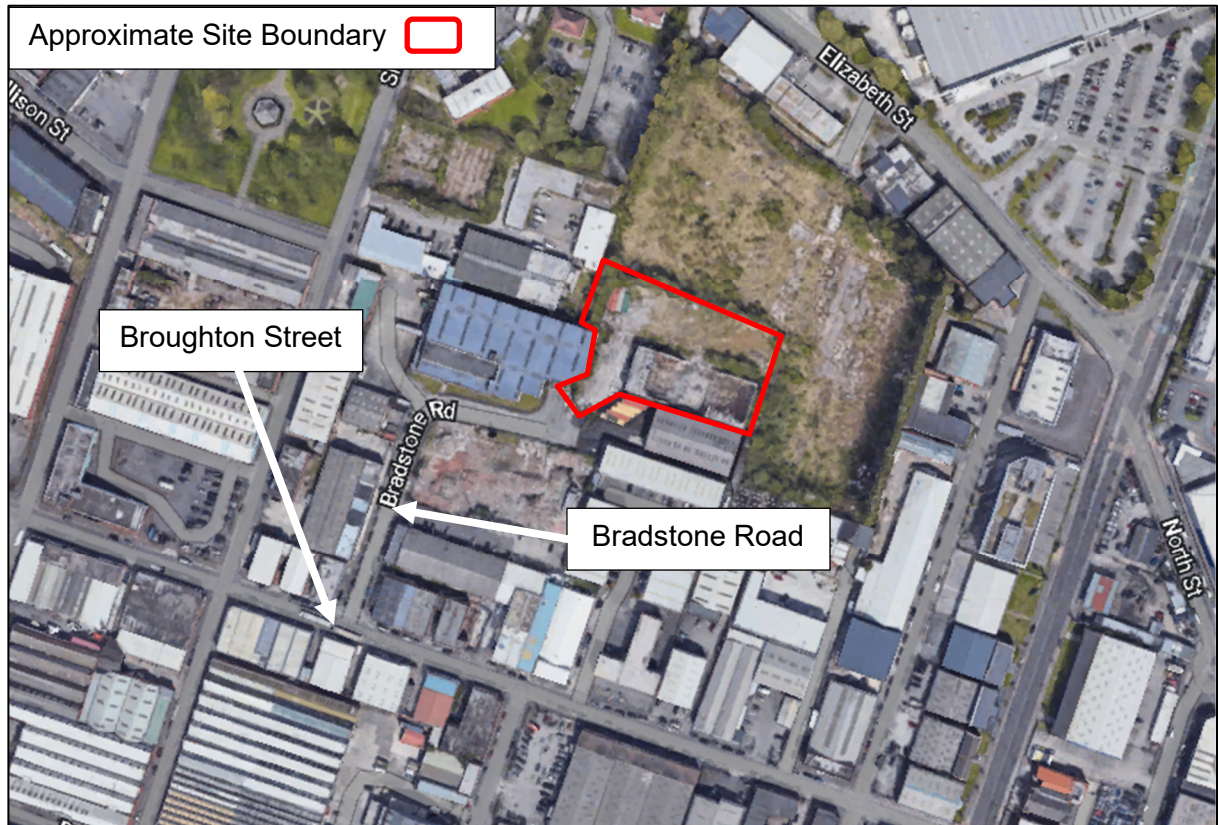
- 2.2 The application site currently comprises a wholesale retail warehouse, previously occupied by 'Fantastic Fabrics' before the building was damaged by fire. The gross floor area of the building was approximately 1,324sqm
- 2.3 **Figure 2.1** below shows the site location in relation to the wider highway network. The site is located approximately 2km to the north of Manchester City Centre.

Figure 2.1 – Site Location Plan – Wider View



- 2.4 The application site boundary is shown in relation to the local highway network in red on **Figure 2.2** below.

Figure 2.2 – Site Location Plan – Local View



- 2.5 Access to the site is currently provided from Bradstone Road at the south-west corner leading to Broughton Street.
- 2.6 See **Figure 2.3** below showing the photos of the existing access.

Figure 2.3: Existing access off Bradstone Road



- 2.7 The site is predominantly surrounded by commercial areas which provides a mix of cash and carry stores and wholesale retail and food outlets, including the neighbouring properties.

Local Highway Network

Bradstone Road

- 2.8 Bradstone Road is located to the south-west of the site and provides a connection to Broughton Street to the south. Bradstone Road is a cul-de-sac and has an approximate 10m wide carriageway which benefits from street lighting columns as well as footways on both sides of the road. Bradstone Road is subject to a 20mph speed limit with no parking restrictions in place.
- 2.9 To the south of the site, Bradstone Road forms the minor arm of a simple major / minor priority-controlled junction with Broughton Street. Broughton Street has a speed limit of 20mph and benefits from street lighting and footways along both sides of the carriageway, with on-street parking observed to occur. Broughton Street provides a connection between the A665 Cheetham Hill Road and Sherbourne street.

Existing Road Safety Record

- 2.10 The NPPG states that, “Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”.
- 2.11 In order to identify critical locations on the network with a poor accident record, a review of accident data covering the most recently available five-year period has been undertaken using the Department for Transport (DfT) data. The study area analysed encompasses approximately 150m from the current site access, including Bradstone Road, are shown in **Figure 2.4** below.

Figure 2.4 – Road Safety Record



- 2.12 The analysis shows that no accidents were recorded in the immediate vicinity of the site, on Bradstone Road or at the junction with Broughton Street. The evidence presented above and illustrated in **Figure 2.4** identifies that the area in the vicinity of the site does not have any recorded highway safety problems that could be affected by the development proposals.

3.0 PROPOSED DEVELOPMENT

General

- 3.1 The development proposals involve the demolition of the existing building and the construction of 3 wholesale retail warehouse units. These units would be connected at first and second floor levels, with a gross internal floor area of 8,293m².
- 3.2 The proposed site layout plan is contained in **Appendix A**

Proposed Access Arrangement

- 3.1 Vehicle access to the site would be retained at the south-west corner on Bradstone Road.
- 3.2 Swept path analysis of the largest service vehicles to be accommodated has been undertaken as follows. The swept path of a 7.5 Tonne Rigid Vehicle, has been undertaken at the site access, as shown on drawing number SCP/220434/ATR01, presented in **Appendix B**, and demonstrates that this vehicle can travel around the one-way system proposed around the southern building.
- 3.3 Swept path analysis has also been undertaken of a 12m rigid truck turning within the site, as shown on drawing SCP/220434/ATR02 presented in **Appendix C**. This drawing demonstrates that the truck can access the site, turn within the site, and exit in a forward gear.
- 3.4 Pedestrian and cycle access will be provided from the same location as the vehicle access.

Parking

- 3.5 38 car parking spaces are proposed around the building perimeters with cycle storage to be located to the side of Unit A.
- 3.6 Manchester City Council's maximum parking standards are set out in Annex B of their Local Development Framework, however as a sui generis use standards are not provided for the proposed development and instead, a first principles approach has been undertaken. The proposed provision is considered adequate for the expected demand at the site and is appropriate given;
- The general thrust of National and Local planning policy is to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating developments where there is high quality infrastructure and sustainable transport modes can be maximised. The proposed redevelopment takes full advantage of this accessible location and helps to reduce the reliance on the use of the private car and meet these policy objectives.

- Additionally, the proposed use as a Wholesale Retail Warehouse Unit is predominantly storage, therefore demand will be largely from staff, with relatively low numbers.
- The site benefits from good levels of accessibility, being within a reasonable walk distance of local facilities, such as food stores and cafes, as well as numerous transport links including several bus services and Manchester Victoria Railway Station.

4.0 ACCESSIBILITY

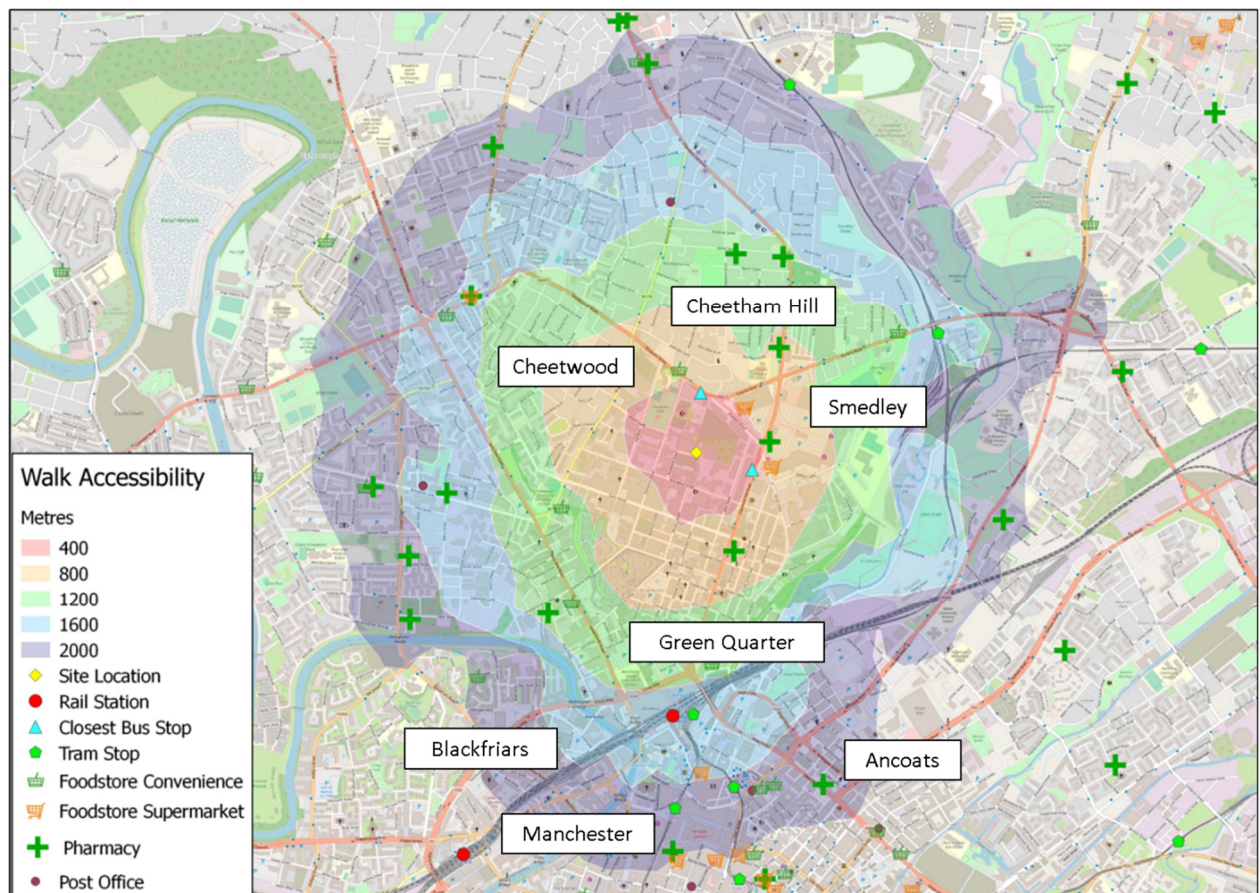
General

- 4.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

Pedestrian Accessibility

- 4.2 MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.3 Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 4.1** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 4.1 – Walking Accessibility 2km Isochrone

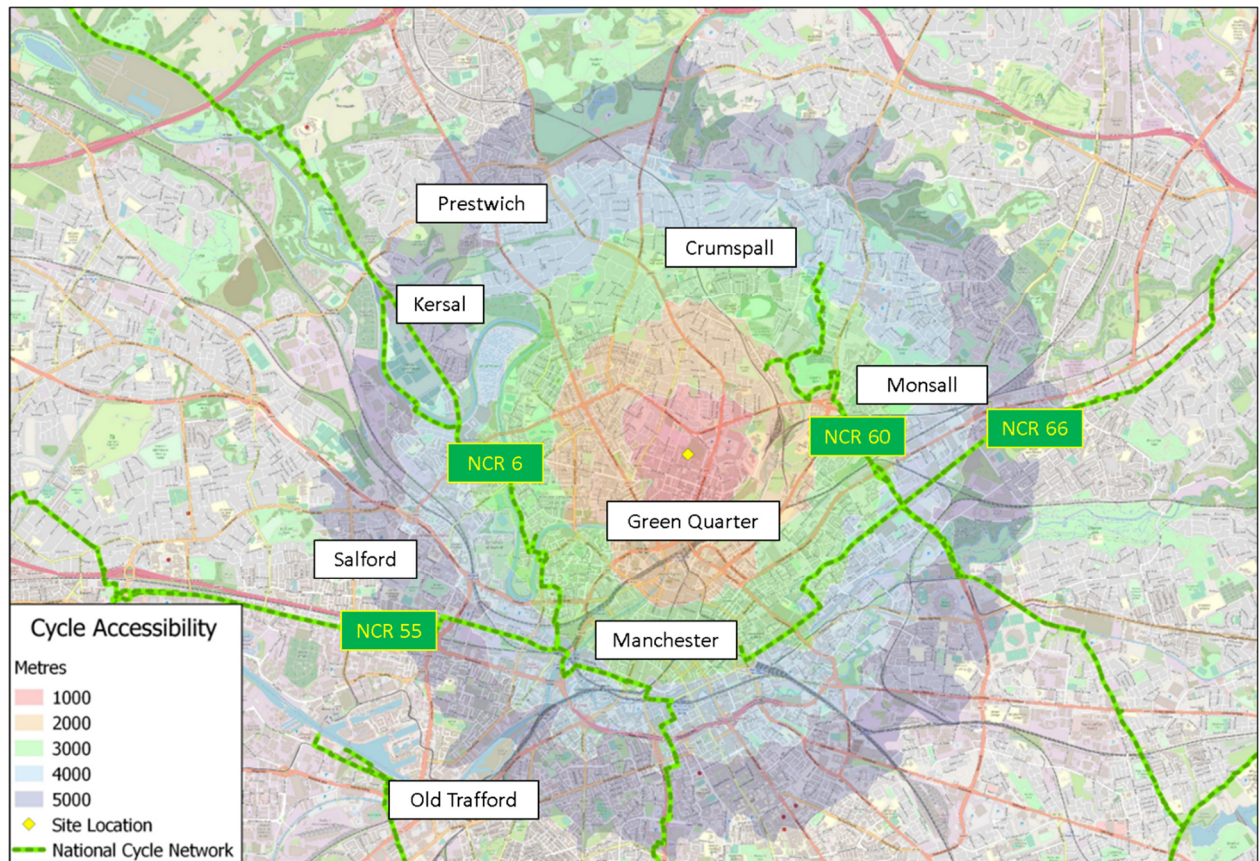


- 4.4 The site is within an acceptable walk distance of the nearby residential areas of Smedley, Blackfriars and Cheetwood which provides a catchment for prospective staff members. Furthermore, there are numerous facilities within an acceptable walk distance which staff can access on foot during their lunchbreaks, including a supermarket and various convenience stores, takeaways, and cafes etc.
- 4.5 The site is also within a reasonable walk distance of numerous transport links including several bus services and Manchester Victoria Railway Station, as detailed later, to encourage prospective staff to travel via sustainable modes. Queens Road tram stop is also within walking distance.
- 4.6 Overall, the site benefits from good levels of accessibility by foot with several residential areas nearby, which provide a catchment for prospective staff members, as well as public transport options and local facilities which staff can access on foot during their lunchbreaks, including a supermarket and various convenience stores, takeaways and cafes etc., reducing the need for staff to travel by car.

Cycle Accessibility

- 4.7 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 4.8 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 4.2** below.

Figure 4.2 - Cycle Accessibility 5km Isochrone

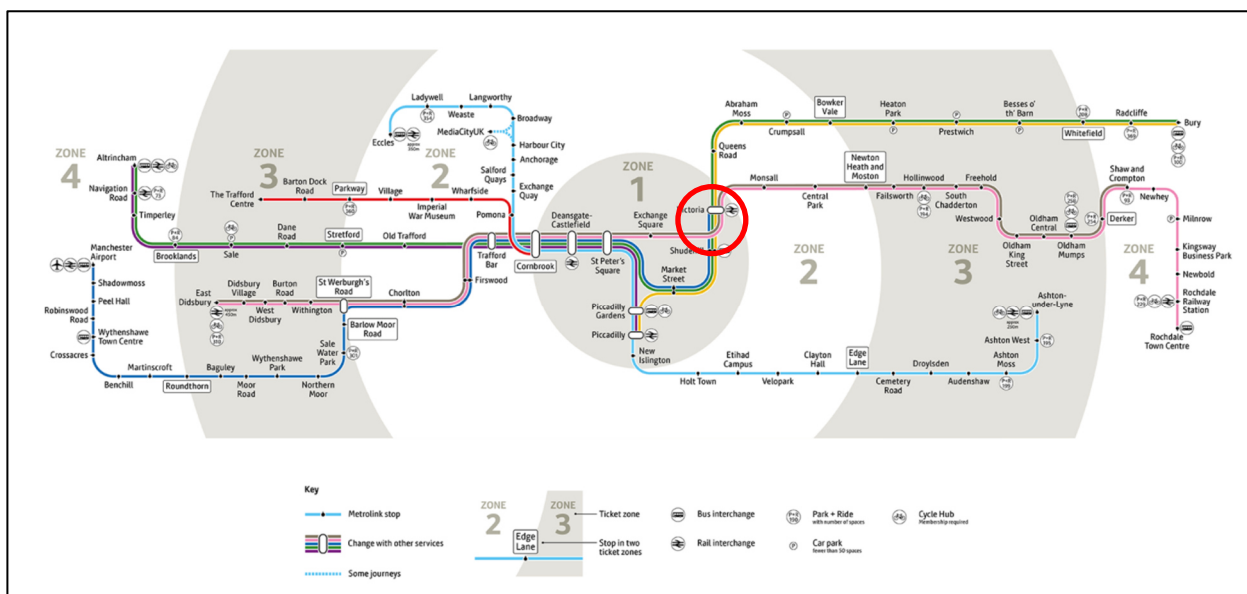


- 4.9 The plan demonstrates that the nearby areas of Manchester City Centre, Old Trafford, Salford, Prestwich, and Monsall, amongst others, are all located within the 5km catchment area from the development site. The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage prospective staff to travel to/from work via bicycle.
- 4.10 As shown in **Figure 4.2**, there is a large network of National Cycle Routes (NCR) surrounding the site. NCR 6 is located to the west of the site and provides a route from Bury in the north to Manchester City centre south of the site. NCR 55 locally provides a connection from Eccles in Salford to the west with NCR 6 to the east. NCR 60 connects NCR 66 with NCR 6 to the south. Locally, NCR 66 provides a route from Manchester City Centre to Failsworth in the east.
- 4.11 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective staff.

Public Transport

- 4.12 The closest bus stops are located on both sides of the A665 Cheetham Hill Road, approximately 600m from the site and therefore well within a reasonable walk distance of the site. These bus stops are served by the number 41 and 135 bus which provides regular services, seven days a week, to numerous locations including Bury and Middleton, amongst others. Therefore, prospective staff of the site will have access to bus services stopping reasonably close to the site which provide access to key destinations at a high frequency. Approximately 650m south of the site, bus stops are located on Waterloo Road and provide additional bus services to destination such as, Piccadilly Gardens amongst others. There additional bus services also provide regular services, seven days a week.
- 4.13 Victoria tram stop is located approximately 1.6km south of the site and therefore within an acceptable walking and cycle distance. Victoria Road tram stop is part of the Greater Manchester Tram Network, located on the blue, pink, green, purple and yellow line within zone 1, as shown in **Figure 4.3** below. This tram stop provides services every 12 minutes, Monday-Saturday 06:00-00:00 and on Sundays 07:00-00:00, to destinations including Altrincham, Rochdale, Manchester Airport, Bury, and Piccadilly.

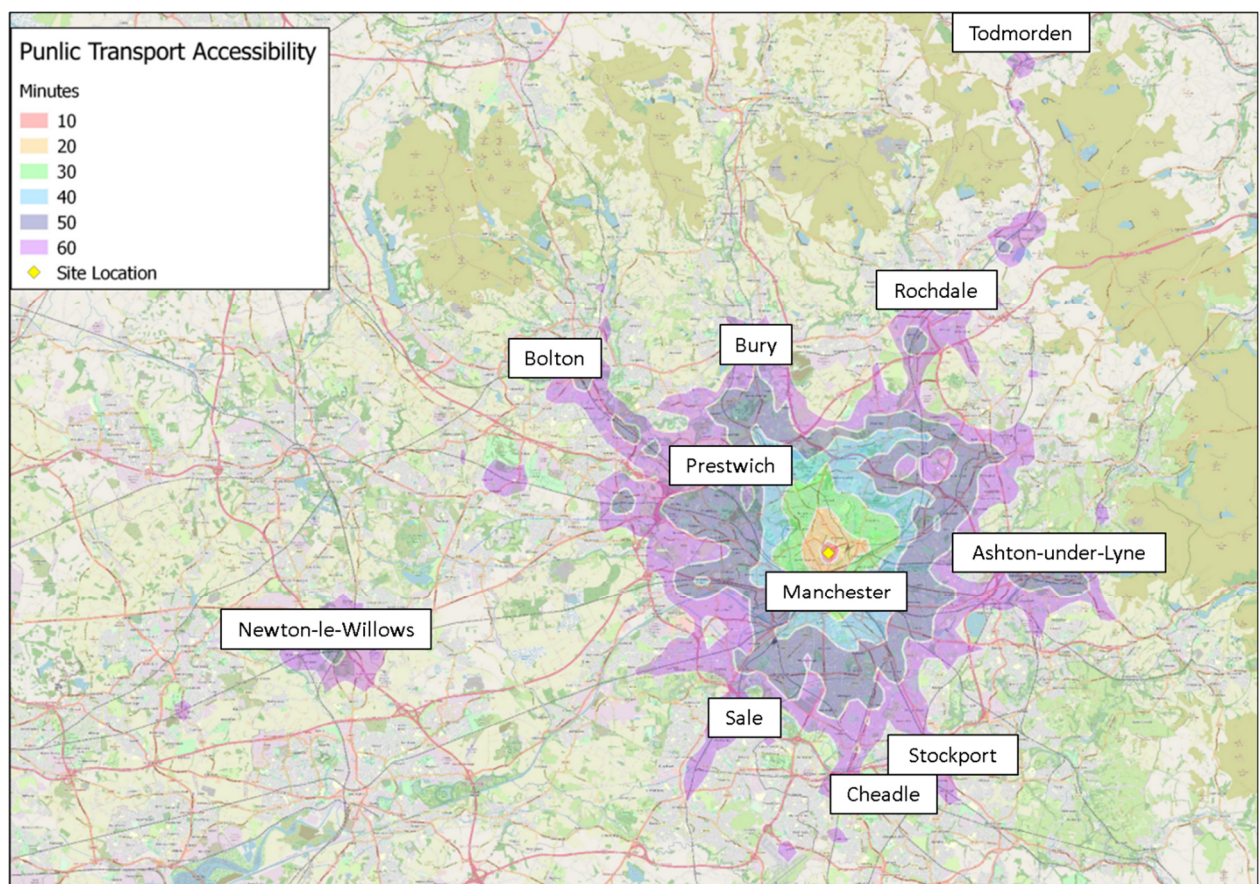
Figure 4.3: Greater Manchester Tram Network Map



Source: Transport for Greater Manchester

- 4.14 In terms of railway services, Manchester Victoria Train Station is located circa 1.5km south of the site. This station provides services to destinations across the north including Stalybridge, Huddersfield, Leeds, Wigan, Blackburn, Chester, Liverpool Lime Street, Manchester Airport, York, Newcastle, and Redcar Central, amongst others.
- 4.15 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 4.4** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 4.4 – 60 Minute Public Transport Catchment Isochrone



- 4.16 The above demonstrates that the site is within a close proximity to a number of bus and rail links, serving both the local area and other destinations further afield. The figure shows that key areas of Manchester city centre, Bury, Rochdale, Stockport and Bolton amongst others, are in an acceptable 60-minute commute time.

Summary

- 4.17 Having regard to the above, it is considered that the site benefits from good levels of accessibility by sustainable modes. These findings demonstrate that prospective staff will not be wholly reliant on the private car to travel for to work.

5.0 TRIP GENERATION

General

- 5.1 This chapter provides an estimate of the trips generated by the proposed warehouse development use during typical weekday AM (08:00-09:00) and PM peak hours (17:00-18:00).

Trip Generation- Existing Wholesale Retail Unit

- 5.2 In order to estimate the trip generating potential of the existing retail warehouse use, trip rates from the industry standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:
- i) Employment.
 - ii) Warehousing (commercial).
 - iii) Multi modal surveys.
 - iv) Selection by number of dwellings (25 to 100);
 - v) Weekday surveys only; and
 - vi) Only sites in 'suburban area' and 'Edge of Town' locations have been selected.
- 5.3 The multi modal TRICS outputs for the existing development are presented in **Appendix D** and are summarised in **Table 5.1** below.

Table 5.3 - Estimated Trip Rates (Per 100m ²) Associated with the Existing Wholesale Retail Use				
Mode	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Car	0.143	0.085	0.088	0.146

- 5.4 The estimated trip generation associated with the Existing Wholesale Retail unit 'Fantastic Fabrics', with a gross ground floor area of approximately 1,324m², is therefore as summarised in **Table 5.2** below.

Table 5.2- Estimated Trip Generation – Existing Wholesale Retail Use

Mode	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Car	2	1	1	2

Trip Generation – Proposed Wholesale Retail Warehouse

- 5.5 In order to estimate the trip generating potential of the proposed development, average trip rates from the industry standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is the same as that of the existing wholesale retail unit, and can be seen in **Appendix D**.
- 5.6 The estimated trip generation associated with the proposed Wholesale Retail Warehouse with a gross internal floor area of 8,293m², is therefore as summarised in **Table 5.3** below.

Table 5.3- Estimated Trip Generation – Proposed Wholesale Retail Warehouse

Mode	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Car	12	7	7	12

Net Trip Generation

- 5.7 The net trip generation is equal to the sum of the trip generation estimates associated with the proposed development, minus the trip generation estimates associated with the extant land use of the site, as summarised in **Table 5.4** below.

Table 5.4- Net Trip Generation

Mode	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	10	6	6	10

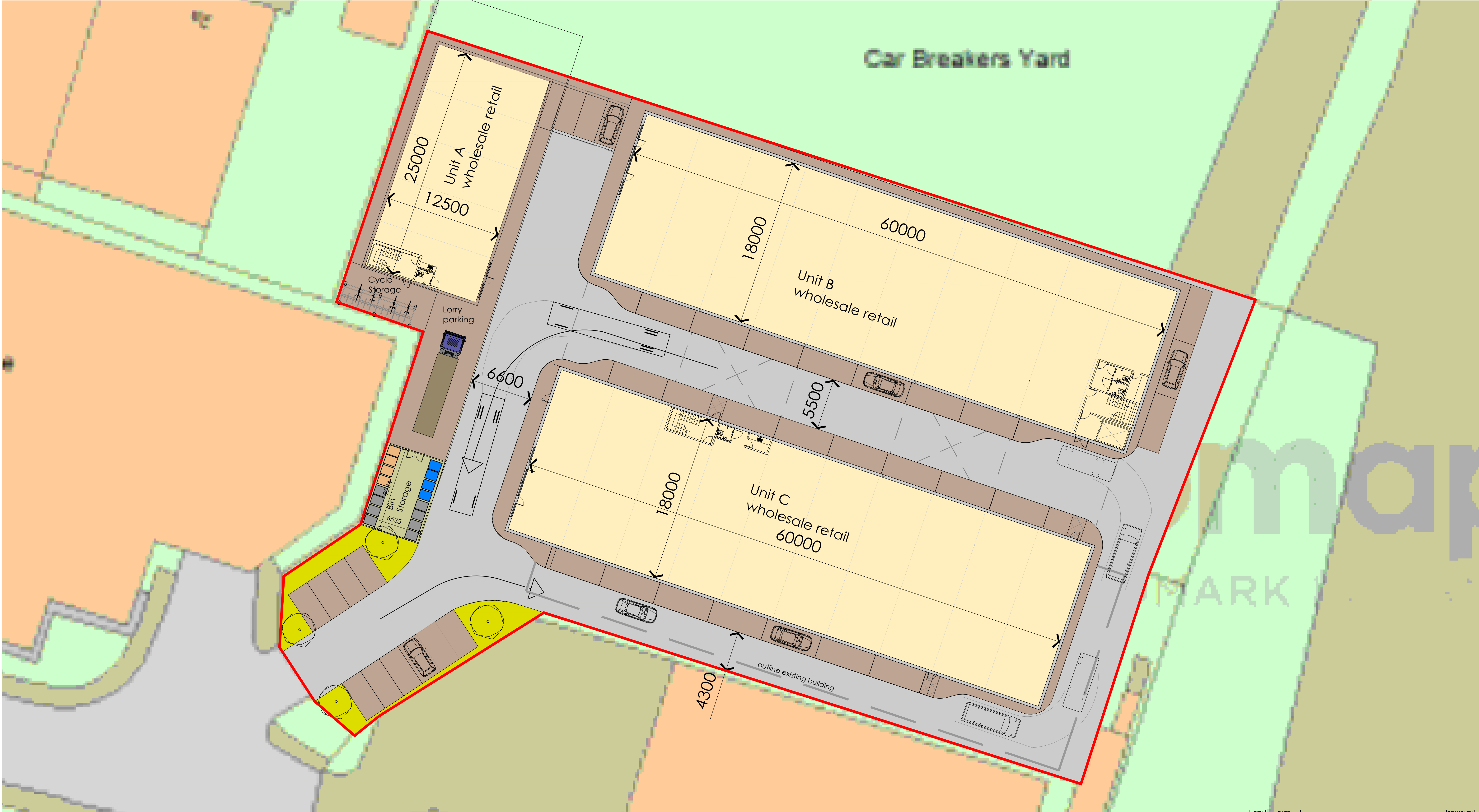
- 5.8 As detailed above, it is estimated that the scheme will generate a net increase of 16 vehicle movements two-way in both the AM and PM peak hours, when compared to the extant site land use.
- 5.9 Having regard to the above, the proposed development is not anticipated to result in a material intensification of the local highway network, when compared to the extant land use of the site, and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been instructed by Me At My Property Ltd to produce a Transport Assessment (TA) as part of a planning application to redevelop a site at Bradstone Road, Cheetham Hill, to provide 3 wholesale retail warehouse units.
- 6.2 Vehicle access to the site would be retained at the south-west corner on Bradstone Road.
- 6.3 The car parking proposed provision is considered adequate for the expected demand at the site and is appropriate in the context of the sustainable location.
- 6.4 It has been demonstrated that the development benefits from good levels of accessibility by sustainable modes. These findings demonstrate that prospective staff will not be reliant on the private car to travel for to work.
- 6.5 The volume of traffic generated by the proposed development will not have a material impact on the operation of the local highway network and the effect of the additional traffic will be barely perceptible during the highway peak hours.
- 6.6 The personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.
- 6.7 It is therefore concluded that the redevelopment proposals for the site are acceptable with regard to transport.

S|C|P

APPENDIX A



PROPOSED GROUND PLAN
PROPOSED WHOLESALE RETAIL WAREHOUSE AT 7, BRADSTONE STREET

SCALE 1:200 @ A1

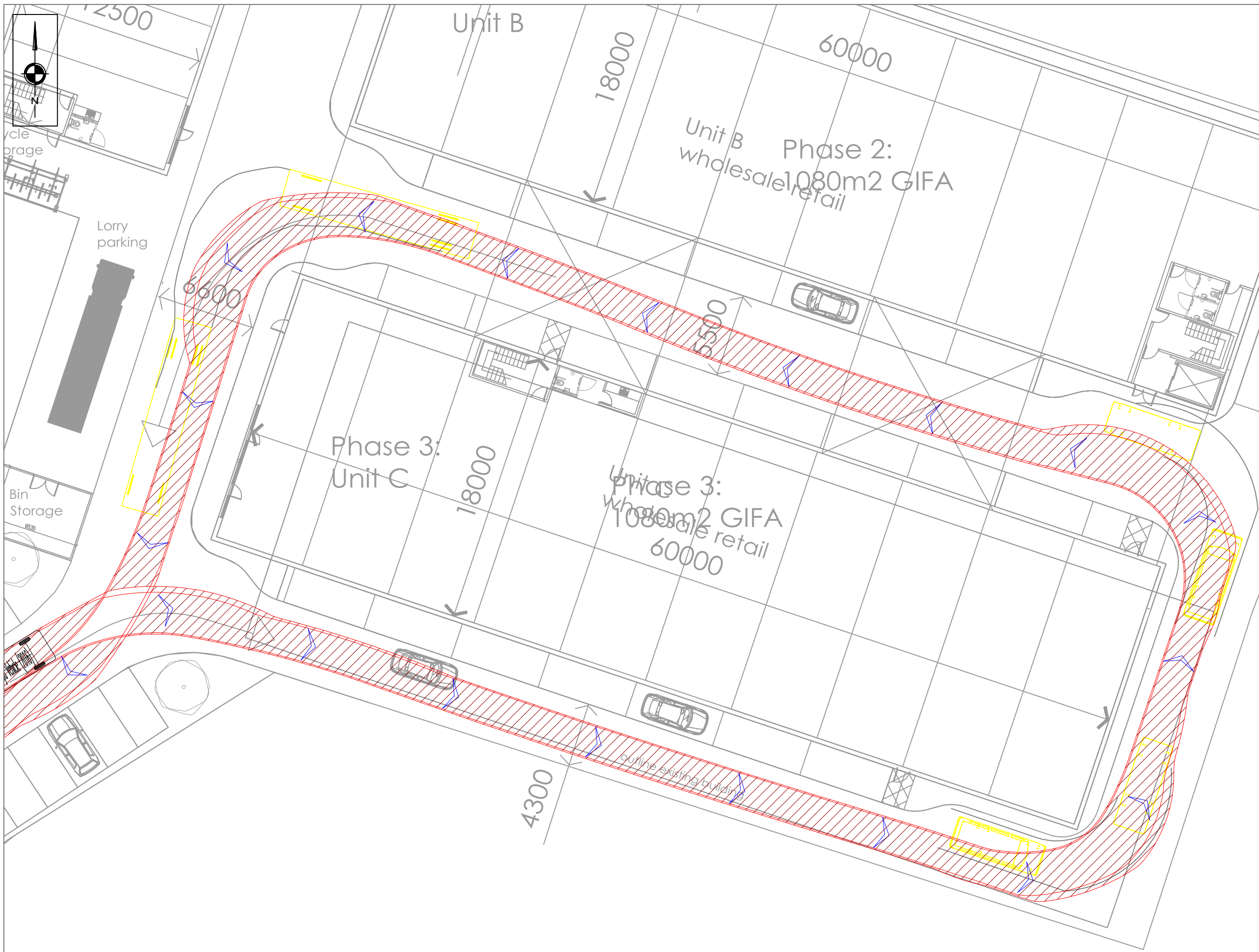


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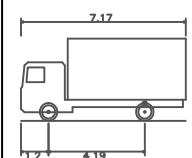
REV	DATE	DRAWN BY	
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ME AT MY PROPERTY LTD			
7 BRADSTONE STREET, MANCHESTER			
PROPOSED WHOLESALE RETAIL DEVELOPMENT			
GROUND PLAN			
Drawn	NP	Status	PL
Checked	IM	Original	A3
		Date	APR 22
		Scale	1:200@A1
PL 03			

S|C|P

APPENDIX B



NOTES



FTA Design 7.5 Tonne Rigid Vehicle (2016)
Overall Length 7.170m
Overall Width 2.300m
Overall Body Height 3.580m
Min Body Ground Clearance 0.375m
Track Width 2.120m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 7.000m

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-

S|C|P

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
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Client Name:

ME AT MY PROPERTY LTD

Project Title:

7 BRADSTONE ROAD, CHEETHAM HILL

Drawing Title:

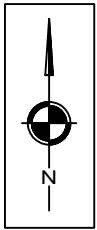
SWEPT PATH ANALYSIS

Drawn By:	AM	Date:	19.08.2022
Checked:	MD	Scale:	1:250 @ A3
Status:	PLANNING	Approved/Unapproved:	-

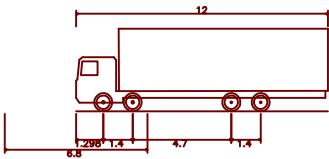
Drawing No.	SCP/220434/ATR01	Rev.	-
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APPENDIX C



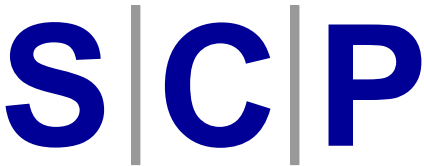
NOTES



Rigid Truck	12.000m
Overall Length	2.500m
Overall Width	3.928m
Overall Body Height	0.412m
Min Body Ground Clearance	2.471m
Track Width	6.00s
Lock to lock time	11.900m
Kerb to Kerb Turning Radius	

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-



Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

ME AT MY PROPERTY LTD

Project Title:

DEVELOPMENT DESCRIPTION & LOCATION

Drawing Title:

SWEPT PATH ANALYSIS

Drawn By:

AM

Date:

22.08.2022

Checked:

MD

Scale:

1:250 @ A3

Status:

PLANNING

Approved/Unapproved:

-

Drawing No.

SCP/220434/ATR02

Rev.

-

S|C|P

APPENDIX D

SCP York Street Manchester

Licence No: 726001

Calculation Reference: AUDIT-726001-220805-0801

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
BD BEDFORDSHIRE	1 days
EX ESSEX	1 days
HC HAMPSHIRE	2 days
KC KENT	1 days
03 SOUTH WEST	
DV DEVON	2 days
04 EAST ANGLIA	
SF SUFFOLK	1 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
SY SOUTH YORKSHIRE	1 days
WY WEST YORKSHIRE	2 days
09 NORTH	
TW TYNE & WEAR	1 days
10 WALES	
BG BRIDGEND	1 days
NW NEWPORT	1 days
11 SCOTLAND	
LO WEST LOTHIAN	2 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: 190 to 80100 (units: sqm)
 Range Selected by User: 190 to 80100 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 22/11/21

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

Selected survey days:

Monday	5 days
Tuesday	2 days
Wednesday	1 days
Thursday	4 days
Friday	5 days

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

Selected survey types:

Manual count	17 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 Centre	1
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	11
Free Standing (PPS6 Out 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

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.

Secondary Filtering selection:

Use Class:

n/a	2 days
B8	15 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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:

1,000 or Less	2 days
1,001 to 5,000	3 days
5,001 to 10,000	4 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	2 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	5 days
1.1 to 1.5	12 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	17 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	17 days
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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
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LIST OF SITES relevant to selection parameters

1	BD-02-F-02 CAMBRIDGE ROAD BEDFORD	DRINKS WHOLESALER	BEDFORDSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 3500 sqm Survey date: THURSDAY 15/10/20		Survey Type: MANUAL
2	BG-02-F-01 PARC CRESCENT BRIDGEND WATERTON IND. EST. Edge of Town Industrial Zone Total Gross floor area: 3050 sqm Survey date: MONDAY 13/10/14	LOGISTICS COMPANY	BRIDGEND
			Survey Type: MANUAL
3	DV-02-F-01 ALDERS WAY PAIGNTON	OPTICS WAREHOUSE	DEVON
	Edge of Town Industrial Zone Total Gross floor area: 190 sqm Survey date: FRIDAY 29/03/19		Survey Type: MANUAL
4	DV-02-F-03 CHILLPARK BRAKE NEAR EXETER CLYST HONITON Free Standing (PPS6 Out of Town) Out of Town Total Gross floor area: 49081 sqm Survey date: MONDAY 22/11/21	LIDL DISTRIBUTION CENTRE	DEVON
			Survey Type: MANUAL
5	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18	SPORTS SUPPLEMENTS	ESSEX
			Survey Type: MANUAL
6	HC-02-F-02 RUTHERFORD ROAD BASINGSTOKE	LOGISTICS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Commercial Zone Total Gross floor area: 13200 sqm Survey date: THURSDAY 16/06/16		Survey Type: MANUAL
7	HC-02-F-03 WARSASH ROAD PARK GATE	PPE DISTRIBUTION	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 3665 sqm Survey date: MONDAY 27/09/21		Survey Type: MANUAL
8	KC-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD Edge of Town Industrial Zone Total Gross floor area: 11200 sqm Survey date: FRIDAY 22/09/17	COMMERCIAL WAREHOUSING	KENT
			Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

9	LO-02-F-01 BATHGATE ROAD ARMADALE	LOGISTICS SERVICE	WEST LOTHIAN
	Edge of Town Residential Zone Total Gross floor area:	5855 sqm	
	Survey date: TUESDAY	08/06/21	Survey Type: MANUAL
10	LO-02-F-02 INCHMUIR ROAD BATHGATE WHITEHILL IND. ESTATE Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	17626 sqm	WEST LOTHIAN
	Survey date: THURSDAY	11/11/21	Survey Type: MANUAL
11	NW-02-F-02 LLANWERN WORKS NEWPORT	AMAZON DEPOT	NEWPORT
	Free Standing (PPS6 Out of Town) Industrial Zone Total Gross floor area:	4836 sqm	
	Survey date: WEDNESDAY	25/11/20	Survey Type: MANUAL
12	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH Edge of Town Industrial Zone Total Gross floor area:	4700 sqm	SUFFOLK
	Survey date: FRIDAY	18/09/15	Survey Type: MANUAL
13	SY-02-F-01 MIDDLE BANK DONCASTER	TESCO DISTRIBUTION CENTRE	SOUTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	80100 sqm	
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL
14	TW-02-F-01 MANDARIN WAY WASHINGTON PATTISON IND. ESTATE Edge of Town Industrial Zone Total Gross floor area:	31000 sqm	TYNE & WEAR
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL
15	WM-02-F-02 SOVEREIGN ROAD BIRMINGHAM KINGS NORTON Edge of Town Commercial Zone Total Gross floor area:	3625 sqm	WEST MIDLANDS
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL
16	WY-02-F-01 MORTIMER STREET CLECKHEATON	ELECTRONICS DISTRIBUTION	WEST YORKSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:	1507 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

17	WY-02-F-02	DISTRIBUTION COMPANY	WEST YORKSHIRE
	STAITHGATE LANE		
	BRADFORD		
	NEWHALL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	10446 sqm	
	Survey date: THURSDAY	14/03/19	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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	7	23828	0.140	7	23828	0.043	7	23828	0.183
06:00 - 07:00	8	21454	0.102	8	21454	0.098	8	21454	0.200
07:00 - 08:00	17	14714	0.132	17	14714	0.077	17	14714	0.209
08:00 - 09:00	17	14714	0.143	17	14714	0.085	17	14714	0.228
09:00 - 10:00	17	14714	0.120	17	14714	0.090	17	14714	0.210
10:00 - 11:00	17	14714	0.113	17	14714	0.108	17	14714	0.221
11:00 - 12:00	17	14714	0.104	17	14714	0.108	17	14714	0.212
12:00 - 13:00	17	14714	0.102	17	14714	0.119	17	14714	0.221
13:00 - 14:00	17	14714	0.113	17	14714	0.116	17	14714	0.229
14:00 - 15:00	17	14714	0.091	17	14714	0.138	17	14714	0.229
15:00 - 16:00	17	14714	0.096	17	14714	0.112	17	14714	0.208
16:00 - 17:00	17	14714	0.092	17	14714	0.110	17	14714	0.202
17:00 - 18:00	17	14714	0.088	17	14714	0.146	17	14714	0.234
18:00 - 19:00	16	15540	0.050	16	15540	0.099	16	15540	0.149
19:00 - 20:00	7	23828	0.032	7	23828	0.049	7	23828	0.081
20:00 - 21:00	6	24862	0.039	6	24862	0.042	6	24862	0.081
21:00 - 22:00	1	5855	0.034	1	5855	0.017	1	5855	0.051
22:00 - 23:00	1	5855	0.000	1	5855	0.000	1	5855	0.000
23:00 - 24:00									
Total Rates:			1.591				1.557	3.148	

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

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

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Parameter summary

Trip rate parameter range selected:	190 - 80100 (units: sqm)
Survey date range:	01/01/14 - 22/11/21
Number of weekdays (Monday-Friday):	17
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.