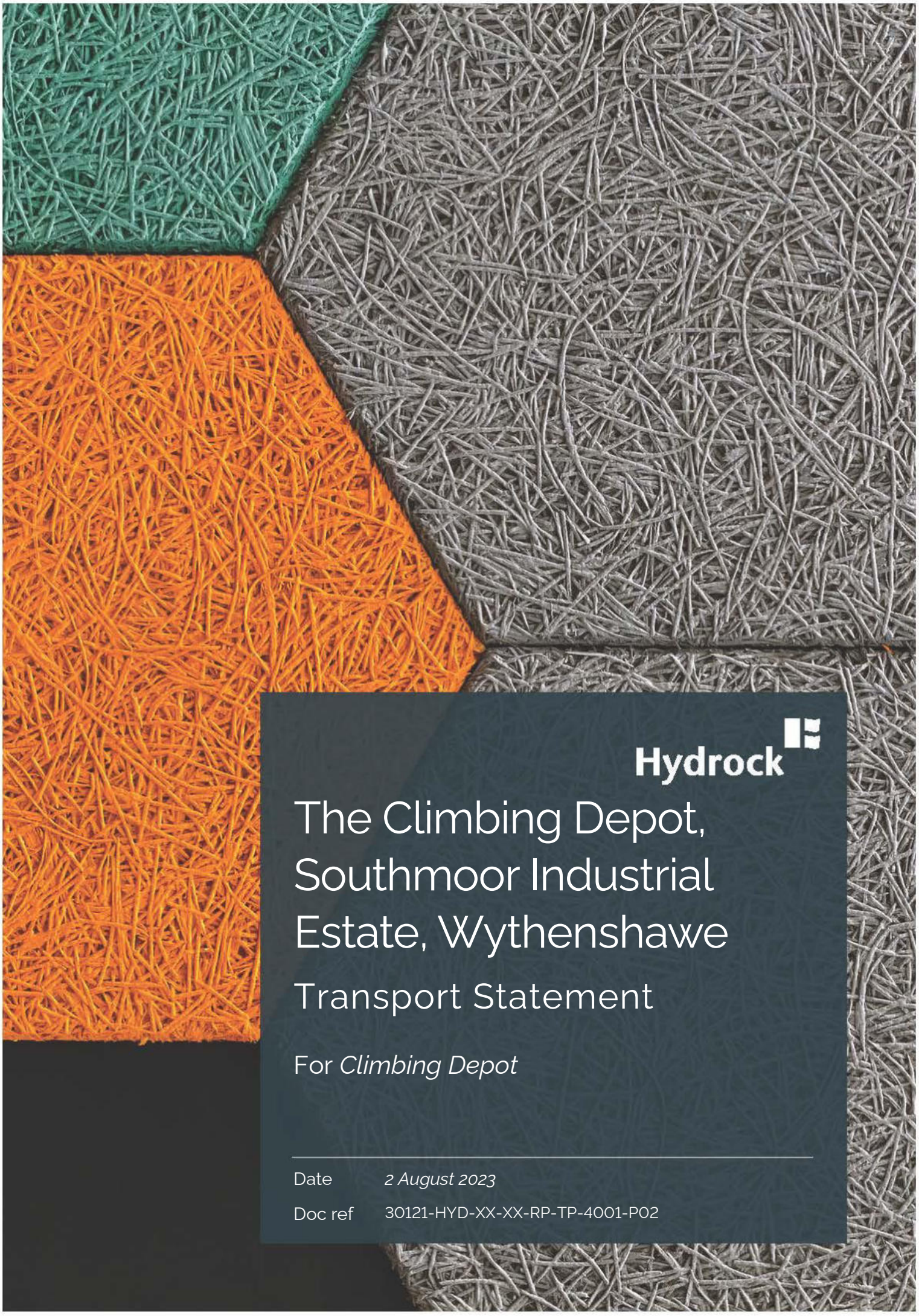


Hydrock

The Climbing Depot, Southmoor Industrial Estate, Wythenshawe

Transport Statement

For *Climbing Depot*

Date	*2 August 2023*
Doc ref	30121-HYD-XX-XX-RP-TP-4001-P02

Document control sheet

Issued by	Hydrock Consultants Limited Northern Assurance Buildings 9-21 Princess Street Albert Square Manchester M2 4DN United Kingdom	T +44 (0)161 804 5550 E manchestercentral@hydrock.com hydrock.com
Client	Climbing Depot	
Project name	The Climbing Depot, Southmoor Industrial Estate, Wythenshawe	
Title	Transport Statement	
Doc ref	30121-HYD-XX-XX-RP-TP-4001-P02	
Project number	30121-TMBI	
Status	S4	
Date	02/08/2023	

Document production record		
Issue number	P02	Name
Prepared by		Hugo Tran BSc (Hons) GradCIHT
Checked by		Tim Ashley BA (Hons) MPlan MCIHT MTPS
Approved by		Sam Denby BA (Hons) MSc CMILT

Document revision record			
Issue number	Status	Date	Revision details
P01	S3	30/06/2023	Suitable for Review and Comment
P02	S4	02/08/2023	Suitable for Stage Approval

Hydrock Consultants Limited has prepared this report in accordance with the instructions of the above named client for their sole and specific use. Any third parties who may use the information contained herein do so at their own risk.

Contents

1. Introduction 1

1.1 Overview 1

1.2 Site Location 1

1.3 Scope 2

1.4 Structure of Report 2

2. Existing Conditions 3

2.1 Site Location and Description 3

2.2 Southmoor Road 4

2.3 Floatshall Road 5

2.4 A560 Altrincham Road 6

2.5 Accidents 7

3. Transport Policy Context 10

3.1 Preamble 10

3.2 National Planning Policy Framework 10

3.3 Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Making 10

3.4 Guidelines for Providing for Journeys on Foot 11

3.5 Manchester's Core Strategy Development Plan (Adopted 2011) 11

3.6 Places for Everyone Joint Development Plan Document 11

3.7 Greater Manchester Transport Strategy 2040 12

3.8 Parking Standards 12

3.9 Summary 13

4. Sustainable Accessibility 14

4.1 Access on Foot 14

4.2 Access by Bicycle 15

4.3 Access by Bus 17

4.4 Access by Metrolink 19

4.5 Access by Rail 20

4.6 Journey Times by Public Transport 20

4.7 Conclusions 21

5. Development Proposals 22

5.1 Introduction 22

5.2 Site Access Arrangement 22

5.3 Parking 23

5.4 Servicing 24

6. Development Trip Generation 25
6.1 Introduction 25
6.2 Trip Generation - Existing B2 Industrial Unit Land Use 25
6.3 Trip Generation - Proposed Planning Use Class D2 (Assembly and Leisure - Other Leisure Facilities) 26
6.4 Summary 27
7. Summary and conclusion 28
7.1 Summary 28
7.2 Conclusion 28

Tables

Table 2.1: Study Area Accident Record Summary 8
Table 3:1 Acceptable Walking Distances 11
Table 3:2 Parking Standards 13
Table 4.1: Bus Timetable Summary 18
Table 6.1: B2 Industrial Land Use Trip Rates 25
Table 6.2: B2 Industrial Land Use Trip Generation 26
Table 6.3: D2 Leisure and Assembly Land Use Trip Rates 26
Table 6.4: D2 Leisure and Assembly Land Use Trip Generation 27
Table 6.5: 'NET' Impact 27

Figures

Figure 1.1: Site Location 1
Figure 2.1: Local Context - Site Location 3
Figure 2.2: Local Highway Network 4
Figure 2.3: Local Highway Network - Castleton Road 5
Figure 2.4: Local Highway Network - Floatshall Road 6
Figure 2.5: Local Highway Network - A560 Altrincham Road 7
Figure 2.6: Accident Study Area 8
Figure 4.1 2km Walking Catchment 15
Figure 4.2 Local Cycle Network 16
Figure 4.3 5km Cycling Catchment 17
Figure 4.4: Bus Stop Map 18
Figure 4.5: Metrolink Network Map 19
Figure 4.6: Baguley Tram Stop Map 20
Figure 4.7: 60-minute Public Transport Catchment 21
Figure 5.1: Proposed Site Layout 22
Figure 5.2 Proposed Car Parking Layout 23

Appendices

Appendix A Scoping Discussions with MCC
Appendix B Accessibility Figures
Appendix C Proposed Site Layout and Car Park Arrangement
Appendix D Swept Path Analysis
Appendix E TRICS Outputs

1. Introduction

1.1 Overview

1.1.1 Hydrock have been instructed by The Climbing Depot to prepare a Transport Statement [TS] relating to a change of use application from B2 (General Industry) to Class E (d) (Indoor sport, recreation or fitness).

1.1.2 The site has extant planning permission for B2 General Industry and is currently fit out as a warehouse / manufacturing facility with a GFA of 50,864 sqft / 4,725sqm.

1.1.3 Following the change of use application, the unit will be used as a Climbing and Bouldering Centre with associated ancillary office. The application will include associated works to the internal and external structure of the unit, including the provision of car parking. There will be no increase in floor area as part of the proposed change of use of the unit.

1.1.4 This TS will consider the net trip impact of the development proposals against the extant land use and will outline the accessibility of the site by sustainable modes of transport.

1.2 Site Location

1.2.1 The site is located off Southmoor Road, approximately 4 km north west of Wythenshawe civic centre and 12 km south of Manchester city centre. The site is bound by Woodley Junction to Partington Branch Railway Line to the north, Southmoor Road to the east, and industrial units to the south/west. The site is situated in a predominantly industrial setting, with residential surrounding the industrial estate.

1.2.2 The site location is shown in **Figure 1.1**.

Figure 1.1: Site Location



Source: GoogleMaps© - accessed 20/06/2023

1.3 Scope

1.3.1 Hydrock have engaged with Manchester City Council [MCC] to confirm the scope of assessment via email in June 2023. MCC confirmed that the scope of assessment was acceptable in principle and are satisfied with the proposed approach.

1.3.2 A copy of the MCC scoping response and discussions are included as **Appendix A** for reference.

1.4 Structure of Report

1.4.1 This TS has been prepared in accordance with various local and national guidance as well as considering Hydrock's previous experience of other similar sites. It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic generation, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.

1.4.2 The report seeks to demonstrate that the proposed development can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be suitably accessed on foot, by cycle and by local public transport services.

1.4.3 This report comprises seven sections, including this introduction:

- Section 2 offers a site description and review of existing conditions;
- Section 3 considers the national and local transport policy;
- Section 4 assesses the sustainable accessibility of the site;
- Section 5 outlines the development proposals;
- Section 6 presents the traffic impact of the development; and,
- Section 7 sets out the summary and conclusions.

2. Existing Conditions

2.1 Site Location and Description

2.1.1 The site is located within Southmoor Industrial Estate with access provided from Southmoor Road. The existing unit is located on the south-western corner of the site as illustrated in **Figure 2.1**.

Figure 2.1: Local Context - Site Location



Source: GoogleMaps© - accessed 20/06/2023

2.1.2 Southmoor Industrial Estate is located within the residential area of Wythenshawe and is within the Greater Manchester Combined Authority Area. It is located approximately 4 km north west of Wythenshawe civic centre and 12 km south of Manchester city centre.

2.1.3 The industrial estate is bound by Woodley Junction to Partington Branch Railway Line to the north, Southmoor Road to the east, and industrial units to the south/west. The site is situated in a predominantly industrial setting, with residential surrounding the industrial estate.

2.1.4 The local highway network is illustrated in **Figure 2.2**, highlighting the location of the site and key links.

Figure 2.2: Local Highway Network



Source: CC-BY-SA by OpenStreetMap

2.2 Southmoor Road

2.2.1 The site is accessed off Southmoor Road which is a single carriageway road that is governed by a 30mph speed limit. Southmoor Road provides access to the A560 Altrincham Road / Moor Road crossroads junction to the north. The A560 provides further connections east towards the M56 and west, towards Altrincham. To the south, Southmoor Road forms a priority T-Junction with Floatshall Road and provides access to residential area of Baguley.

2.2.2 There are 2.5m wide pedestrian footways and street lighting provided on both sides of the carriageway. Dropped kerbs and tactile paving are also provided at the signalised crossing point at the Southmoor Road / Floatshall Road junction.

2.2.3 A traffic-free route available for cyclists continues along Southmoor Road south of the Southmoor Road / Floatshall Road junction to the A560 Altrincham Road / Moor Road crossroads junction.

2.2.4 Bus stops and a Metrolink tram stop (Baguley) are provided on Southmoor Road on the eastern side of the road adjacent to the highway, opposite the site. The tram line runs adjacent to the eastern footway along the length of Southmoor Road.

2.2.5 Traffic Regulation Orders [TROs] are in place in the form of double yellow lines within the vicinity of the site, with a yellow box junction present at the access from Southmoor Road into Floatshall Road.

2.2.6 **Figure 2.3** below shows Southmoor Road travelling in a northbound direction with the site access on the left of the figure.

Figure 2.3: Local Highway Network - Castleton Road



Source: Google Maps © - accessed 14/06/2023

2.3 Floatshall Road

2.3.1 Floatshall Road is a single carriageway road and is governed by a 20mph speed limit. It provides access to the residential area of Baguley to the east of the site. There are 2.5m wide footways and street lighting provided along both sides of the carriageway with dropped kerbs and tactile paving present at the signalised junction with Southmoor Road.

2.3.2 In addition to the footways along Floatshall Road there is a grass verge present along both sides of Floatshall Road separating the footway from the mainline of traffic.

2.3.3 TROs are in place in the form of double yellow lines at the junction with Southmoor Road. At the junction with Southmoor Road, a yellow box junction is present and prohibits any vehicle stopping within the junction. Approximately 90m east of the junction, yellow zig-zag school keep clear markings are present on the northern side of the highway, adjacent to the Sacred Heart Catholic Primary School.

2.3.4 Bus stops are also provided along Floatshall Road.

2.3.5 **Figure 2.4** below illustrates Floatshall Road travelling west towards Southmoor Road.

Figure 2.4: Local Highway Network - Floatshall Road



Source: Google Maps © - accessed 14/06/2023

2.4 A560 Altrincham Road

2.4.1 The A560 Altrincham Road is governed by a 30mph speed limit and provides eastbound connections towards the M56 and westbound connections, towards Altrincham. Within the vicinity of the crossroad junction with Southmoor Road, there are shared pedestrian/cycle footways present. These paths provide northbound connections to Moor Road and east and westbound connections along the A560. Dropped kerbs, tactile paving is provided at key crossing points along the A560.

2.4.2 To the east of the junction with Southmoor Road the A560 has a kerbed central reservation. To the west of this junction the A560 does not have a central reservation however there is hatching provided a key points and ghost-right hand turn lanes provided at key junctions along the route to the M56.

2.4.3 Bus stops are also provided along the A560.

2.4.4 **Figure 2.5** below shows the A560 Altrincham Road travelling eastbound from the junction with Southmoor Road.

Figure 2.5: Local Highway Network - A560 Altrincham Road



Source: Google Maps © - accessed 14/06/2023

2.5 Accidents

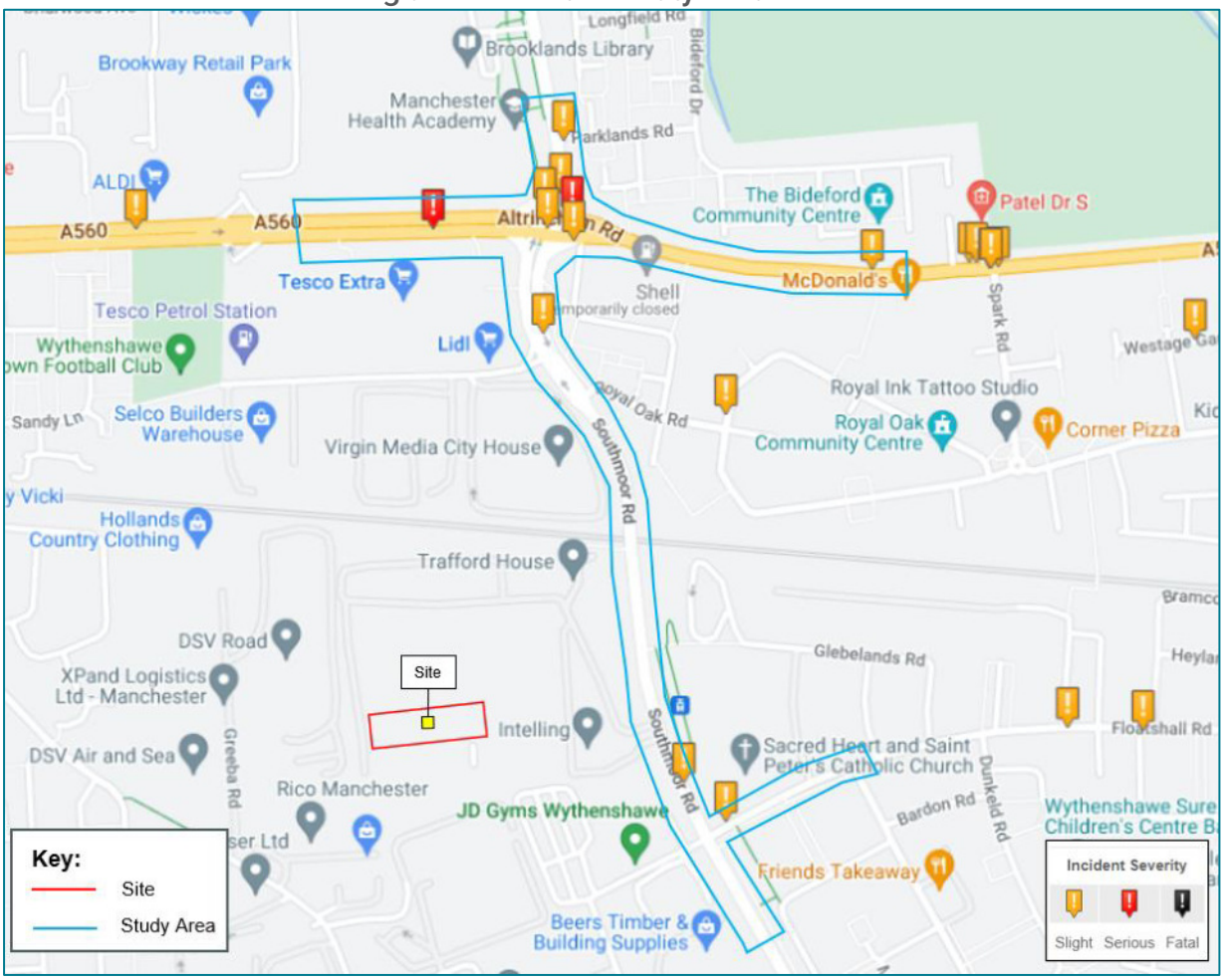
2.5.1 The DfT document "Guidance on Transport Assessment" states that:

2.5.2 "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".

2.5.3 A review of the Personal-Injury Accidents [PIAs] recorded within the study area has been undertaken using the most recently available five-year data (1st January 2017-31st December 2021) available from the DfT.

2.5.4 **Figure 2.6** below illustrates the recorded findings. The study area is highlighted in blue and the development site is shown in red.

Figure 2.6: Accident Study Area



Source: CrashMap ©

2.5.5 **Table 2.1** summarises the accident record and severity over the last 5 years in more detail.

Table 2.1: Study Area Accident Record Summary

Year/Severity	Slight	Serious	Fatal	Total
2017	2	1	-	**3**
2018	1	1	-	**2**
2019	3	-	-	**3**
2020	2	-	-	**2**
2021	1	-	-	**1**
Total	**9**	**2**	**-**	**11**

2.5.6 Examination of the PIA data revealed that during the five-year period a total of 11 accident occurred. Nine of the accidents were classed as slight and two were classed as serious.

2.5.7 This review highlights that there have been no recorded incidents at the existing site access on Southmoor Road. This suggests that there are no highway safety concerns near this junction.

2.5.8 Whilst all accidents are unfortunate, it is Hydrock's view that given the nature of the road network and subsequent traffic flows, the collisions can be attributed to random fluctuations, with circumstantial factors and weather conditions likely to have been the main causes.

2.5.9 Therefore, Hydrock consider the accident history is not a result of existing layout design issues, and concludes that there are no underlying accident concerns within the study area.

3. Transport Policy Context

3.1 Preamble

3.1.1 In order to assess the proposals and develop a Transport Statement for the site it is necessary to review both local and national transport planning guidance. The following sections outline the relevant policy and guidance documents in respect of the proposed development.

3.2 National Planning Policy Framework

3.2.1 The NPPF sets out the Government's policies for delivering sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans and when determining planning applications.

3.2.2 The most recent NPPF report was published in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.

3.2.3 Paragraph 104 seeks to encourage opportunities to promote walking, cycling and public transport use. This is supplemented by paragraph 105 which states that development should be focused in sustainable locations and offer a genuine choice of transport modes.

3.2.4 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 (paragraph 111).

3.2.5 Development proposals should also give priority to pedestrian and cycle movements and facilitate access to high quality public transport. The needs of people with disabilities and reduced mobility should also be addressed (paragraph 112).

3.2.6 Having regard to the above objectives, the proposed site access strategy includes measures to connect the site with the adjacent community and sustainable travel network, including existing public transport services.

3.3 Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Making

3.3.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessments and transport statements are required and what they should contain, which is intended to assist stakeholders in determining whether an assessment may be required. If an assessment is required, the level and scope of that assessment is then outlined within the document.

3.3.2 The advice reflects current Government policy, promoting a shift from the 'predict and provide' approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

3.4 Guidelines for Providing for Journeys on Foot

3.4.1 Various walking distances are quoted in the Chartered Institution of Highways and Transportation's (CIHT's) "Guidelines for Providing for Journeys on Foot". **Table 3.1** (taken from Table 3.1 of the document) sets out the acceptable walking distances in various contexts:

Table 3:1 Acceptable Walking Distances

Criteria	Town Centre (m)	College / Commuters (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

3.5 Manchester's Core Strategy Development Plan (Adopted 2011)

3.5.1 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.

3.6 Places for Everyone Joint Development Plan Document

3.6.1 The Places for Everyone (PfE) plan of nine Greater Manchester local authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) is a long-term plan for jobs, new homes and sustainable growth. It replaces the previous versions of the Transport for Greater Manchester Spatial Framework following Stockport Councils decision to withdraw from this plan.

3.6.2 The nine Councils in Greater Manchester have now submitted the PfE plan to the Secretary of State for Levelling Up, Housing and Communities. Once adopted, the PfE plan will become part of the statutory development plan for each of the nine Greater Manchester authorities, including Salford.

3.6.3 By producing the PfE plan, it is envisaged that the nine district Councils will be able to continue to;

- Progress the strategic policies in the Greater Manchester Spatial Framework, for example net zero carbon development, affordable housing and space and accessibility standards for new housing;
- Maximise the use of sustainable urban/brownfield land and limit the need for Green Belt to accommodate the development needs of the nine Boroughs; and,
- Align with wider Greater Manchester strategies for transport and other infrastructure investment.

3.6.4 The PfE sets out the nine's plan for sustainable growth by setting out how they should develop up to the year 2037; identifies the amount of new development that will come forward for different land uses; identifies the important environmental assets which will be protected and enhanced; allocates sites for employment and housing; supports the delivery of key infrastructure and defines a new Green Belt boundary.

3.6.5 The PfE plan supports the presumption in favour of sustainable development set out within the NPPF which is reflected in the overall strategy of the plan, the proposed scale and location of development and the individual policies and allocations outlined within the strategy. It includes protecting and enhancing key environmental resources, combating and adapting to climate change, reducing carbon emissions, and delivering sustainable patterns of development which minimise the need to travel and reliance on the car.

3.7 Greater Manchester Transport Strategy 2040

3.7.1 The Greater Manchester Transport Strategy 2040 sets out Greater Manchester's long-term ambition for transport and has been prepared by Transport for Greater Manchester (TfGM) on behalf of the Greater Manchester Combined Authority (GMCA). The Authorities vision is for Greater Manchester to have "world-class connections that support long-term sustainable economic growth and access to opportunity for all".

3.7.2 The Strategy set out four key goals as follows;

- Support sustainable economic growth;
- Protect the environment;
- Develop an innovative city-region; and,
- Improve quality of life for all.

3.7.3 The strategy sets out that a key element in achieving the transport objectives of the region will be to locate new developments where there is good access to public transport and services which will reduce car travel.

3.8 Parking Standards

3.8.1 All development must provide the appropriate parking standards as highlighted below. Standards for disabled people, cycle and motorcycle parking are minimums. Standards for car parking are maximums and may be subject to a further reduction when consideration is given to accessibility of the particular site.

3.8.2 As the parking standards for MCC have not been updated since the land use changes were implemented, this assessment has been completed for D2 Assembly and Leisure Land Uses which was the previous land use category for this type of development.

Table 3:2 Parking Standards

Land Use	Maximum car parking spaces	Minimum number of spaces for:		
	Areas not within the City Centre or District Centres	Disabled people's parking as % of total (citywide)		Cycles (citywide)
		Up to 200 in total	Over 200 in total	
Proposed D2: Assembly and Leisure (Other Leisure Facilities)	1 space per 22sqm	3 bays of 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 140sqm minimum of 2 spaces

3.9 Summary

3.9.1 The above policy review summaries both local and national transport policies relevant to the proposed development site. As such it sets out the context in which the proposed development needs to be compliant.

3.9.2 Access on foot, cycle and public transport is discussed in the following section of this report.

4. Sustainable Accessibility

4.1 Access on Foot

4.1.1 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. The guidance on the preferred maximum walking distances to amenities is given in the Chartered Institution of Highways and Transportation [CIHT] document 'Providing for Journeys on Foot' (2000).

4.1.2 In terms of commuting journeys by foot, the desirable distance is 500m, the acceptable distance is 1km and the preferred maximum is 2km. However, the distance that people are prepared to walk depends upon many factors; there are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route and the environment.

4.1.3 In relation to shorter trips in particular, the CIHT publication Planning for Walking (section 2.1) states that "across Britain about 80% of journeys shorter than 1 mile are made wholly on foot."

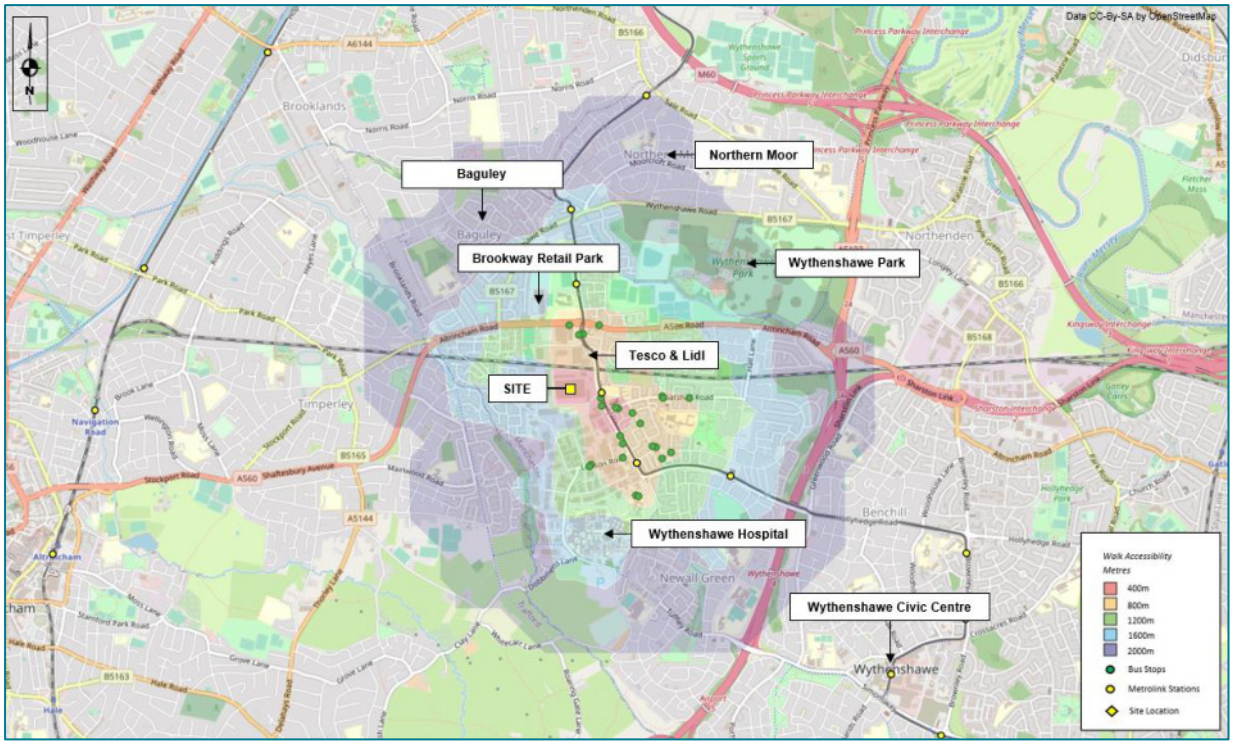
4.1.4 Manual for Streets [MfS] emphasises this advice, stating that "walkable neighbourhoods should have a range of facilities available within 800m." However, this distance is not regarded as the upper limit for walking journeys, and MfS uses the principle that walking offers the greatest potential to replace short car trips, particularly those under 2km in length.

4.1.5 Southmoor Road has pedestrian footways on both sides of the carriageway, with signalised pedestrian crossing points that have dropped kerbs and tactile paving at the junction with Floatshall Road, Hollyhedge Road and A560 Altrincham Road / Moor Road. The industrial estate is situated directly adjacent to an existing Metrolink tram stop (Baguley) and a pair of bus stops, which further encourages travel by these modes of transport.

4.1.6 The location of development, within reach of the public transport network, is important in terms of supporting journeys by active travel.

4.1.7 **Figure 4.1** shows the 2km catchment from the site, which illustrates the areas which lie within a reasonable walking distance. A copy of the walking catchment is provided in **Figure 1** of **Appendix B**.

Figure 4.1 2km Walking Catchment



Source: CC-BY-SA by OpenStreetMap

4.1.8 As can be seen from **Figure 4.1** there are a number of bus stops and Metrolink tram stops located within 800m of the site. The proximity of the site to the local public transport network provides significant opportunities to travel further afield. This enables access to be gained to a variety of local destinations.

4.1.9 The site also benefits from being within walking distance to retail destinations such as Brookway Retail Park, Tesco Extra and Lidl supermarkets, as well as the residential areas of Baguley and Northern Moor.

4.1.10 In summary, the site is highly accessible on foot and within proximity to surrounding areas which will reduce the requirements for visitors and staff to make short car journeys.

4.2 Access by Bicycle

4.2.1 It is widely recognised that cycling can act as a substitute for short car journeys, particularly those up to 5km in length. This is consistent with the statement in LTN 1/20 Cycle Infrastructure Design (paragraph 2.2.2) that states:

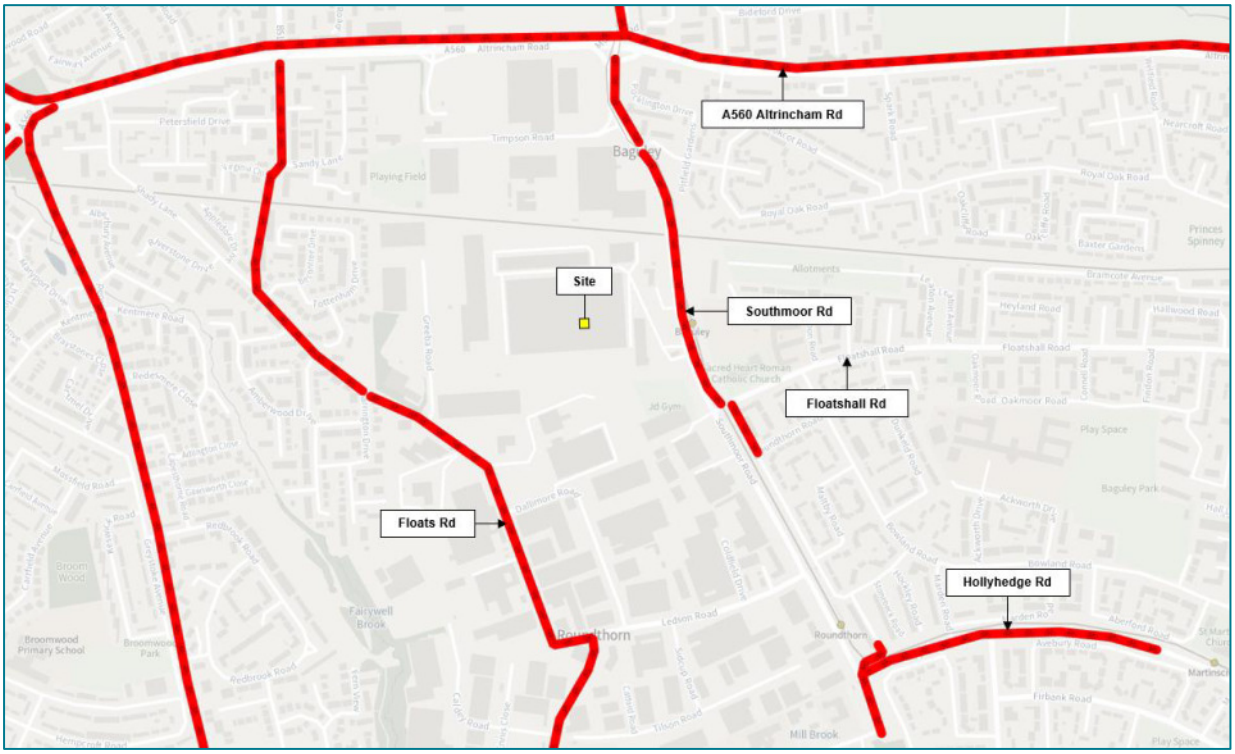
"two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."

4.2.2 A round trip on a waymarked leisure route could easily involve distances of 20 to 30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose.'

4.2.3 The local highway network is conducive to encourage cycling with dedicated cycle lanes and advanced stop lines provided along the local road network.

4.2.4 The Transport for Greater Manchester MappingGM interactive map provides a summary of the local cycle networks within close proximity to the site, and includes details of the type of route. There are both signed and Traffic-free routes available within close proximity to the site. **Figure 4.2** below shows an extract of these cycle routes surrounding the site highlighted in red.

Figure 4.2 Local Cycle Network

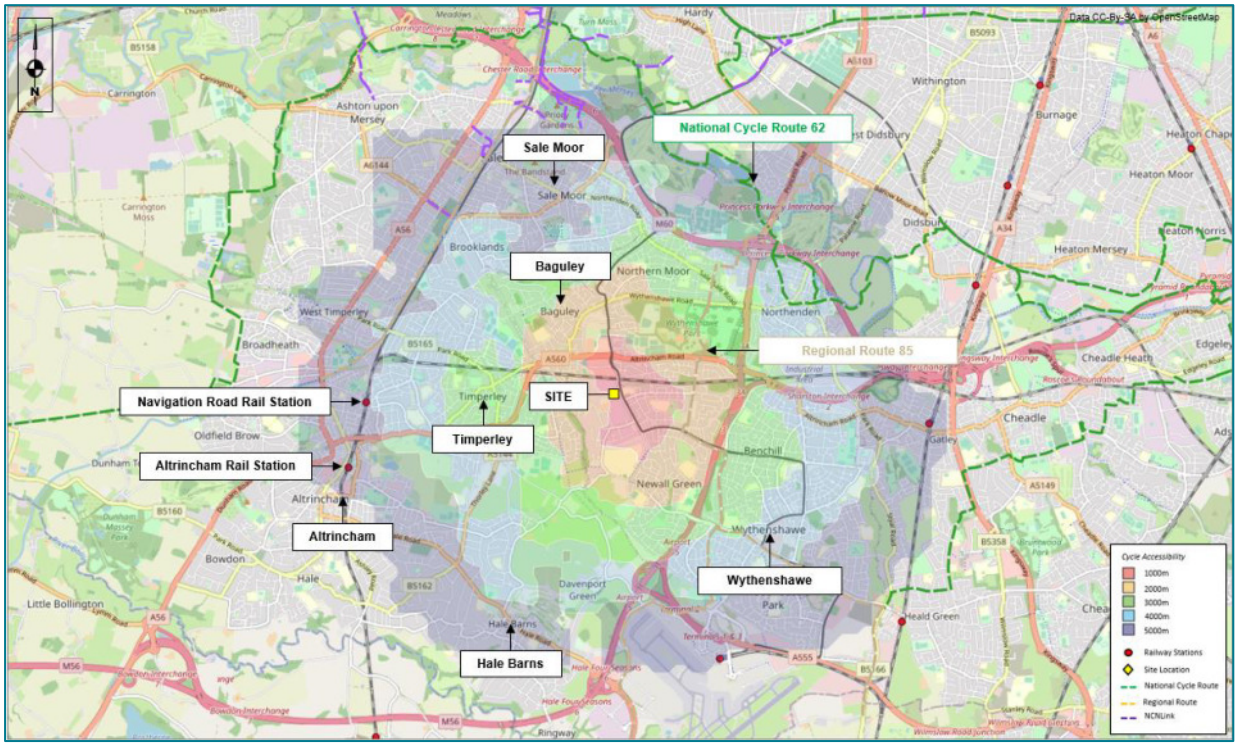


Source: TfGM

4.2.5 The 5km cycling catchment shown in **Figure 4.3** shows that travel to surrounding residential areas such as Baguley, Timperley, Sale Moor and Hale Barns are all possible. Wythenshawe and Altrincham are also within the 5km cycle catchment. Having all these areas within the catchment will reduce the need for visitors and staff to make short car journeys.

4.2.6 **Figure 4.3** presents an extract of the 5km cycling catchment from the site. A copy of the cycling catchment is provided in **Figure 2** of **Appendix B.**

Figure 4.3 5km Cycling Catchment



Source: CC-BY-SA by OpenStreetMap

4.2.7 **Figure 4.3** further illustrates the availability of national and regional cycle routes in relation to the site and the potential for it to encourage cycling around the local area. These routes can be summarised as follows;

- National Cycle Route 62 is available to the north of the site and connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of The Trans Pennine Trail which is a long-distance path running from coast to coast across northern England.
- Regional Cycle Route 85 can be seen running to the east of the site and connects to National Cycle Route 62 to the north, and runs south into Wythenshawe.

4.2.8 Cycling would therefore be a viable mode of transport for commuters and visitors of the site. There are also further opportunities to cycle beyond the 5km catchment through linked trips via the Metrolink stations shown in **Figure 4.1**, and Altrincham and Navigation Road railway stations shown in **Figure 4.3.**

4.3 Access by Bus

4.3.1 The site benefits from a number of bus stops accessible within the 800m of the site. The closest bus stops are located on Southmoor Road, approximately 60m from the site (north bound travel) and opposite the site access for southbound travel. These bus stops provide a shelter with bus seats and timetable information.

4.3.2 Services from the nearby bus stops run at high frequency and provide access to locations such as Altrincham and Eccles. These services are operated by Arrivabus and Stagecoach bus. Timetables can be accessed on the TfGM journey planner.

4.3.3 A map illustrating the closest bus stops in relation to the site location are provided in **Figure 4.4** below.

Figure 4.4: Bus Stop Map



Source: Google Maps © - accessed 15/06/2023

4.3.4 **Table 4.1** below summarises the frequency of a selection of services from the Baguley Metrolink bus stops. For the purpose of **Table 4.1** the AM peak times for Monday-Friday are 8:00-9:00am and the PM peak times are from 17:00-18:00pm. For Saturday the peak time is 12:00-13:00pm.

Table 4.1: Bus Timetable Summary

Service Number	Route	Monday - Friday					Saturday	
		First	AM Peak	PM Peak	Last	Per Day	Peak	Per day
11	Altrincham - Stockport	05:58	3	3	23:59	48	3	41
	Stockport - Altrincham	05:44	3	3	23:13	47	3	42
18	Eccles - Manchester Airport	05:15	1	1	23:09	17	1	15
	Manchester Airport - Eccles	06:20	1	1	22:51	16	1	15
19	Altrincham - Wythenshawe	06:39	2	2	23:03	31	2	30
	Wythenshawe - Altrincham	05:19	2	2	23:33	33	2	29
Totals		-	**12**	**12**	-	**192**	**12**	**172**

Source: TfGM

4.3.5 **Table 4.1** highlights that there are approximately 192 buses passing the site in the weekday and 172 on Saturdays, which offer regular opportunities for those in neighbouring residential areas to travel to and from the site.

4.3.6 It is therefore concluded that the site benefits from excellent access by bus, offering a viable alternative to single occupancy car journeys.

4.4 Access by Metrolink

4.4.1 Baguley Metrolink stop is located approximately 80m from the site access, adjacent to Southmoor Road and provides connections to Manchester Airport and Victoria via the Navy Line. The Navy Line runs from Manchester Airport through Wythenshawe Town Centre, Chorlton, Firswood, St Peter's Square and to Manchester Victoria.

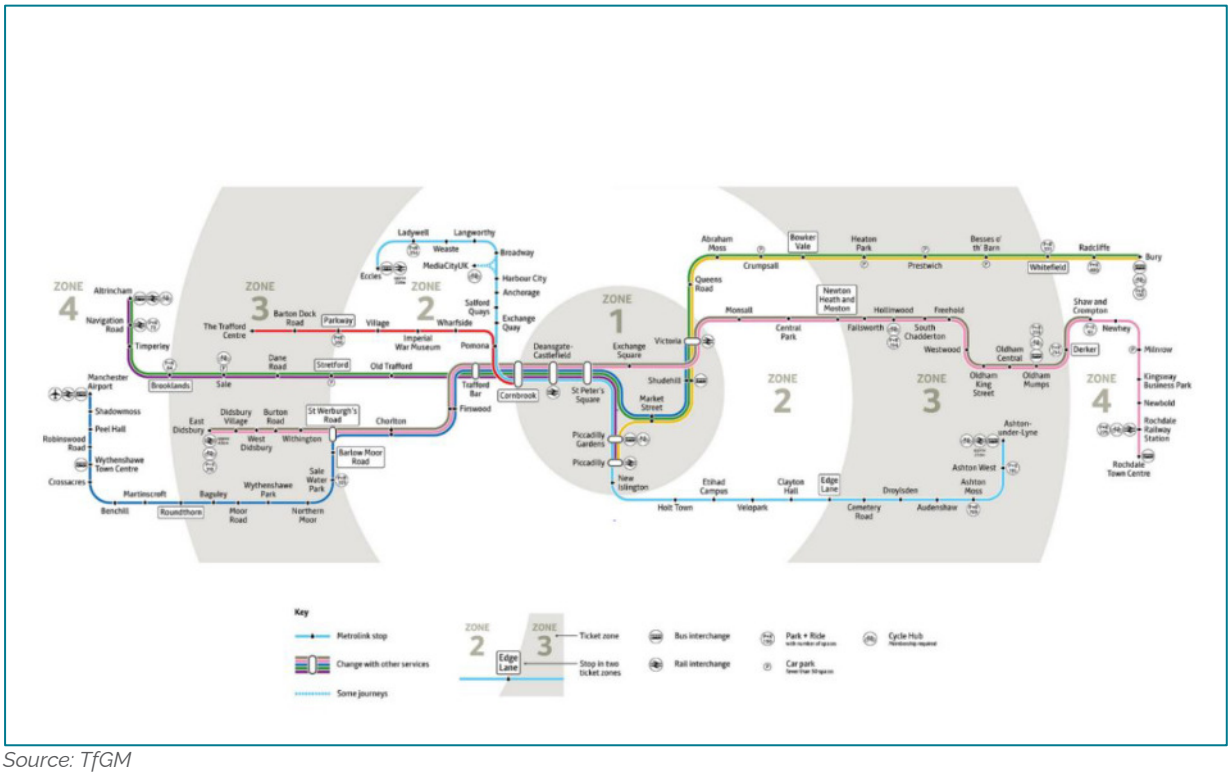
4.4.2 It is considered within an acceptable walking distance for both staff and visitors to the site and can support commuting purposes for those using it as a linked journey.

4.4.3 Metrolink offers significant benefits for long distance travel using a sustainable mode of transport. The pedestrian and cycle friendly conditions in the vicinity of the site further encourage its use and make it a viable alternative.

4.4.4 The Baguley stop is located in Zone 3 offering frequent services (every 8-11 minutes during peak times) operating towards Manchester city centre and Manchester Airport. Interchanges are possible at Cornbrook, Deansgate - Castlefield and Victoria to a wide range of destinations on all lines of the network as well as to other modes of travel.

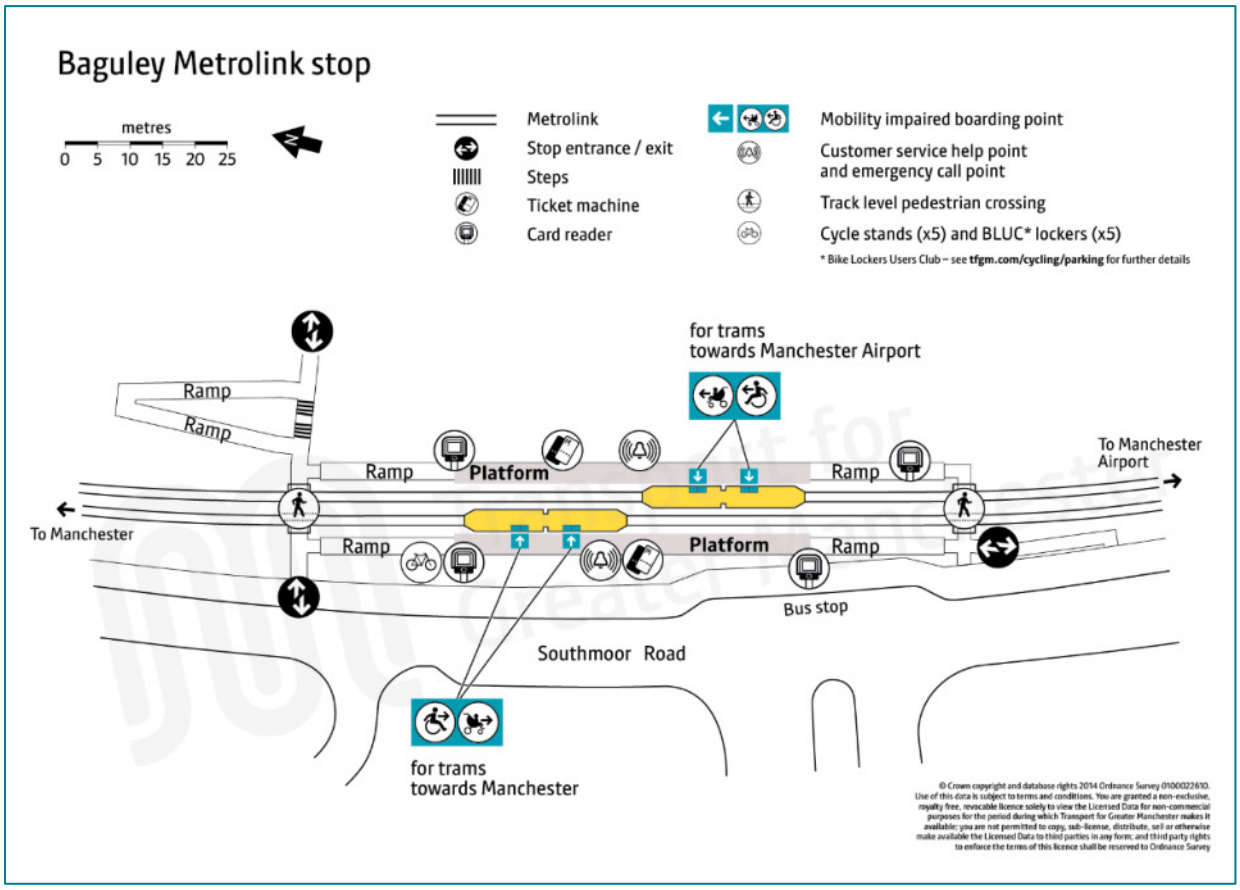
4.4.5 **Figure 4.5** illustrates the Metrolink network map including zoning system while **Figure 4.6** shows a map of the Baguley tram stop and the available facilities, which include shelters and seating, digital timetabling information, ticket machines, customer information and emergency call point, cycle stands and lockers, and ramps which facilitate access and boarding for mobility impaired users.

Figure 4.5: Metrolink Network Map



Source: TfGM

Figure 4.6: Baguley Tram Stop Map



Source: TfGM

4.5 Access by Rail

4.5.1 The nearest railway station is Navigation Road Railway Station which is located approximately 4.7km to the west (circa 16-minute cycle) of the site and is therefore within an achievable cycling distance.

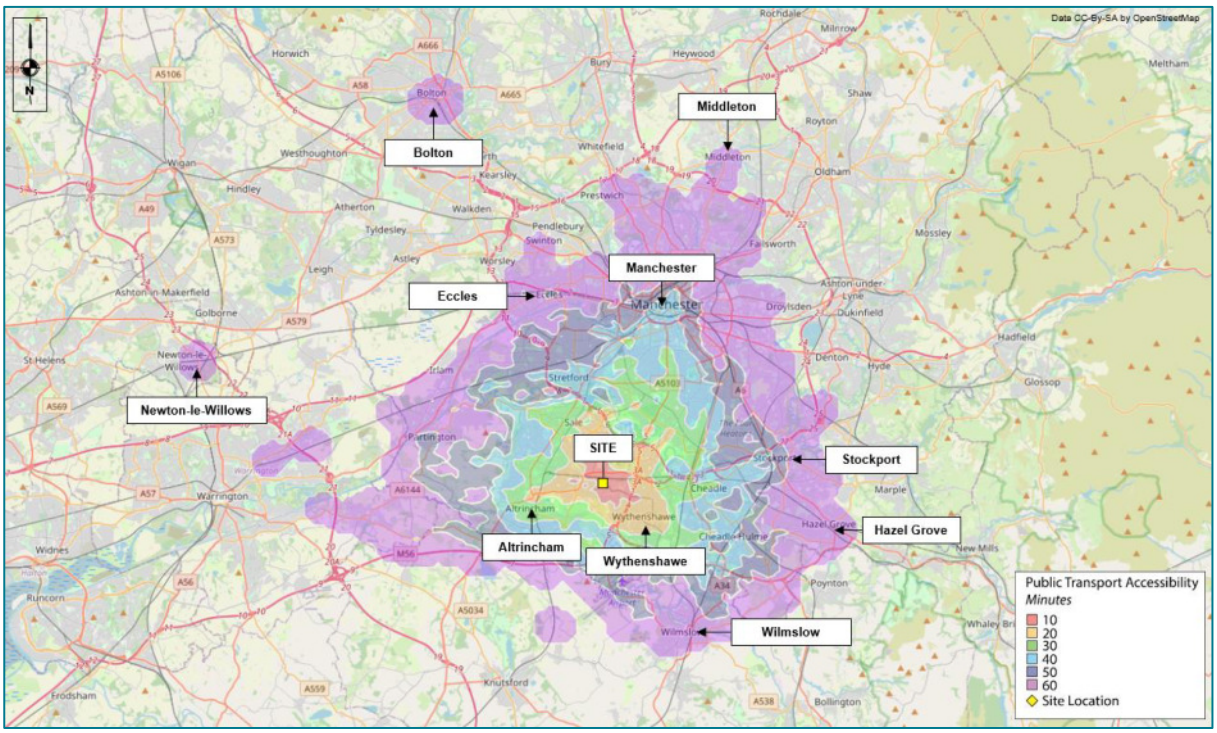
4.5.2 The station is operated by Northern Rail offers services to Chester and Manchester Piccadilly on an hourly frequency throughout the day.

4.6 Journey Times by Public Transport

4.6.1 A calculation has been undertaken, using GIS software - Basemap's Visography (TRACC) program, to illustrate the distance that can be travelled within 60 minutes by public transport to and from the proposed development site. The time includes the walk to the bus stops and tram stations and demonstrates that key areas such as Manchester, Stockport, Altrincham and Bolton are all within a 60-minute public transport journey.

4.6.2 **Figure 4.7** below provides an extract of the public transport 60-minute catchment area. A copy of the full plan is provided within **Figure 3** of **Appendix B**.

Figure 4.7: 60-minute Public Transport Catchment



Source: CC-BY-SA by OpenStreetMap

4.7 Conclusions

4.7.1 Having regard to the above, it is therefore concluded that the site is highly accessible by public transport, and prospective staff and visitors to the site will have a very good range of public transport travel choices. As such, it complies with both the local and national policies summarised in Section 3.

5. Development Proposals

5.1 Introduction

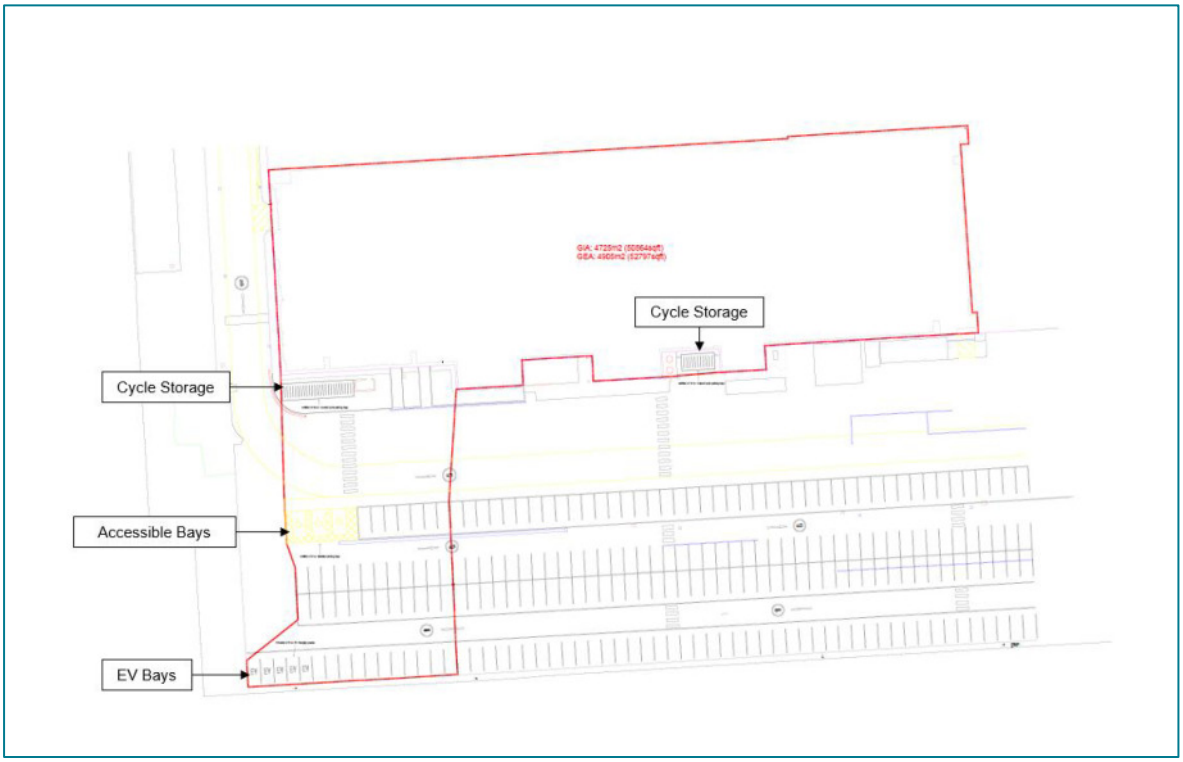
5.1.1 The planning application relates to a change of use application from B2 (General Industry) to Class E (d) (Indoor sport, recreation or fitness).

5.1.2 The proposed change of use refers to the internal refurbishment and external alteration of the unit at Southmoor Industrial Estate. The existing unit was previously operational as a warehouse and manufacturing facility with a Gross Floor Area [GFA] of 4,725sqm.

5.1.3 The proposals include provision for ancillary offices, shop, café and reception and an external climbing wall with no anticipated change to GFA.

5.1.4 The proposed site layout is illustrated in **Figure 5.1** below with a copy of the full plan located in **Appendix C**.

Figure 5.1: Proposed Site Layout



Source: LMS

5.2 Site Access Arrangement

5.2.1 There will be no alterations to the existing site access to the site from Southmoor Road. Given the nature of the existing land uses on the site, this access has been designed to accommodate access by cars and also large HGV's.

5.2.2 The existing access consists of a separate ingress and egress lanes which allow for two-way traffic movements into and out of the site. The ingress lane is approximately 9-metres-wide and the egress lane is approximately 7-metres-wide. A central gatehouse controls movement of traffic in and out of the site with security-controlled gates.

5.2.3 Cars will enter the site and turn left to access the site car parking area. All larger vehicles will be required to turn right upon entering the site and circumnavigate the existing industrial unit using the one-way system in place within the site.

5.2.4 Pedestrian and Cyclist Access

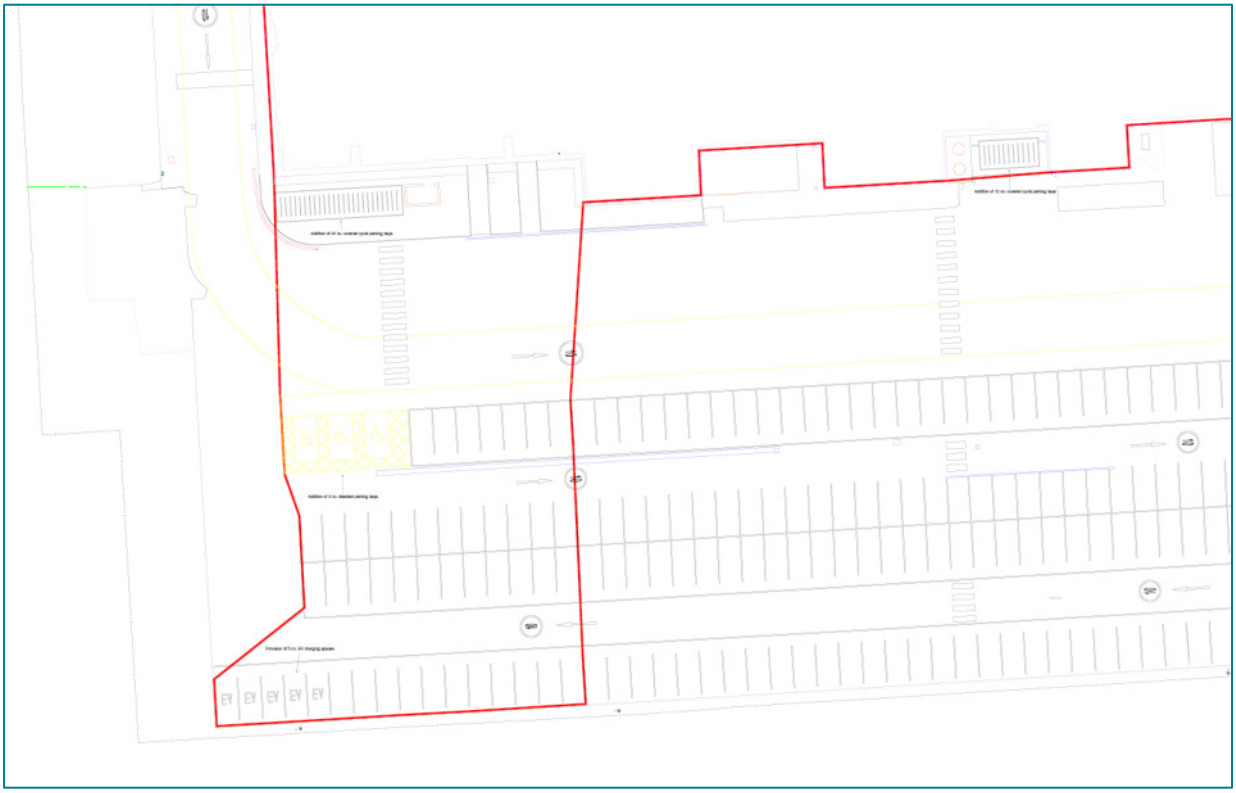
5.2.5 There is currently a separate pedestrian and cycle access gate provided into the site from Southmoor Road adjacent to the gate house. Within the site pedestrian and cycle movements are supported through the provision of dedicated zebra crossings and footways connecting the gatehouse to the existing units within the industrial estate.

5.2.6 There will be no alterations to access arrangements for pedestrians and cyclists with the internal footways retained as part of the proposed change of use. As illustrated in **Figure 5.1**, there will be zebra crossings points provided from the entrance of the building to the car parking spaces. Footways will also be provided along the entrance road which connects the unit to the gatehouse.

5.3 Parking

5.3.1 As illustrated in **Figure 5.2,** the car parking for the site will be located in front of the unit and will include the spaces on the south west side of the existing industrial estate car park. The car parking spaces allocated for the site are indicated by the red line boundary.

Figure 5.2 Proposed Car Parking Layout



Source: LMS

5.3.2 **Figure 5.2** above illustrates the proposed car parking layout for the site with the spaces for the unit indicated by the red line. As illustrated in **Figure 5.2** there will be a pedestrian crossing provided connecting the car park spaces to the main entrance to the building.

5.3.3 The proposed car park layout is illustrated in **Appendix C**.

5.3.4 As illustrated in **Figure 5.2** the following level of vehicular provision is located on the site:

- 42 Standard Vehicular Parking Bays;
- 3 Disabled Bays; (6% of total capacity)
- 5 EV charging Bays; (10% of total capacity)
- Total = 50 Vehicular Parking Bays

5.3.5 As mentioned above in Section 3, MCC's parking standards have not been updated to reflect the land use changes. Therefore, the D2 standards are considered the most up to date parking standards.

5.3.6 Although MCC does not have specific standards regarding EV parking bays, it is generally recommended that 10% of total provision be made into EV parking bays, which would help future proof the development.

5.3.7 MCC's parking standards for the land use "D2 (Other Leisure Facilities), Areas not within the City Centre of District Centre" is 1 parking space per 22sqm, however, these standards are the maximums. The land use D2 also covers churches and large congregational facilities, which the proposal does not reflect and, combined with the site's good accessibility presented in Section 4, the site provides appropriate parking for the proposal.

5.3.8 Swept path analysis of a large car has been undertaken to illustrate that all manoeuvres across the parking arrangement can be performed safely. This is illustrated in **Appendix D** for reference.

5.3.9 In line with MCC's parking standards set out in Section 3, the site will offer 34 cycle parking spaces. These can be seen in **Figure 5.1** located to the north of the car parking area.

5.4 Servicing

5.4.1 As outlined previously, the industrial estate has been designed to accommodate access by cars and HGVs. As there will be no alterations to the existing access arrangements for the site it is considered that the site will continue to support access for all vehicle types that are likely to access the site.

5.4.2 Notwithstanding this a review of the internal access road has been undertaken to ensure vehicles can enter and exit the site in a forward gear. The swept path analysis for a delivery vehicle, refuse vehicle and large car is provided in **Appendix D.**

5.4.3 As indicated previously, there is a one-way system in operation at the site with large vehicles required to enter the site via the existing access gate and navigate the site using this one-way system which continues anti-clockwise around the existing industrial unit. The swept path review follows this path.

6. Development Trip Generation

6.1 Introduction

6.1.1 This section of the report considers the trip generation levels associated with the proposed development and the impact it will have on local highway network.

6.1.2 The site has extant planning permission for B2 General Industry as was previously operational as a warehouse / manufacturing facility with a GFA of 4,725sqm. Under the proposed change of use application, the warehouse will be converted for use class E (d) (Indoor sport, recreation or fitness). for use as a Climbing and Bouldering Centre with ancillary office. There is no anticipated change in floor area.

6.1.3 With regards to the potential vehicle trips associated with the proposed development the weekday morning, weekday afternoon and weekend peak hours have been assessed.

6.2 Trip Generation - Existing B2 Industrial Unit Land Use

6.2.1 To determine the number of trips generated by the extant use at the site, a trip generation exercise has been undertaken.

6.2.2 The Trip Rate Information Computer System (TRICS) version 7.10.1 has been used to derive the predicted vehicle trip generation for this extant B2 Industrial Unit land use. The TRICS database is an industry accepted tool for predicting the likely number of trips from a proposed development by comparing the site with existing developments of a similar size and characteristic within the UK. The database was interrogated to determine the trip rates for the weekday morning and evening peaks.

6.2.3 In order to obtain appropriate trip rates, sites within Greater London and the Republic of Ireland have been omitted from the calculation. The results of the TRICS interrogation are shown within **Table 6.1**, whilst the TRICS outputs are presented in **Appendix E**. In the following tables the trip rate is given per 100sqm GFA for B2 land use.

6.2.4 The following trip rates have been agreed with MCC as part of the pre-application scoping discussions. MCC have confirmed that the following trip rates are satisfactory.

Table 6.1: B2 Industrial Land Use Trip Rates

Trip Rate	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Saturday Peak (12:00-13:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
B2	0.325	0.029	0.034	0.215	N/A	N/A

6.2.5 The above trip rates have been applied to the corresponding GFA of 4,725sqm to determine the total traffic generation associated with the extant use. The resultant traffic generations for all vehicles are shown in **Table 6.2**.

Table 6.2: B2 Industrial Land Use Trip Generation

Trip Generation	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Saturday Peak (12:00-13:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	15	1	3	10	N/A	N/A

**Note- Results subject to rounding*

6.2.6 It can be seen from the above table that the extant planning use of the existing building generates the following two-way vehicular trips:

- 16 in the Weekday Morning peak;
- 13 in the Weekday Evening peak; and
- 0 in the Saturday Peak.

6.3 Trip Generation - Proposed Planning Use Class D2 (Assembly and Leisure - Other Leisure Facilities)

6.3.1 The TRICS database has again been interrogated to determine trip rates for the weekday and Saturday peak hours for Class D2 (Assembly and Leisure - Other Leisure Facilities), which is currently referred to as Class D2 leisure in TRICS. It should be noted that the TRICS database does not contain a directly comparable selection criteria for climbing centre sites within the Leisure land use category. Therefore, the Play Centre criterion within the Class D2 Leisure use category has been utilised.

6.3.2 The results of this TRICS interrogation are shown within **Table 6.3**, whilst the TRICS outputs for the proposed development are presented within **Appendix E**.

6.3.3 The following trip rates have been agreed with MCC as part of the pre-application scoping discussions. MCC have confirmed that the following trip rates are satisfactory.

Table 6.3: D2 Leisure and Assembly Land Use Trip Rates

Trip Rate	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Saturday Peak (12:00-13:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
D2	0.031	0.00	0.280	0.357	0.562	0.516

6.3.4 Again, the above trip rates have been applied to the total gross floor area of 4,725m^2 to determine the potential peak hour traffic generation under Class D2 Leisure use. The resultant traffic generations are shown in **Table 6.4.**

Table 6.4: D2 Leisure and Assembly Land Use Trip Generation

Trip Generation	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Saturday Peak (12:00-13:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	1	0	13	17	27	24

*Note- Results subject to rounding

6.3.5 It can be seen from the above table that the total proposed planning use of the overall site generates the following two-way vehicular trips:

- 1 in the Weekday Morning peak;
- 30 in the Weekday Evening peak; and
- 51 in the Saturday peak.

6.3.6 The above extant trip generation figures in **Table 6.2** have been deducted from the proposed trip generation figures, shown above in **Table 6.4** to determine the 'NET' trip generation figures, these figures are shown in **Table 6.5** below.

Table 6.5: 'NET' Impact

'NET' Trip Generation	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Saturday Peak (12:00-13:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	-14	-1	+10	+7	+27	+24

*Note- Results subject to rounding

6.3.7 It can be seen from **Table 6.5** above that the 'NET' trip generation associated with the development equates to the following two-way trips:

- -15 in the Weekday Morning peak;
- +17 in the Weekday Evening peak; and
- +51 in the Saturday peak.

6.3.8 It should be noted that the trip rates presented above are an indication of the likely trip generating potential of all D2 land uses as no directly comparable sites are available within TRICS. Given the intended end use of the site as a climbing centre and the accessible location of the site it is considered that the trips generated would be much lower than the trips presented above. In light of these factors, it is considered that the proposed change of use application would not result in a severe impact on the local highway network.

6.4 Summary

6.4.1 Based on this review, it is considered that there would be an uplift in flows at the site due to the proposed change of use application during the evening and Saturday peak periods. Due to the operation of the site, there would be a reduction in trips during morning peak period. Although there would be an increase in flows it is considered to be a minor increase and does not represent a severe impact on the local road network.

7. Summary and conclusion

7.1 Summary

7.1.1 Hydrock have been instructed by The Climbing Depot to prepare a Transport Statement [TS] relating to a change of use application from B2 (General Industry) to Class E (d) (Indoor sport, recreation or fitness). with ancillary office.

7.1.2 The site has extant planning permission for B2 General Industry and is currently fit out as a warehouse / manufacturing facility with a GFA of 4,725sqm.

7.1.3 Following the change of use application, the unit will be used as a Climbing and Bouldering Centre. The application will include associated works to the internal and external structure of the unit, including the provision of car parking. There will be no increase in floor area as part of the proposed change of use of the unit.

7.1.4 The site is located off Southmoor Road, 3.6km to the north west of Wythenshawe civic centre and 12.3km to the south of Manchester City Centre.

7.1.5 The sustainability assessment shows that the site is accessible by public transport, and prospective staff and visitors to the site will have a very good range of public transport travel choices. As such the site complies with national and local policy.

7.1.6 In comparison to the extant use there would be an uplift in flows at the site during the evening and Saturday peak periods. Due to the operation of the site, there would be a reduction in trips during morning peak period. Although there would be an increase in flows it is considered to be a minor increase and does not represent a severe impact on the local road network.

7.2 Conclusion

7.2.1 Having undertaken a comprehensive analysis of the development site and after reviewing planning policies, it has been demonstrated by this TS that the proposed development accords with highway access, design recommendations and sustainable values and hence there is no basis for highway and transportation objections to the proposals.

Appendices

Appendix A Scoping Discussions with MCC

Hugo Tran

To: Tim Ashley
Subject: RE: [Hydrock: 30121-TMBI] Scoping Advice

From: Laura Wareing <Laura.Wareing@manchester.gov.uk>
Sent: 22 June 2023 14:29
To: Tim Ashley <TimAshley@hydrock.com>
Cc: Sam Denby <SamDenby@hydrock.com>
Subject: RE: [Hydrock: 30121-TMBI] Scoping Advice

CAUTION: This email originated from outside of Hydrock. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Tim,

I hope you are well. Thank you for your emailing and providing MCC the opportunity to review and comment on the Scoping Note. Please see Highways response below.

Context:

The proposals are for the change of use planning application from Class B2 (General Industry) to Class D2 (Assembly and Leisure - Other Leisure Facilities) to be occupied by a Climbing and Bouldering Centre and associated works including the provision of car parking.

Transport Note Scope:

Highways are satisfied with the proposed Transport Statement and Travel Plan approach.

Proposed Development:

The development proposals include the internal refurbishment and external alteration of the existing industrial unit to provide a climbing and bouldering centre. The proposals will include the provision of an ancillary shop, café and reception and external climbing wall. There is no anticipated change to the 4,725sqm GFA.

Trip Generation:

Highways would welcome a TRICS assessment as part of the Transport Note. The Scoping Note confirms that trip generation analysis will be undertaken for the extant and proposed use. This is acceptable to Highways.
A trip assessment has been undertaken as part of the Scoping Note. Table 2.1 and 2.2. provides the trip rate and vehicle numbers associated with the proposed D2 Leisure development in the network AM peak, network PM peak and Saturday Peak. These trip rates are acceptable to Highways.

Table 2.3 and 2.4 show the trip rates and vehicle numbers associated with the extant use in the network AM and PM peak. These trip rates are acceptable to Highways.

The Net Impact (Table 2.5) summarises that there will be a reduction of vehicles in the AM peak, increase in the PM peak and the weekend peak.

An operational capacity assessment is not deemed to be necessary for this development.

Site Accessibility:

The site benefits from good connectivity on the local bus network, tram stop and railway station which provides regular services across the area.

Vehicle Parking:

Details and justification of the proposed parking arrangements should be provided. MCC Core Strategy Parking Standards for D2 use are as follows:

- D2 (Other Leisure Facilities), Areas not within the City Centre of District Centre – 1 space per 22 sqm.
- Disabled parking (up to 200 in total) – 3 bays or 6% of the total capacity, whichever is greater.

The applicant should provide verification that the necessary vehicle manoeuvres can be undertaken at any proposed parking spaces.

Regarding the dimension of these 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.

It is requested that parking spaces have the provision for Electrical Vehicle charging points (minimum 7kW). There should also be a commitment to monitoring usage and increasing the provision when necessary.

Access:

Clear details of proposed vehicular access arrangements should be included in the Transport Assessment. An engineering drawing should be supplied showing the changes to the road network to fully understand the impact of the proposed development.

It should be ensured that the existing / proposed access meets design standards and can accommodate HGV movements where necessary. It is requested that dropped kerbs and tactile paving be installed on all access points as part of a S278 agreement.

The developer should also ensure that there are safe and accessible walking routes within the site that ensure pedestrians and vehicles are separated from one another. These footpaths should be a minimum of 2m.
Should the planning application be approved, the applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways. 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.

Swept path drawings should demonstrate that a large car can access, egress and manoeuvre from the site. Highways would not accept any vehicles reversing into/out of the development.

A review of Traffic Regulation Orders on the surrounding streets in the vicinity of the development is required to determine if any changes are required to ensure potential car parking from the development does not impact highway operation/safety.

Cycle Parking:

Secure and sheltered cycle parking should be made available for all uses at the site.

Cycle parking should also be provided for the use of the staff at all uses of the development. Visitor cycle parking should also be in place within the red-line boundary.

Justification of the proposed cycle numbers should be provided within the submitted Transport Assessment. MCC Core Strategy Parking Standards for D2 use are as follows:

- 1 per 140sqm minimum of 2 spaces.

Waste Collection:

Confirmation is sought as to whether the waste will be collected via the Council or a private contractor.

Details should be given on how each aspect of the development will be serviced and waste collected.
For the avoidance of doubt Highways can only support a waste strategy proposal if the proposed vehicle is 11.5m. Swept path analysis should demonstrate that the refuse vehicles can enter and exit the road in forward gear. The vehicle should be able to manoeuvre as such that vehicle wheels do not impinge onto the footway.

Manchester City Council GD04 guidance provides detail on the turning space required in a new development. The guidance states that sufficient room should be provided to ensure the vehicle can manoeuvre and load a vehicle to the following dimensions:

- Length – 11.5m (when loading – 13.1m)
- Width – 3m (when loading – 4.1m)
- Height – 4m, 6m including top loader arms
- Turning circle, between kerbs – 17.88m
- Turning circle, between walls – 19.39m

Servicing Management Plan:

Numbers of deliveries and location of delivery points should be provided within the information for large scale developments.

Swept path analysis should be requested for the largest expected service/delivery vehicle within the development boundary or on the adopted highway to check that the vehicle can manoeuvre safely.
Servicing should take place outside of peak hours/or critical times to reduce congestion on the highway network.

Travel Plan:

Highways welcomes the Framework Travel Plan and the proposed introduction of a Full Travel Plan and the commitment to the continued management of the Travel Plan.

Boundary Treatment:

It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

CMP:

A construction management plan is required prior to any demolition or construction works commencing on the site which may impact on highway operations. This plan should provide details of the proposed construction traffic routes to and from the site, the site compound details, the controls to ensure deliveries and loading do not block the highway, traffic estimates and the measures for on-site / off-site car parking. A planning condition setting out the requirement for a construction management plan is therefore recommended.

The applicant is advised that access arrangements and any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will require discussion and agreement with MCC Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).
A Dilapidation surveys is also requested and the applicant should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.
This is to protect MCC and the contractors to verify (prior to construction) the condition of the carriageway.

Please do not hesitate to contact me if you have any further queries. Many thanks,

Laura

Laura Wareing (BSc Hons, MSc)
Development Control Engineer
Highways Development Control
Neighbourhoods Directorate

Please Note my Working Hours: Mon - Fri 08:00 - 16:00

Web: http://www.manchester.gov.uk
POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA



_____

From: Tim Ashley <TimAshley@hydrock.com>
Sent: 20 June 2023 14:39
To: Rebecca Hesketh <Rebecca.Hesketh@manchester.gov.uk>
Cc: Sam Denby <SamDenby@hydrock.com>
Subject: [Hydrock: 30121-TMBI] Scoping Advice

> You don't often get email from timashley@hydrock.com. Learn why this is important

Hi Becky,

My name is Tim Ashley and I work for Hydrock. We are currently assisting on a change of use application at Southmoor Industrial Estate in Wythenshawe and I was just wondering if you would be able to provide us with some scoping advice for the scheme.

We have prepared the attached note which provides a summary of the development proposals, the trip generating potential of these proposals and our proposed methodology for the Transport Assessment. Would you be able to confirm if the attach scope is appropriate?

Please let me know if you have any questions regarding the scheme or the attached information.

Kind regards

Tim Ashley BA (Hons) MPlan MCIHT MTPS
Principal | Transportation
He/Him/His

***Make flexibility work**: Hydrock promotes flexible working; if you get an email from me outside normal hours it is because I am sending it at a time convenient to me. I do not expect you to read or reply until normal office hours.*

Climate adaptation, EV adoption, net zero data centres and more **– sign up to hear more from us**

Hydrock
Northern Assurance Buildings, 9-21 Princess St, Albert Square, Manchester M2 4DN
Tel: +44 (0)161 521 4866 Mob: 07918237298
Email: TimAshley@hydrock.com
Hydrock.com | Follow us on LinkedIn

Nine consecutive years in the '100 Best Large Companies to Work For' listing.

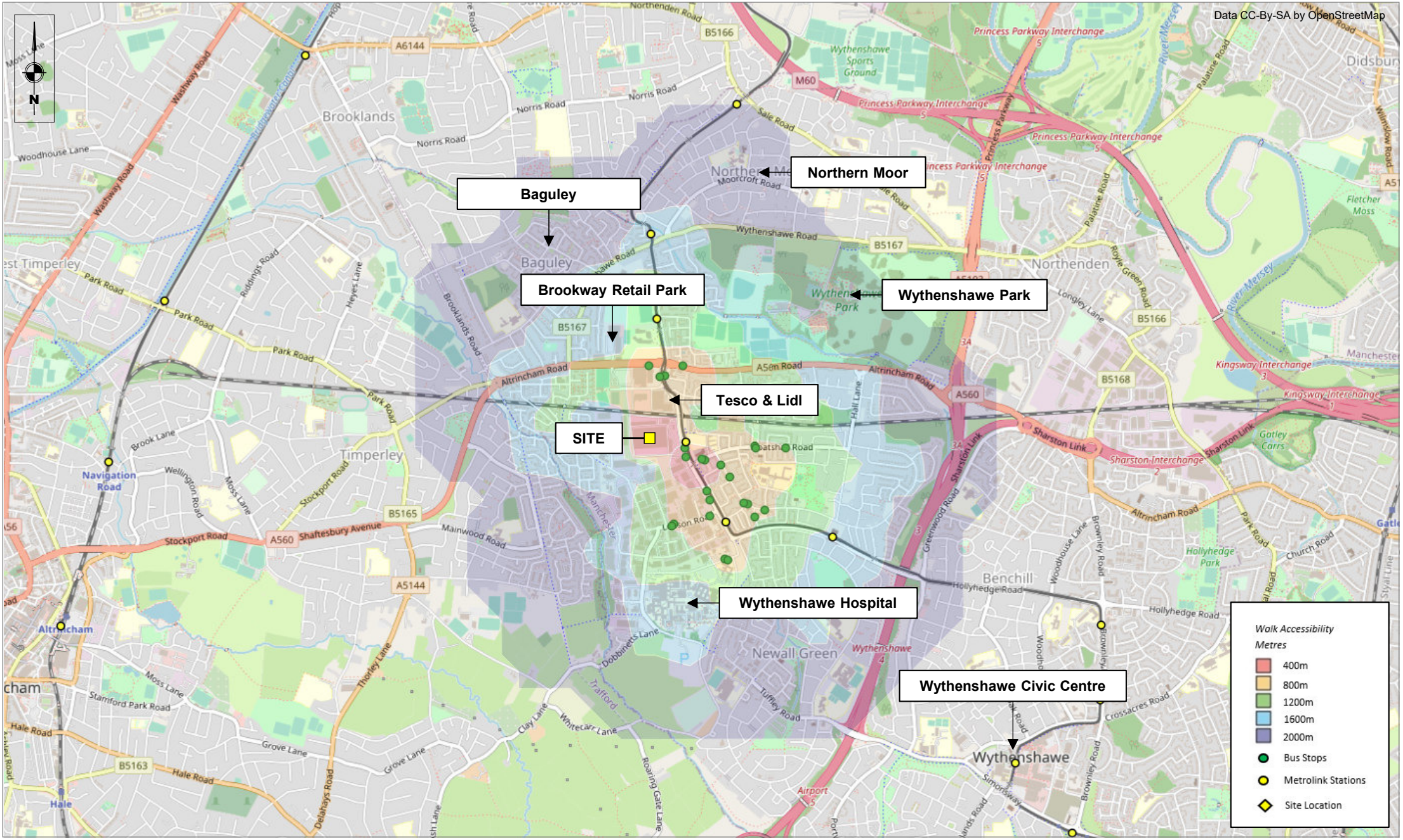
****
This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed.
If you have received this email in error, please notify the system manager.
The full text of the Council's email disclaimer is available at: www.manchester.gov.uk/emaildisclaimer.
Your personal data is very important to us. Please refer to our privacy notice at: www.manchester.gov.uk/privacy for further information.

This footnote also confirms that this email message has been swept for the presence of computer viruses.
****

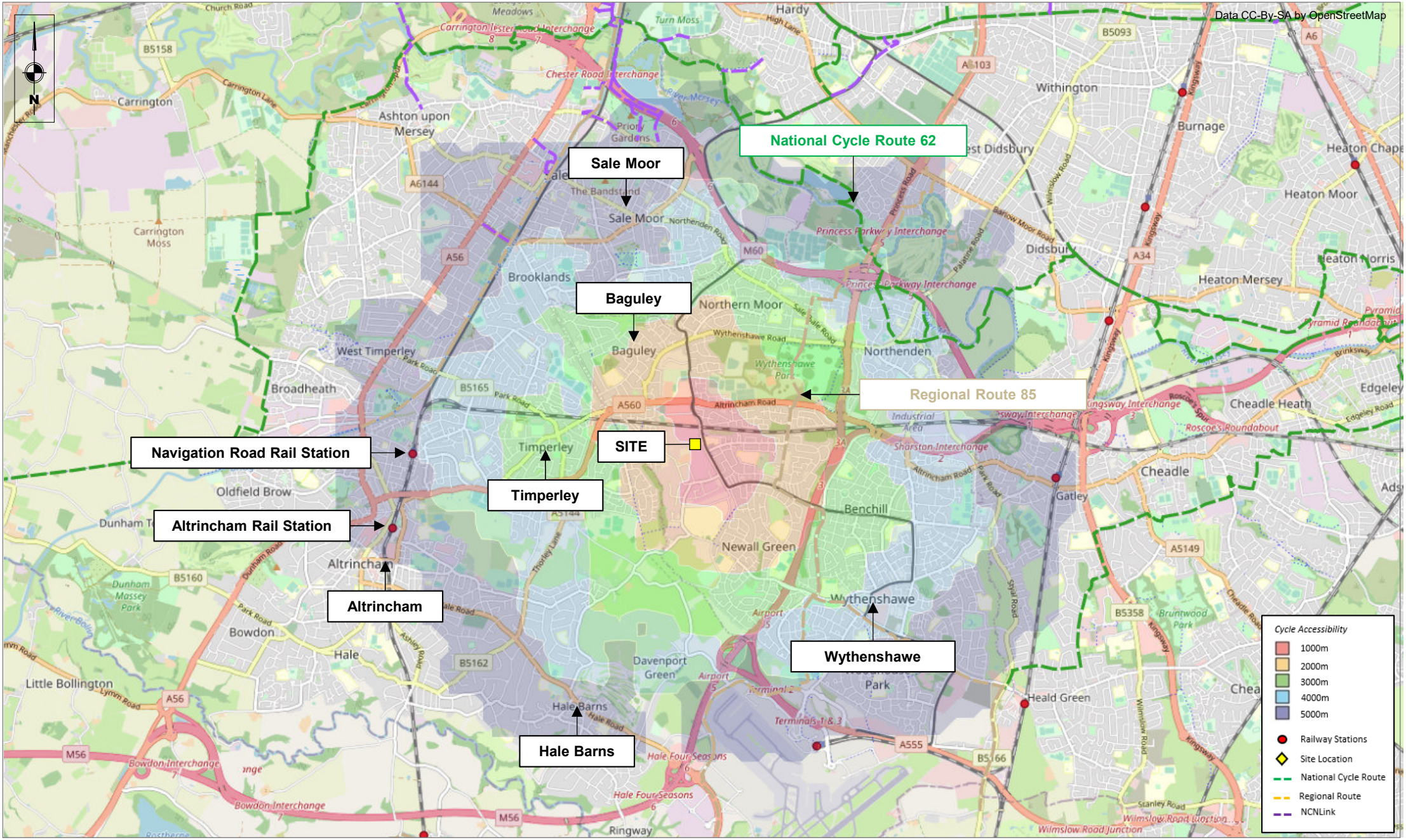
****
This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed.
If you have received this email in error, please notify the system manager.
The full text of the Council's email disclaimer is available at: www.manchester.gov.uk/emaildisclaimer.
Your personal data is very important to us. Please refer to our privacy notice at: www.manchester.gov.uk/privacy for further information.

This footnote also confirms that this email message has been swept for the presence of computer viruses.
****

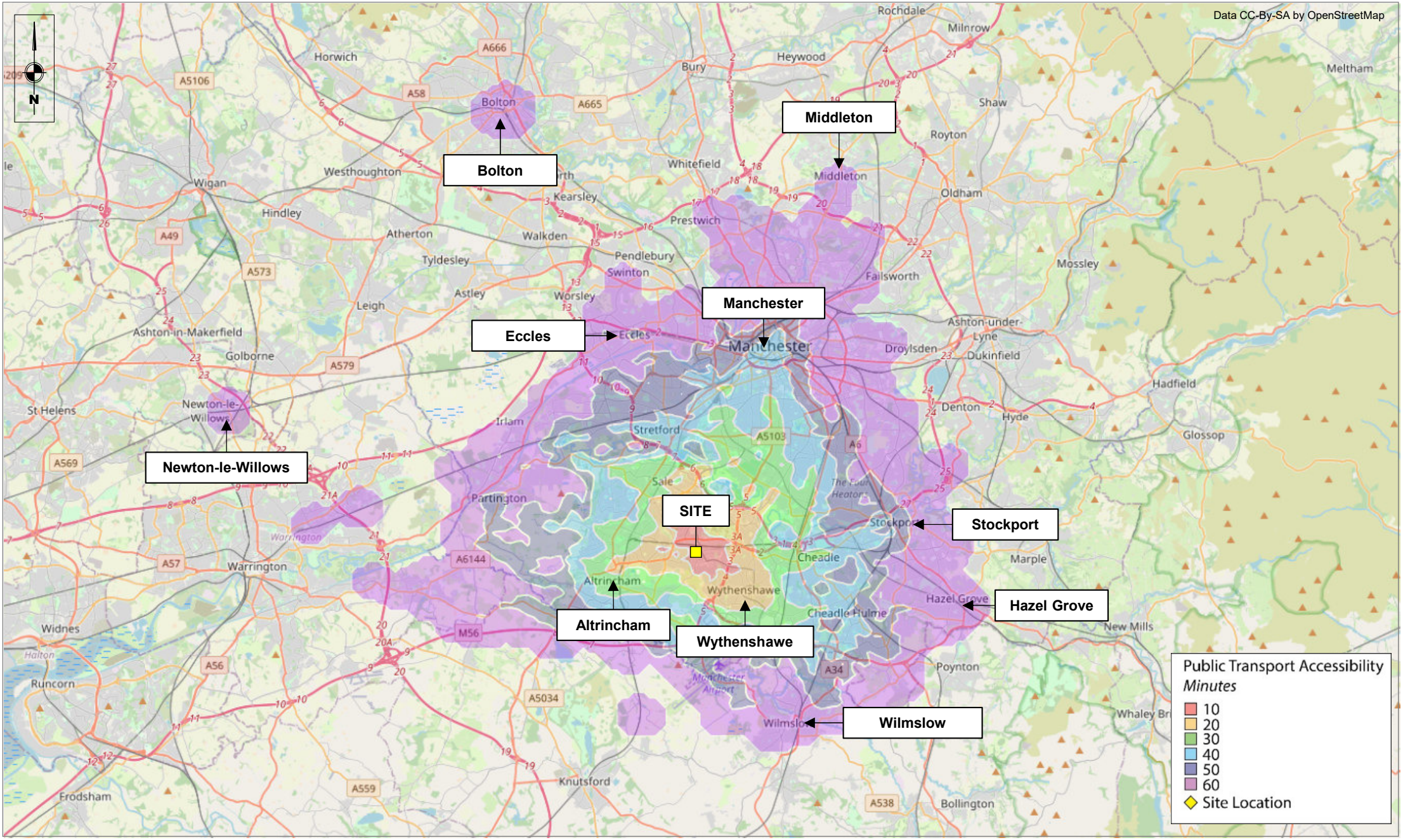
Appendix B Accessibility Figures



Hydrock	Project Title: Southmoor Industrial Estate – Climbing Depot	Drawing Title: Accessibility: 2km Walking Isochrone	Job Number: 30121	By: HT	Rev	Description	Date	By	Drawing No.: APPENDIX B
			Date: 15.06.23	Checked: TA	-	-	-	-	
			Scale: NTS	Status: -	-	-	-	-	Figure: 1
					-	-	-	-	
					-	-	-	-	

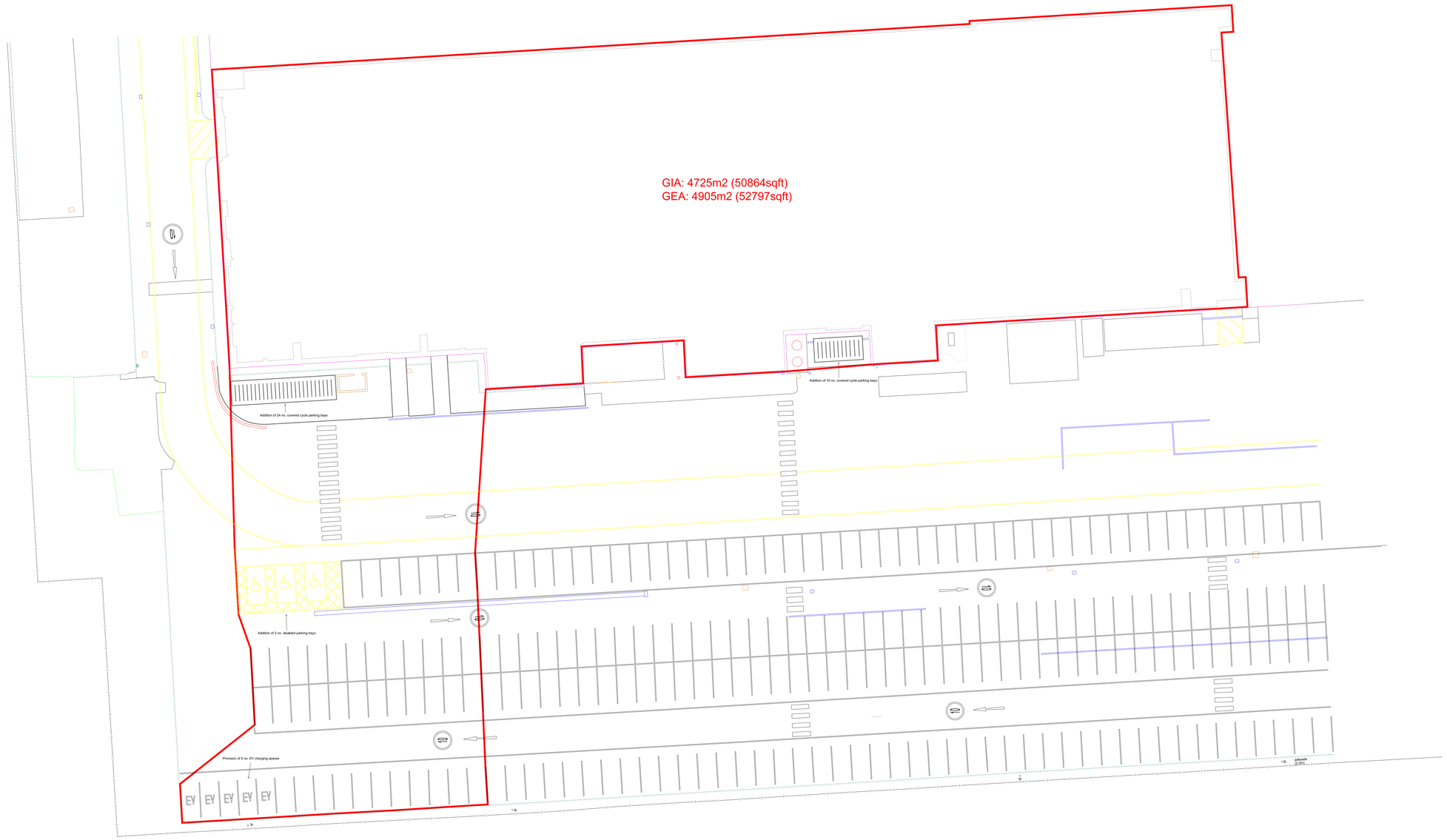


Hydrock	Project Title: Southmoor Industrial Estate – Climbing Depot	Drawing Title: Accessibility: 5km Cycling Isochrone	Job Number: 30121	By: HT	Rev	Description	Date	By	Drawing No.: APPENDIX B
			Date: 15.06.23	Checked: TA	-	-	-	-	
			Scale: NTS	Status: -	-	-	-	-	Figure: 2
					-	-	-	-	
					-	-	-	-	



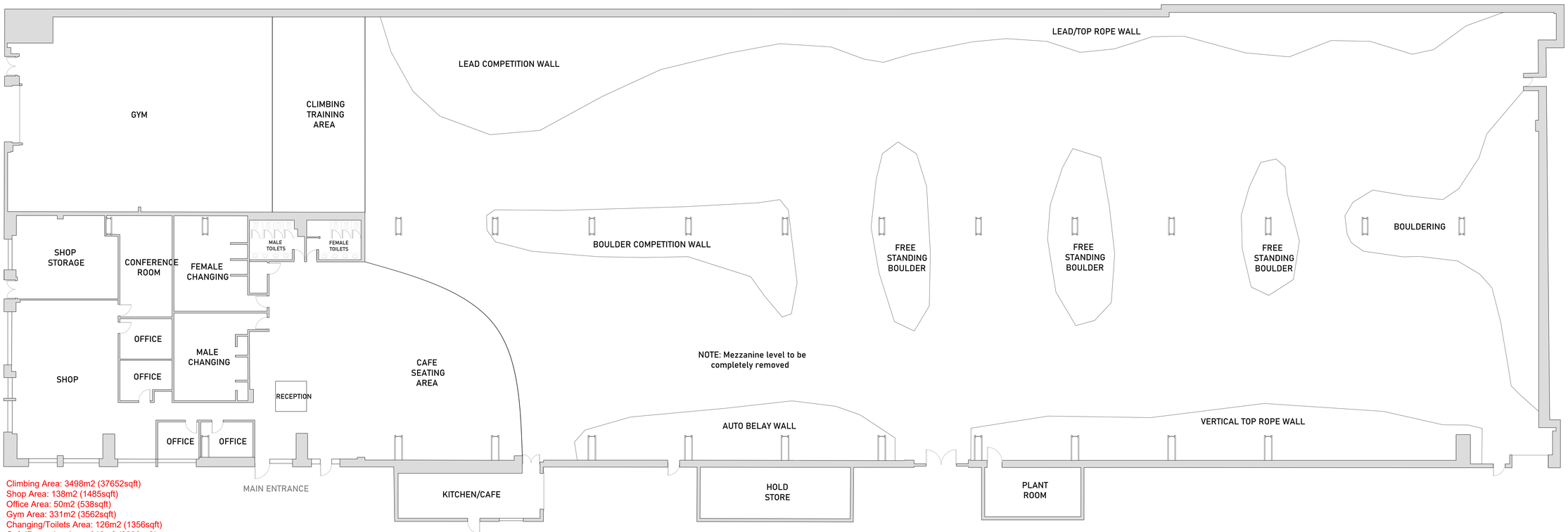
Hydrock	Project Title: Southmoor Industrial Estate – Climbing Depot	Drawing Title: Accessibility: 60min Public Transport	Job Number: 30121	By: HT	Rev	Description	Date	By	Drawing No.: APPENDIX B
			Date: 15.06.23	Checked: TA	-	-	-	-	
			Scale: NTS	Status: -	-	-	-	-	Figure: 3
					-	-	-	-	
					-	-	-	-	

Appendix C Proposed Site Layout and Car Park Arrangement



PROJECT NAME:	Southmoor Industrial Estate				
CLIENT:	The Climbing Depot				
DRAWING TITLE:	LMS0033_TCD_PSP_01E	Proposed Site Plan			
SCALE:	1:200 (A0)	DRAWN BY:	PS		
REVISION:	E	SHEET:	01	DATE:	01/08/2023
NOTES:	Drawing surveyed to local grid based on OSTN/OSGM15.				

LMS Geomatics & Engineering Ltd. 6 - 21 Highbank Street, Paisley, LS28 5JH. Nr 419614892



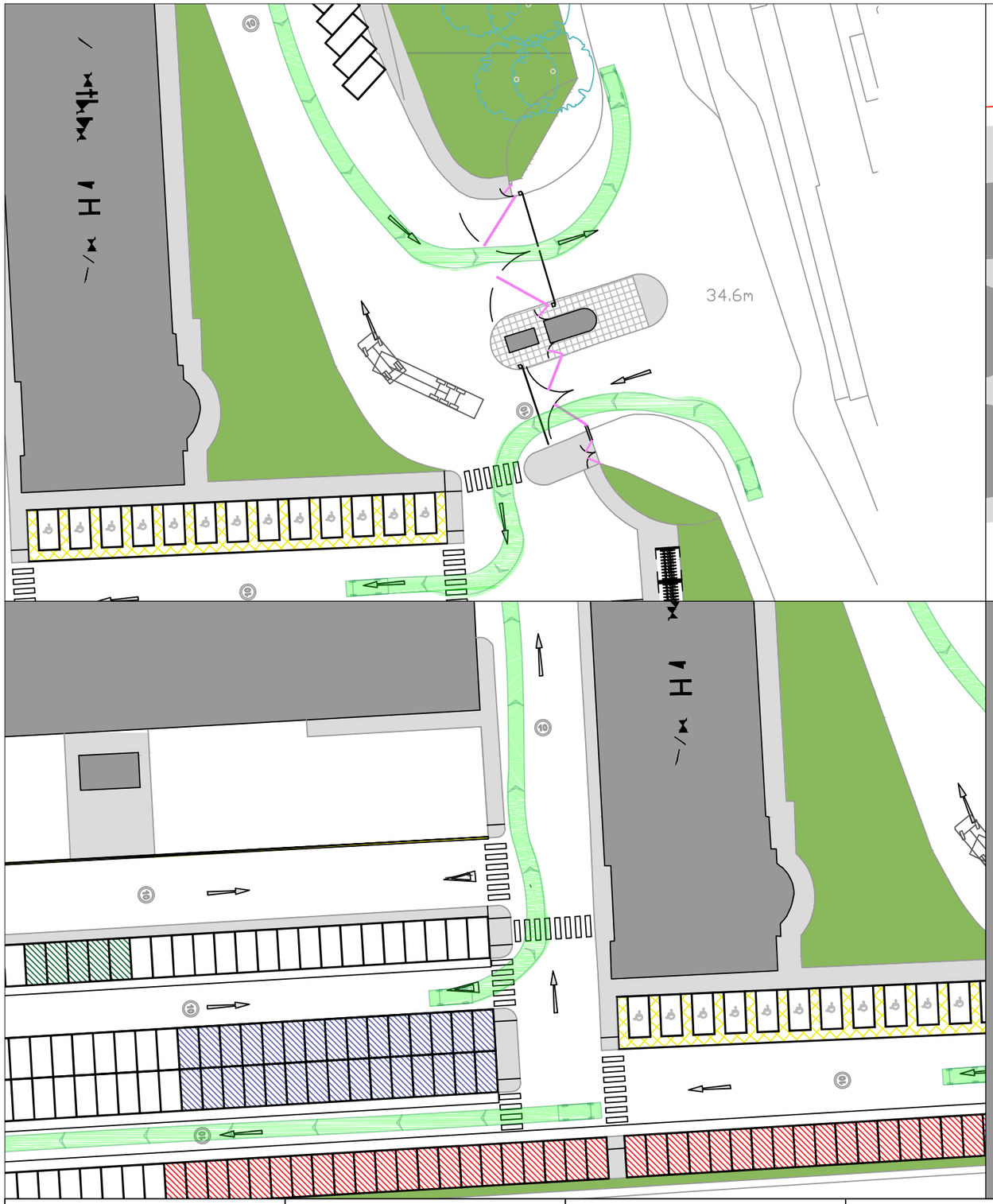
Climbing Area: 3498m2 (37652sqft)
Shop Area: 138m2 (1485sqft)
Office Area: 50m2 (538sqft)
Gym Area: 331m2 (3562sqft)
Changing/Toilets Area: 126m2 (1356sqft)
Cafe/Reception Area: 310m2 (3336sqft)
Storage/Miscellaneous Area: 272m2 (2927sqft)

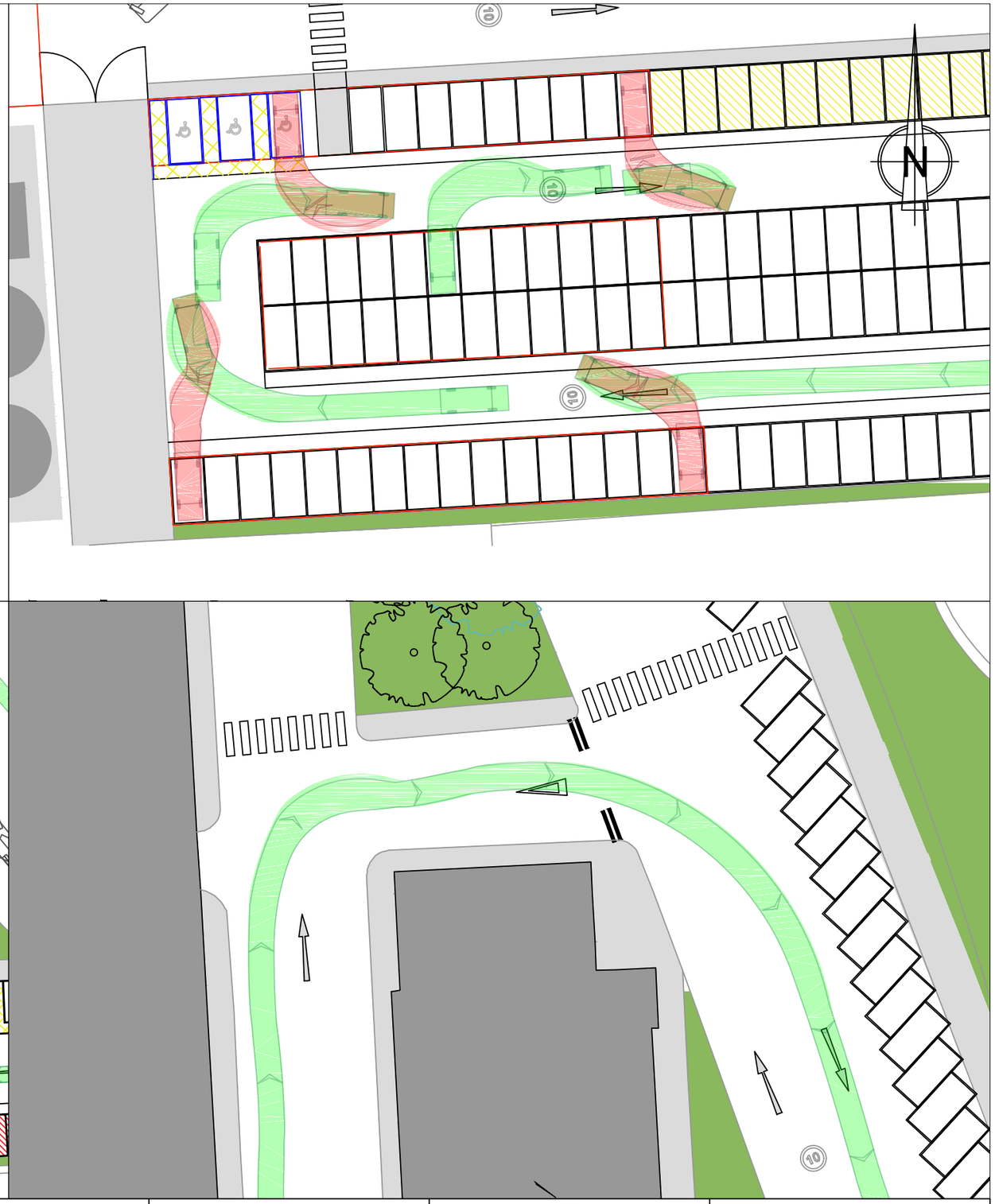
PROPOSED GROUND FLOOR PLAN

PROJECT NAME:	Southmoor Industrial Estate				
CLIENT:	The Climbing Depot				
DRAWING TITLE:	LMS0023_TCD_PFP_01E	Proposed Floor Plans			
SCALE:	1:125 (A0)		DRAWN BY:	PS	
REVISION:	E	SHEET:	01	DATE:	01/08/2023
NOTES:					

LMS Geomatics & Engineering Ltd. 6 31 Highbank Street, Paisley, LS29 5JH. Nº 07903449(R)

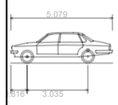
Appendix D Swept Path Analysis





KEY PLAN

- VEHICLE BODY IN FORWARD GEAR
- VEHICLE BODY IN REVERSE GEAR
- VEHICLE CHASSIS IN FORWARD GEAR
- VEHICLE CHASSIS IN REVERSE GEAR



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

NOTES *(CONTINUED)*

1) THIS DRAWING IS FOR DISCUSSION PURPOSES ONLY AND NOT FOR CONSTRUCTION
2) THE CONTENT OF THIS DRAWING WILL REQUIRE FURTHER WORK SUCH AS A ROAD SAFETY AUDIT AND DETAILED DESIGN
3) THIS DRAWING IS BASED ON 3RD PARTY SURVEY INFORMATION

REVISIONS *(CONTINUED)*

REVISIONS

REV	REVNOTES	DRAWNBY	DATE-D	CHKBY	DATE-C	APPBY	DATE-A
P01.01	FIRST ISSUE	HT	29.06.2023	TA	29.06.2023	SD	29.06.2023

Hydrock

CLIENT: THE CLIMBING DEPOT

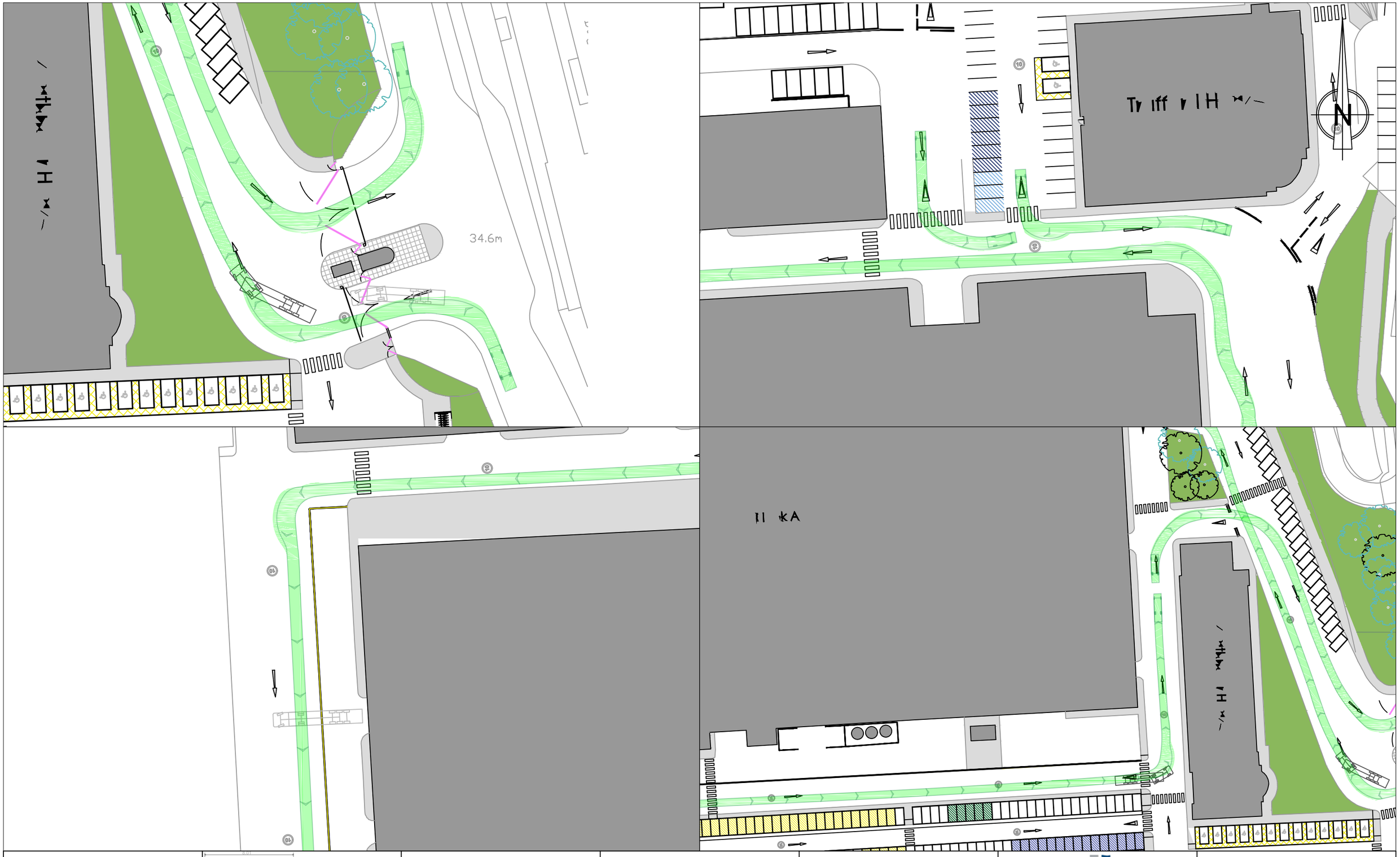
PROJECT: SOUTHMOOR INDUSTRIAL ESTATE

TITLE: SWEPT PATH ANALYSIS - INTERNAL CAR PARKING ARRANGEMENT - LARGE CAR

HYDROCK PROJECT NO.	SCALE @ A3
30121-TMBI	NTS

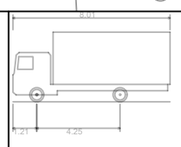
STATUS DESCRIPTION	STATUS
INITIAL STATUS	S0

DRAWING NO.	REVISION
30121-HYD-XX-XX-DR-TP-0001	P01.01



KEY PLAN

- VEHICLE BODY IN FORWARD GEAR
- VEHICLE BODY IN REVERSE GEAR
- VEHICLE CHASSIS IN FORWARD GEAR
- VEHICLE CHASSIS IN REVERSE GEAR



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

NOTES *(CONTINUED)*

1) THIS DRAWING IS FOR DISCUSSION PURPOSES ONLY AND NOT FOR CONSTRUCTION
2) THE CONTENT OF THIS DRAWING WILL REQUIRE FURTHER WORK SUCH AS A ROAD SAFETY AUDIT AND DETAILED DESIGN.
3) THIS DRAWING IS BASED ON 3RD PARTY SURVEY INFORMATION

REVISIONS *(CONTINUED)*

REVISIONS

REV	REVNOTES	DRAWNBY	DATE-D	CHKBY	DATE-C	APPBY	DATE-A
P01.01	FIRST ISSUE	HT	29.06.2023	TA	29.06.2023	SD	29.06.2023

Hydrock

CLIENT: THE CLIMBING DEPOT

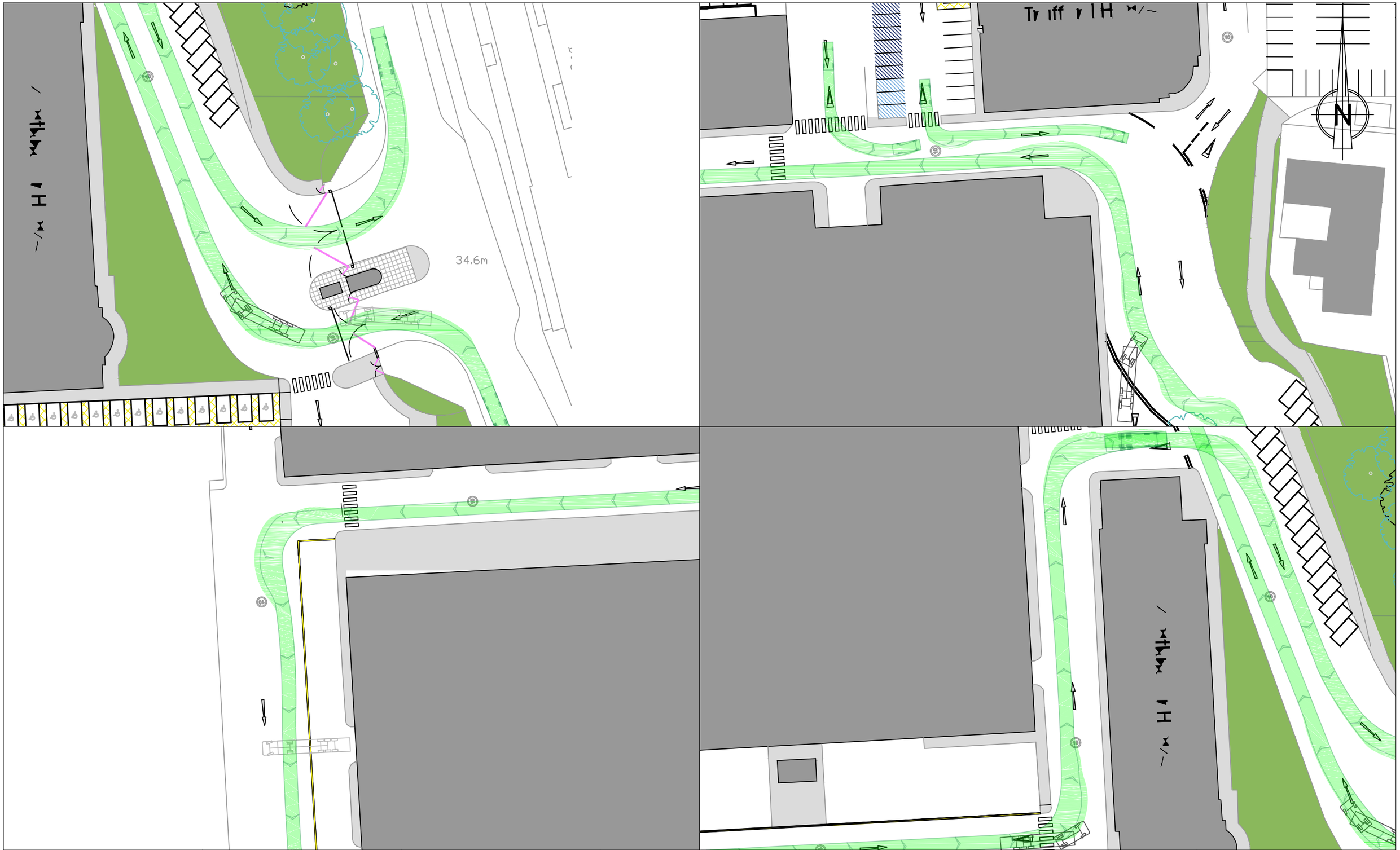
PROJECT: SOUTHMOOR INDUSTRIAL ESTATE

TITLE: SWEPT PATH ANALYSIS - INTERNAL CAR PARKING ARRANGEMENT - 7.5T BOX VAN

HYDROCK PROJECT NO.	SCALE @ A3
30121-TMBI	NTS

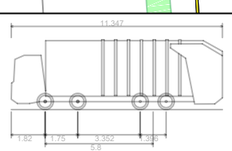
STATUS DESCRIPTION	STATUS
INITIAL STATUS	S0

DRAWING NO.	REVISION
30121-HYD-XX-XX-DR-TP-0002	P01.01



KEY PLAN

- VEHICLE BODY IN FORWARD GEAR
- VEHICLE BODY IN REVERSE GEAR
- VEHICLE CHASSIS IN FORWARD GEAR
- VEHICLE CHASSIS IN REVERSE GEAR



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

NOTES *(CONTINUED)*

1) THIS DRAWING IS FOR DISCUSSION PURPOSES ONLY AND NOT FOR CONSTRUCTION
2) THE CONTENT OF THIS DRAWING WILL REQUIRE FURTHER WORK SUCH AS A ROAD SAFETY AUDIT AND DETAILED DESIGN
3) THIS DRAWING IS BASED ON 3RD PARTY SURVEY INFORMATION

REVISIONS *(CONTINUED)*

REVISIONS

REV	REVNOTES	DRAWNBY	DATE-D	CHKBY	DATE-C	APPBY	DATE-A
P01.01	FIRST ISSUE	HT	29.06.2023	TA	29.06.2023	SD	29.06.2023

Hydrock

CLIENT
THE CLIMBING DEPOT

PROJECT
SOUTHMOOR INDUSTRIAL ESTATE

TITLE
SWEPT PATH ANALYSIS - INTERNAL CAR PARKING ARRANGEMENT - LARGE 4AXLE REFUSE VEHICLE

HYDROCK PROJECT NO.	30121-TMBI
SCALE @ A3	NTS
STATUS DESCRIPTION	INITIAL STATUS
STATUS	S0
DRAWING NO.	30121-HYD-XX-XX-DR-TP-0003
REVISION	P01.01

Appendix E TRICS Outputs

Calculation Reference: AUDIT-540501-230620-0630

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
	SM	SOMERSET	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	EC	CHESHIRE EAST	1 days
10	WALES		
	CF	CARDIFF	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: 2300 to 14125 (units: sqm)
Range Selected by User: 2000 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 14/09/22

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

Selected survey days:

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

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

Selected survey types:

Manual count	9 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)	6
Edge of Town	3

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	7
Development Zone	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	9 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	2 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	5 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
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	3 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	3 days
1.1 to 1.5	6 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	9 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	9 days

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

LIST OF SITES relevant to selection parameters

1 CF-02-C-02 BAKERY CARDIFF
MAES-Y-COED ROAD
CARDIFF

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 14125 sqm
Survey date: THURSDAY 06/10/16 Survey Type: MANUAL

2 DV-02-C-02 ENERGY RECOVERY FACILITY DEVON
GRACE ROAD SOUTH
EXETER
MARSH BARTON TRAD. EST.
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 3513 sqm
Survey date: THURSDAY 06/07/17 Survey Type: MANUAL

3 DY-02-C-01 ENGINEERED PRODUCTS DERBY
PONTEFRACT STREET
DERBY

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 2600 sqm
Survey date: THURSDAY 25/06/15 Survey Type: MANUAL

4 EC-02-C-01 OFFICE FURNITURE CHESHIRE EAST
BRUNEL ROAD
MACCLESFIELD
LYME GREEN BUS. PARK
Edge of Town
Development Zone
Total Gross floor area: 6658 sqm
Survey date: MONDAY 19/09/16 Survey Type: MANUAL

5 HC-02-C-01 ENGINEERING COMPANY HAMPSHIRE
JAYS CLOSE
BASINGSTOKE

Edge of Town
Industrial Zone
Total Gross floor area: 3000 sqm
Survey date: THURSDAY 16/06/16 Survey Type: MANUAL

6 SM-02-C-01 WET BLASTING EQUIPMENT SOMERSET
ROBINS DRIVE
BRIDGWATER

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 2300 sqm
Survey date: WEDNESDAY 14/09/22 Survey Type: MANUAL

7 WK-02-C-01 MACHINE ENGINEERING WARWICKSHIRE
CASTLE MOUND WAY
RUGBY

Edge of Town
Industrial Zone
Total Gross floor area: 9216 sqm
Survey date: WEDNESDAY 10/11/21 Survey Type: MANUAL

8 WM-02-C-04 FOUNDRY WEST MIDLANDS
STOURVALE ROAD
STOURBRIDGE
LYE
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 4324 sqm
Survey date: TUESDAY 21/11/17 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 WY-02-C-02 FLUID SYSTEMS WEST YORKSHIRE
BROWN LANE WEST
LEEDS
HOLBECK
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 13350 sqm
Survey date: MONDAY 19/10/15 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.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
EC-02-C-02	07/05/21	Covid-19

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	1	9216	0.011	1	9216	0.000	1	9216	0.011
05:30 - 06:00	1	9216	0.087	1	9216	0.000	1	9216	0.087
06:00 - 06:30	2	11283	0.124	2	11283	0.000	2	11283	0.124
06:30 - 07:00	2	11283	0.151	2	11283	0.000	2	11283	0.151
07:00 - 07:30	9	6565	0.173	9	6565	0.020	9	6565	0.193
07:30 - 08:00	9	6565	0.140	9	6565	0.020	9	6565	0.160
08:00 - 08:30	9	6565	0.195	9	6565	0.014	9	6565	0.209
08:30 - 09:00	9	6565	0.130	9	6565	0.015	9	6565	0.145
09:00 - 09:30	9	6565	0.100	9	6565	0.027	9	6565	0.127
09:30 - 10:00	9	6565	0.066	9	6565	0.059	9	6565	0.125
10:00 - 10:30	9	6565	0.051	9	6565	0.032	9	6565	0.083
10:30 - 11:00	9	6565	0.081	9	6565	0.049	9	6565	0.130
11:00 - 11:30	9	6565	0.046	9	6565	0.064	9	6565	0.110
11:30 - 12:00	9	6565	0.036	9	6565	0.041	9	6565	0.077
12:00 - 12:30	9	6565	0.064	9	6565	0.074	9	6565	0.138
12:30 - 13:00	9	6565	0.066	9	6565	0.090	9	6565	0.156
13:00 - 13:30	9	6565	0.071	9	6565	0.081	9	6565	0.152
13:30 - 14:00	9	6565	0.039	9	6565	0.051	9	6565	0.090
14:00 - 14:30	9	6565	0.047	9	6565	0.051	9	6565	0.098
14:30 - 15:00	9	6565	0.027	9	6565	0.044	9	6565	0.071
15:00 - 15:30	9	6565	0.032	9	6565	0.096	9	6565	0.128
15:30 - 16:00	9	6565	0.034	9	6565	0.078	9	6565	0.112
16:00 - 16:30	9	6565	0.029	9	6565	0.225	9	6565	0.254
16:30 - 17:00	9	6565	0.005	9	6565	0.118	9	6565	0.123
17:00 - 17:30	9	6565	0.032	9	6565	0.147	9	6565	0.179
17:30 - 18:00	9	6565	0.041	9	6565	0.068	9	6565	0.109
18:00 - 18:30	9	6565	0.020	9	6565	0.056	9	6565	0.076
18:30 - 19:00	9	6565	0.007	9	6565	0.020	9	6565	0.027
19:00 - 19:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
19:30 - 20:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
20:00 - 20:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
20:30 - 21:00	1	9216	0.000	1	9216	0.000	1	9216	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:			1.905			1.540			3.445

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	2300 - 14125 (units: sqm)
Survey date date range:	01/01/15 - 14/09/22
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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	1	9216	0.000	1	9216	0.000	1	9216	0.000
05:30 - 06:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:00 - 06:30	2	11283	0.000	2	11283	0.000	2	11283	0.000
06:30 - 07:00	2	11283	0.000	2	11283	0.000	2	11283	0.000
07:00 - 07:30	9	6565	0.014	9	6565	0.005	9	6565	0.019
07:30 - 08:00	9	6565	0.008	9	6565	0.010	9	6565	0.018
08:00 - 08:30	9	6565	0.008	9	6565	0.007	9	6565	0.015
08:30 - 09:00	9	6565	0.017	9	6565	0.008	9	6565	0.025
09:00 - 09:30	9	6565	0.022	9	6565	0.010	9	6565	0.032
09:30 - 10:00	9	6565	0.030	9	6565	0.017	9	6565	0.047
10:00 - 10:30	9	6565	0.019	9	6565	0.005	9	6565	0.024
10:30 - 11:00	9	6565	0.030	9	6565	0.008	9	6565	0.038
11:00 - 11:30	9	6565	0.010	9	6565	0.010	9	6565	0.020
11:30 - 12:00	9	6565	0.015	9	6565	0.014	9	6565	0.029
12:00 - 12:30	9	6565	0.027	9	6565	0.022	9	6565	0.049
12:30 - 13:00	9	6565	0.010	9	6565	0.015	9	6565	0.025
13:00 - 13:30	9	6565	0.017	9	6565	0.010	9	6565	0.027
13:30 - 14:00	9	6565	0.008	9	6565	0.007	9	6565	0.015
14:00 - 14:30	9	6565	0.008	9	6565	0.005	9	6565	0.013
14:30 - 15:00	9	6565	0.007	9	6565	0.010	9	6565	0.017
15:00 - 15:30	9	6565	0.007	9	6565	0.010	9	6565	0.017
15:30 - 16:00	9	6565	0.010	9	6565	0.005	9	6565	0.015
16:00 - 16:30	9	6565	0.010	9	6565	0.010	9	6565	0.020
16:30 - 17:00	9	6565	0.000	9	6565	0.005	9	6565	0.005
17:00 - 17:30	9	6565	0.000	9	6565	0.000	9	6565	0.000
17:30 - 18:00	9	6565	0.002	9	6565	0.000	9	6565	0.002
18:00 - 18:30	9	6565	0.000	9	6565	0.000	9	6565	0.000
18:30 - 19:00	9	6565	0.000	9	6565	0.000	9	6565	0.000
19:00 - 19:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
19:30 - 20:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
20:00 - 20:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
20:30 - 21:00	1	9216	0.000	1	9216	0.000	1	9216	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:			0.279			0.193			0.472

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	1	9216	0.011	1	9216	0.000	1	9216	0.011
05:30 - 06:00	1	9216	0.076	1	9216	0.000	1	9216	0.076
06:00 - 06:30	2	11283	0.093	2	11283	0.000	2	11283	0.093
06:30 - 07:00	2	11283	0.129	2	11283	0.000	2	11283	0.129
07:00 - 07:30	9	6565	0.140	9	6565	0.010	9	6565	0.150
07:30 - 08:00	9	6565	0.124	9	6565	0.007	9	6565	0.131
08:00 - 08:30	9	6565	0.174	9	6565	0.005	9	6565	0.179
08:30 - 09:00	9	6565	0.100	9	6565	0.003	9	6565	0.103
09:00 - 09:30	9	6565	0.063	9	6565	0.012	9	6565	0.075
09:30 - 10:00	9	6565	0.027	9	6565	0.027	9	6565	0.054
10:00 - 10:30	9	6565	0.019	9	6565	0.015	9	6565	0.034
10:30 - 11:00	9	6565	0.019	9	6565	0.015	9	6565	0.034
11:00 - 11:30	9	6565	0.015	9	6565	0.034	9	6565	0.049
11:30 - 12:00	9	6565	0.012	9	6565	0.017	9	6565	0.029
12:00 - 12:30	9	6565	0.025	9	6565	0.041	9	6565	0.066
12:30 - 13:00	9	6565	0.037	9	6565	0.058	9	6565	0.095
13:00 - 13:30	9	6565	0.042	9	6565	0.056	9	6565	0.098
13:30 - 14:00	9	6565	0.025	9	6565	0.036	9	6565	0.061
14:00 - 14:30	9	6565	0.022	9	6565	0.030	9	6565	0.052
14:30 - 15:00	9	6565	0.008	9	6565	0.022	9	6565	0.030
15:00 - 15:30	9	6565	0.014	9	6565	0.058	9	6565	0.072
15:30 - 16:00	9	6565	0.008	9	6565	0.058	9	6565	0.066
16:00 - 16:30	9	6565	0.014	9	6565	0.181	9	6565	0.195
16:30 - 17:00	9	6565	0.003	9	6565	0.107	9	6565	0.110
17:00 - 17:30	9	6565	0.030	9	6565	0.137	9	6565	0.167
17:30 - 18:00	9	6565	0.037	9	6565	0.066	9	6565	0.103
18:00 - 18:30	9	6565	0.020	9	6565	0.056	9	6565	0.076
18:30 - 19:00	9	6565	0.005	9	6565	0.019	9	6565	0.024
19:00 - 19:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
19:30 - 20:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
20:00 - 20:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
20:30 - 21:00	1	9216	0.000	1	9216	0.000	1	9216	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:			1.292			1.070			2.362

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.

Calculation Reference: AUDIT-540501-230620-0651

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : U - PLAY CENTRE
TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS		
	LR	LEICESTER	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	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: 725 to 2000 (units: sqm)
Range Selected by User: 566 to 12000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 17/09/22

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:

Tuesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	3 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)	2
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	1
Residential Zone	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:
E(d) 3 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®.

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
50,001 to 100,000 1 days

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

Population within 5 miles:
125,001 to 250,000 1 days
250,001 to 500,000 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 2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:
No 3 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 3 days

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

LIST OF SITES relevant to selection parameters

1	LC-07-U-01	PLAY CENTRE		LANCASHIRE
	SCHOOL LANE			
	NEAR PRESTON			
	BAMBER BRIDGE			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:		2000 sqm	
	Survey date: FRIDAY		22/06/07	Survey Type: MANUAL
2	LR-07-U-01	PLAY CENTRE		LEICESTER
	EVINGTON VALLEY ROAD			
	LEICESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		725 sqm	
	Survey date: TUESDAY		04/11/14	Survey Type: MANUAL
3	WM-07-U-01	PLAY CENTRE		WEST MIDLANDS
	BRISTOL ROAD SOUTH			
	BIRMINGHAM			
	NORTHFIELD			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:		1200 sqm	
	Survey date: FRIDAY		14/09/07	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 07 - LEISURE/U - PLAY CENTRE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1600	0.000	2	1600	0.000	2	1600	0.000
08:00 - 09:00	2	1600	0.031	2	1600	0.000	2	1600	0.031
09:00 - 10:00	3	1308	0.459	3	1308	0.153	3	1308	0.612
10:00 - 11:00	3	1308	1.248	3	1308	0.357	3	1308	1.605
11:00 - 12:00	3	1308	0.688	3	1308	0.739	3	1308	1.427
12:00 - 13:00	3	1308	0.408	3	1308	0.662	3	1308	1.070
13:00 - 14:00	3	1308	0.662	3	1308	1.045	3	1308	1.707
14:00 - 15:00	3	1308	0.586	3	1308	0.611	3	1308	1.197
15:00 - 16:00	3	1308	0.611	3	1308	0.535	3	1308	1.146
16:00 - 17:00	3	1308	0.815	3	1308	0.866	3	1308	1.681
17:00 - 18:00	3	1308	0.280	3	1308	0.357	3	1308	0.637
18:00 - 19:00	3	1308	0.025	3	1308	0.459	3	1308	0.484
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.813			5.784			11.597

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	725 - 2000 (units: sqm)
Survey date date range:	01/01/07 - 17/09/22
Number of weekdays (Monday-Friday):	3
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 07 - LEISURE/U - PLAY CENTRE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1600	0.000	2	1600	0.000	2	1600	0.000
08:00 - 09:00	2	1600	0.000	2	1600	0.000	2	1600	0.000
09:00 - 10:00	3	1308	0.000	3	1308	0.000	3	1308	0.000
10:00 - 11:00	3	1308	0.025	3	1308	0.025	3	1308	0.050
11:00 - 12:00	3	1308	0.000	3	1308	0.000	3	1308	0.000
12:00 - 13:00	3	1308	0.000	3	1308	0.000	3	1308	0.000
13:00 - 14:00	3	1308	0.000	3	1308	0.000	3	1308	0.000
14:00 - 15:00	3	1308	0.000	3	1308	0.000	3	1308	0.000
15:00 - 16:00	3	1308	0.000	3	1308	0.000	3	1308	0.000
16:00 - 17:00	3	1308	0.000	3	1308	0.000	3	1308	0.000
17:00 - 18:00	3	1308	0.000	3	1308	0.000	3	1308	0.000
18:00 - 19:00	3	1308	0.000	3	1308	0.000	3	1308	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.025			0.050

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.

Calculation Reference: AUDIT-540501-230620-0647

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : U - PLAY CENTRE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	PB	PETERBOROUGH	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
	LR	LEICESTER	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	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: 650 to 12000 (units: sqm)
Range Selected by User: 566 to 12000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 17/09/22

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:

Saturday	2 days
Sunday	3 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	1
Development Zone	1
Residential 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	5 days - Selected

Secondary Filtering selection:

Use Class:

E(d)	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days

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

LIST OF SITES relevant to selection parameters

1	LN-07-U-01	PLAY CENTRE		LINCOLNSHIRE
	CROSS STREET			
	LINCOLN			
	CANWICK HILL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		850 sqm	
	Survey date: SATURDAY		07/10/17	Survey Type: MANUAL
2	LR-07-U-02	PLAY CENTRE		LEICESTER
	RAW DYKES ROAD			
	LEICESTER			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Gross floor area:		790 sqm	
	Survey date: SUNDAY		19/06/22	Survey Type: MANUAL
3	PB-07-U-01	PLAY CENTRE		PETERBOROUGH
	PADHOLME ROAD EAST			
	PETERBOROUGH			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:		1200 sqm	
	Survey date: SATURDAY		17/10/09	Survey Type: MANUAL
4	WO-07-U-01	PLAY CENTRE		WORCESTERSHIRE
	BROMYARD ROAD			
	WORCESTER			
	HENWICK			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Gross floor area:		12000 sqm	
	Survey date: SUNDAY		25/05/14	Survey Type: MANUAL
5	WS-07-U-01	PLAY CENTRE		WEST SUSSEX
	FARADAY ROAD			
	CRAWLEY			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:		650 sqm	
	Survey date: SUNDAY		08/05/22	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 07 - LEISURE/U - PLAY CENTRE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	12000	0.000	1	12000	0.000	1	12000	0.000
08:00 - 09:00	2	6325	0.016	2	6325	0.000	2	6325	0.016
09:00 - 10:00	5	3098	0.271	5	3098	0.013	5	3098	0.284
10:00 - 11:00	5	3098	0.484	5	3098	0.136	5	3098	0.620
11:00 - 12:00	5	3098	0.691	5	3098	0.394	5	3098	1.085
12:00 - 13:00	5	3098	0.562	5	3098	0.516	5	3098	1.078
13:00 - 14:00	5	3098	0.607	5	3098	0.516	5	3098	1.123
14:00 - 15:00	5	3098	0.536	5	3098	0.497	5	3098	1.033
15:00 - 16:00	5	3098	0.323	5	3098	0.678	5	3098	1.001
16:00 - 17:00	5	3098	0.329	5	3098	0.665	5	3098	0.994
17:00 - 18:00	5	3098	0.200	5	3098	0.297	5	3098	0.497
18:00 - 19:00	4	3573	0.049	4	3573	0.189	4	3573	0.238
19:00 - 20:00	2	750	0.000	2	750	0.200	2	750	0.200
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.068			4.101			8.169

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	650 - 12000 (units: sqm)
Survey date date range:	01/01/07 - 17/09/22
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	3
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.