Transport Assessment

Concord Logistics, Wythenshawe

December 2025

Prepared for:
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1 Introduction

1.1 Introduction

1.1.1 Stantec have been appointed by Karlin VMH Ltd, c/o Global Mutual to prepare this Transport Assessment (TA) in support of an application for Full Planning Permission for the re-development of Concord House, Threapwood Road, Wythenshawe.

1.1.2 This Transport Assessment (TA) has been prepared to support the application and has acknowledged relevant national and local policies. It provides an overview of the proposed development and planned improvements, summarised existing transport conditions, opportunities for sustainable travel and provides an assessment of the trip generation of the proposed development. It has been developed through pre application engagement with Manchester City Council (MCC) as the local highway authority.

1.2 Site Description

1.2.1 The Site comprises land and buildings at Concord House, within Concord Business Park accessed via Threapwood Road, in Wythenshawe, outlined in red on the submitted Site Location Plan included in **Appendix A** of this document. It measures approximately 3ha, has a predominantly flat topography and is irregular in shape.

1.2.2 Concord House is a large floorplate office building, surrounded by areas of car parking and significant areas of landscaping. Vehicular access to the Site is made from Threapwood Road, whilst pedestrian access can be made by the same route or directly from Simonsway.

1.2.3 The Site is not located within a Conservation Area, nor are there any statutorily or locally listed buildings either on-site or in the local area. The Site is in Flood Zone 1 and is at low risk of flooding, and there are no TPOs in place.

1.2.4 The Site is bound by the Metrolink and Simonsway, to the north, areas of woodland to the east and west, Longley Lane to the north and existing industrial buildings to the east. To the south-east lies the remaining areas of Concord Business Park, whilst to the south-west lies residential dwellings on Hatchett Road and Coxton Road, which are visually separate from the Site by virtue of existing trees and landscaping.

1.3 Background

1.3.1 As a result of social and economic changes brought about by the coronavirus pandemic, the office market in Manchester has contracted, as many tenants require less floorspace due to the rise in home working and online meeting platforms. That point is made clear by the fact that Virgin Media have served notice of their intention to vacate the site in March 2026.

1.3.2 As there is no demand for such a large amount of secondary office floorspace, there is a clear opportunity to redevelop the site and provide a modern, high quality industrial & logistics scheme which will ensure that the site remains in economically productive use and contributes positively to the social and economic development of Greater Manchester.

1.4 Development Proposals

1.4.1 The development proposals consist of:

Erection of two-storey Warehouse Units (Use Class B2/ B8/ E(g)(iii)), with ancillary offices and trade counters, along with all associated works including landscaping, car parking and alterations to access arrangements.

1.5 Pre Application Consultation

1.5.1 An initial pre-application meeting to discuss the principles of the development was undertaken with Council's planning officers, including Jennifer Connor (Planning Officer), and subsequently a further meeting was held with highway officers Rebecca Hesketh (Principal Highway Engineer) and Syed Rahi (Highways Engineer).

1.5.2 During initial discussions, planning officers confirmed that the principle of the proposed development in this location would likely be acceptable, subject to satisfying all of the relevant development management criteria.

1.5.3 A highways pre-application meeting was held on 5th November 2025 to discuss the proposals with MCC as the Local Highway Authority. This meeting provided an overview of the proposals including the amendments to the vehicle access on Threapwood Road and the approach to car parking and trip generation.

1.5.4 Following this a formal response was provided on Friday 14th November 2025. Further comments on the Transport Scoping Note were provided by Transport for Greater Manchester (TfGM) and Metrolink on the 19th November 2025. These responses have informed the preparation of this TA and are provided in **Appendix B**, however a summary of the comments and how/where they are addressed in the TA is set out below.

Comment	Where is it addressed?
A multi-modal trip generation assessment is required based on the worst-case B2/B8 development scenario. A comparison in PCU terms should be provided as part of the assessment Assessments will need to also consider the Holcroft Moss Joint Supplementary Planning Document (2025).	Section 5
A full review of the existing traffic condition surrounding the site should be undertaken as part of the TA. An accident analysis assessment has been undertaken covering a five-year period from 2019-2023. This will need to be updated to include 2024 accident data.	Section 3
Updated swept path assessment should be provided and include the carriageway centre line on Shadowmoss Road. Service yards swept path analysis assessment.	Appendix C
Swept path assessment illustrates two-way HGV movement and appears that vehicles will intersecting one another at the bend of Threapwood Road – This is an obvious safety issue. This implies that local widening works will be required in the vicinity of the bend to safely accommodate two-way HGV movement.	Appendix C
Pedestrian routes, dropped kerbs and tactile paving required	Appendix A
Further justification for the proposed parking levels is required with regard to the worst-case B2/B8 development scenario. A car swept-path assessments will be required for the car parking areas, particularly end-of-aisle bays.	Section 4 and Appendix C

1.6 Report Structure

1.6.1 The remainder of the report is as follows:

- **Section 2: Policy Context** – This section sets out the relevant local and national guidance relating to the site and development proposals.
- **Section 3: Existing Conditions** – This section details the current walking, cycling, public transport and highway conditions in close proximity to the site.
- **Section 4: Development Proposals** – This section includes the development proposals for the site.
- **Section 5: Trip Generation and Impact** – This section sets out the anticipated trip generation for the development proposals.
- **Section 6: Summary and Conclusions** – Provides a summary of and conclusion to the report.

2 Policy Context

2.1 Introduction

2.1.1 This section reviews the relevant national and local policy relating to transport. It examines how the proposed development complies with relevant policy.

2.2 National Policy

National Planning Policy Framework, 2025

2.2.1 The National Planning Policy Framework (NPPF) sets out the governments planning policies and how these should be applied. Minor revisions to the document were made in February 2025.

2.2.2 **Section 9** of the NPPF covers Promoting Sustainable Transport. The relevant paragraphs have been set out below.

2.2.3 **Paragraph 115: "***In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

a. sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b. safe and suitable access to the site can be achieved for all users;

c. the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 48; and

d. any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach".

2.2.4 **Paragraph 116:** ***"****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, following mitigation, would be severe, taking into account all reasonable future scenarios".*

2.2.5 **Paragraph 117:** ***"****Within this context, applications for development should:*

a. give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b. address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c. create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d. allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e. be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations".

2.2.6 The development proposals have been designed to ensure that the future site will be accessible via sustainable modes safely by all who will use it.

Planning Practice Guidance (PPG)

2.2.7 PPG provides advice on what to include within Transport Statements, Assessments and Travel Plans and when they are required.

2.2.8 The guidance states that *"Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements".*

2.2.9 It discusses in the PPG how Transport Statements can positively contribute to:

- *"encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads".*

2.2.10 The development proposals will reduce traffic generation and will be accessible via sustainable modes.

2.3 Local Policy

Manchester City Council's Core Strategy (Adopted July 2012)

2.3.1 This is a key document within the Local Development Framework and outlines the City Council's vision for Manchester in 2027.

2.3.2 The are six spatial objectives including transport (SO5). This spatial objective comprises of three policies (T1, T2 & T3) and the main aims for Transport are to:

"Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. Access to the facilities and opportunities of the Regional Centres and Manchester Airport, from residential areas will be particularly important…"

2.3.3 **Policy T1** concerns Sustainable Transport, which discusses the movement away from cars towards public transport and active travel. The council will support proposals that facilitate these greener modes of transport..

2.3.4 **Policy T2** addresses accessible areas of opportunity and need. It explains that *"The Council will actively manage the pattern of development to ensure that new development:*

- *Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections.*

- *Is easily accessible by walking, cycling and public transport…"*

- In regard to car parking outside of the city centre, "*all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy."*

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

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

2.3.5 **Policy T3** covers how the Council will support proposals that contribute to an economically and environmentally sustainable transport network.

2.3.6 The site is located provides new jobs near the airport, is accessible by sustainable transport, provides appropriate parking and has a travel plan provided alongside this TA and so complies with Policy T1, T2 and T3.

Places for Everyone (Greater Manchester Joint Development Plan)

2.3.7 Places for Everyone (PfE) is a strategic spatial plan involving nine of Greater Manchester's districts for new homes, jobs and sustainable growth. It was published by Greater Manchester Combined Authority (GMCA) and adopted in March 2024.

2.3.8 Objective 6 of Places for Everyone (Promoting sustainable movements) involves:

- *"Enhancing our existing transport network;*

- *Focusing new development within 800m of sustainable transport hubs;*

- *Ensuring new development is designed to encourage and enable active and sustainable travel;*

- *Expanding our transport network to facilitate new areas of sustainable and inclusive growth*

- *Capitalising on national and regional investment in transport infrastructure;*

- *Improving opportunities for sustainable freight;*

- *Ensuring new development provides opportunities for affordable, high quality digital infrastructure".*

2.3.9 As part of PfE's strategic priorities, one policy within this is 'A Sustainable and Integrated Transport Network' (JP-Strat14). This discusses how *"new development will have a significant role in delivering our future sustainable and integrated transport network in order to reduce car dependency and increase levels of walking, cycling and public transport".* This all links to the goal for reaching 50% of daily trips made by public transport, cycling and walking.

2.3.10 One of GMCA's priorities is to deliver highly connected places and within the plan this priority includes eight policies (JP-C1-8). Policy JP -C1 discusses how development should be located in places that are accessible using public transport or through walking/cycling.

2.3.11 Policy JP-C8 (Transport Requirements of New Development) states that new developments should *"be located and designed to enable and encourage walking, cycling and public transport use to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments".* This will be achieved in a number of ways. These include:

- Providing safe and convenient access point to the site;
- Utilising human scale highway design;
- Ensuring public transport stops are available nearby and are attractive to users, and if public transport options are not available, new services can be introduced;
- Parking should be unobtrusive and there must be an adequate provision of disabled bays. ULEV charging infrastructure and plentiful cycle parking should also be provided;
- Delivery and servicing plans may be required for certain developments.

2.3.12 The connections of the site and the pedestrian improvements from the development proposals align with this policy.

Greater Manchester Transport Strategy 2040

2.3.13 The Transport Strategy has been produced by Transport for Greater Manchester (TfGM) and outlines Greater Manchester's long term transport ambitions. They have a vision for *"world class connections that support long-term sustainable economic growth and access to opportunity for all".*

2.3.14 There are four key elements to the Transport Strategy:

- Supporting sustainable economic growth;
- Protecting our environment;
- Improving quality of life for all;
- Developing an innovative city-region.

2.3.15 It is discussed in the Transport Strategy that by 2040, the goal is for 50% of journeys to be made by public transport or active travel, up from 39% currently.

2.3.16 The development will increase the number of jobs in Greater Manchester while also being accessible by sustainable transport which ties in with this strategy.

Greater Manchester's Streets for All Design Guide

2.3.17 The Streets for All Design Guide sets out a sustainable and inclusive approach to designing highways and public realm. Pedestrians and cyclists are prioritised in this approach.

2.3.18 The strategy sets out a vision of and commitment where *'streets are welcoming, green and safe spaces for all people, enabling more travel by walking, cycling and using public transport while creating thriving places that support local communities and businesses*'.

2.3.19 The improvement of the pedestrian environment from the proposals align with this guide.

Our Manchester Strategy 2025-2035

2.3.20 The Our Manchester Strategy launched in 2016 and sets out the overarching priorities for Manchester over the next ten years.

2.3.21 In relation to transport Priority 11 is to:

'Have reliable transport that gets you where you want to go quickly, cheaply, safely and cleanly'

2.3.22 The existing transport links outlined in Section 3 would provide the future staff and visitors to the proposed development with this.

2.4 Summary

2.4.1 Overall, the site will provide jobs in Greater Manchester, that would be lost from the relocation of Virgin Media and is accessible by various modes of sustainable transport. The proposals are also improving the pedestrian environment local to the development and reducing the number of vehicles associated with the site. These all align with the policies outlined above.

3 Existing Conditions

3.1 Introduction

3.1.1 This section covers the existing conditions within the site and its vicinity, including a description of the local transport network and site accessibility.

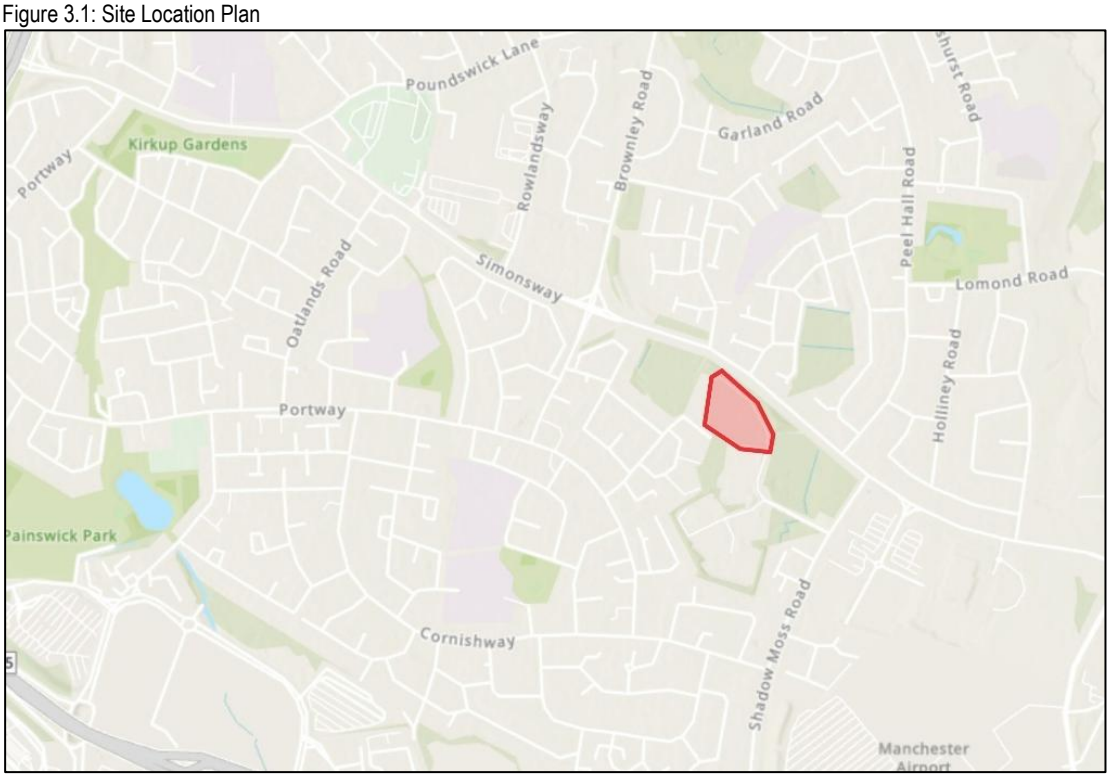
3.2 Existing Site

3.2.1 The Site comprises land and buildings at Concord House, within Concord Business Park, on Threapwood Road, in Wythenshawe, as illustrated in **Figure 3.1** below

3.2.2 Concord House is a large floorplate office building of 11,557sqm with 573 parking spaces, surrounded by areas of car parking and significant areas of landscaping. Vehicular access to the Site is made from Threapwood Road, whilst pedestrian access can be made by the same route or directly from Simonsway.

3.2.3 The Site is bound by the Metrolink and Simonsway, to the north, areas of woodland to the east and west, Longley Lane to the north and existing industrial buildings to the east. To the south-east lies the remaining areas of Concord Business Park, whilst to the south-west lies residential dwellings on Hatchett Road and Coxton Road, which are visually separate from the Site by virtue of existing trees and landscaping.

Figure 3.1: Site Location Plan



3.3 Pedestrian and Cycle Infrastructure

3.3.1 There are a number of pedestrian and cyclist routes that connect Concord House to the surrounding areas.

3.3.2 Threapwood Road has a footway circa 1.5m-2m wide along the southern side of the carriageway providing access for pedestrians. As this road is non-through and given the reduction in development trips, it is expected to be relatively quiet and suitable for cyclists.

There are also two other pedestrian/cycle routes that connect the Site to Simonsway, one of which connects the Site directly to Peel Hall tram stop.

3.3.3 On Simonsway, alongside the Site, is a pedestrian crossing across the tramway and carriagway, with a refuge island. The nearest signalised crossing is 250m away, adjacent to the tram stop.

3.3.4 Another footpath runs to the west of the Site connecting Simonsway to the surrounding housing estates south Wythenshawe.

3.3.5 The proposed site is located adjacent to National Cycle Network Route (NCN) 85 which runs east west along Simonsway. To the east, NCN 85 runs to the south towards Moss Nook and NCN 558 runs north towards Cheadle. To the west NCN 56 runs north towards West Didsbury and south past the airport towards Wilmslow.

3.3.6 There is a shared use footway/cycleway along Simonsway which provides cyclists with a segregated route away from vehicle traffic.

3.3.7 **Table 3.1** below outlines the cycle journey times to local destinations.

Table 3.1: Local Destinations

Destination	Distance	Journey Time (Pedal Cycle)
Heald Green Railway Station	1,200m	7 min
Manchester Airport	1,900m	11 min
Cheadle Hume	3,000m	17 min
Didsbury	4,700m	24 min
Stockport	6,200m	34 min

3.3.8 **Table 3.1** highlights the accessibility of the Site from several local destinations by pedal cycle. It is important to note that this does not consider electric bikes, only pedal cycles, so journey times may differ.

3.4 Local Amenities

3.4.1 There are a range of amenities located within walking and cycling distance of the Site. These include a range of retail, leisure and medical facilities. Local amenities are set out in **Table 3.2** below.

Table 3.2: Local Amenities

Amenity	Destination	Distance	Walking Time	Cycling Time
Retail	Wythenshawe Civic (Shopping Centre)	950m	13 min	4 min
	Asda	800m	11 min	3 min
	Londis	800m	11 min	3 min
	Premier	850m	12 min	3 min
Medical	Tregenna Group Practise	800m	11 min	3 min
	Peel Hall Medical Practise	950m	14 min	4 min
	ASDA Pharmacy	800m	11 min	3 min

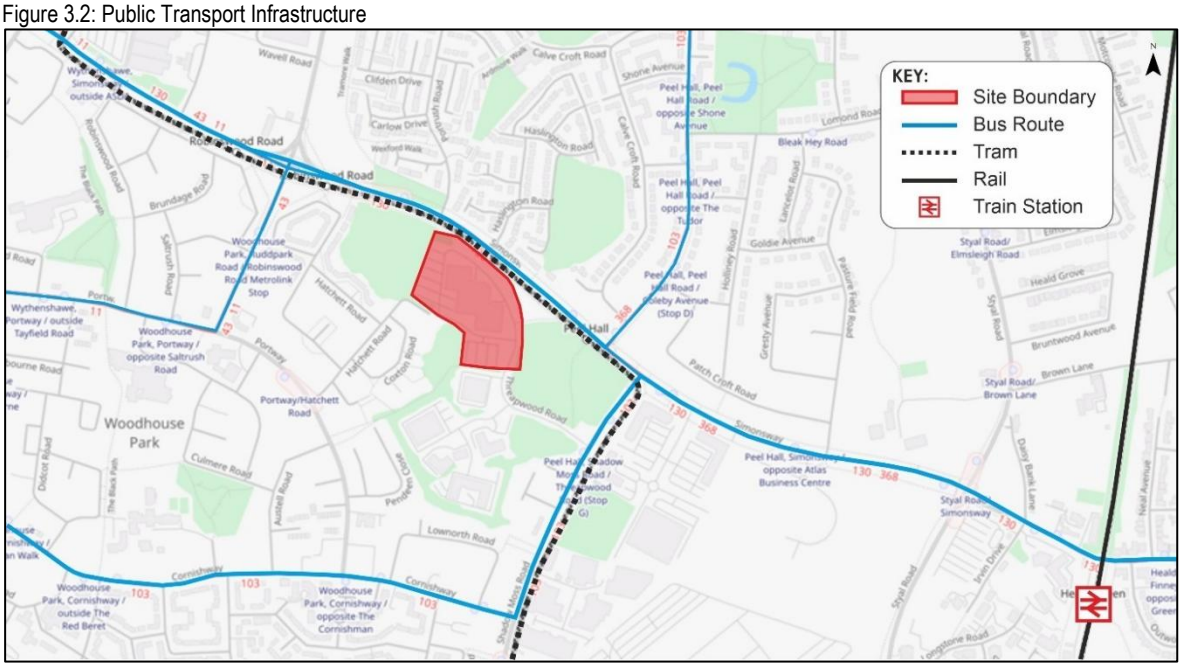
	Boots Pharmacy	950m	13 min	4 min
Childcare & Education	St Elizabeth Catholic Primary School	800m	11 min	3 min
	The Manchester College	1,100m	16 min	6 min
	Bubbly Bear Day Care Nursey	950m	13 min	3 min
Recreation	Peel Hall Park	850m	12 min	3 min
	Woodhouse Park Lifestyle Centre	1,400m	21 min	6 min
Leisure	Cornishman (Pub)	850m	12 min	3 min
	Café C	300m	5 min	1 min

3.4.2 **Table 3.2** illustrates the wide range of facilities within 1,600m of the Site, equating to a circa 20 minutes walking distance (the distance at which 81% of journeys are typically made by foot (National Travel Survey, 2023)). These facilities include several convenience stores and supermarkets, such as ASDA and Londis nearby.

3.5 Public Transport Infrastructure

3.5.1 The Site has excellent public transport connections surrounding it. The public transport Infrastructure is illustrated in **Figure 3.2**.

Figure 3.2: Public Transport Infrastructure



(Source: Thunderforest & OpenStreetMaps, OpenCycleMap)

Bus Services

3.5.2 The nearest bus stops are located on Simonsway, 120m away (approx. 2 min walk) to the north of the Site, namely Peel Hall Metrolink. Coleby Avenue stop is 300m away (approx. 5 min walk) and Prinknash Road stop 550m away (approx. 7 min walk).

3.5.3 Further detail on local bus services is provided in **Table 3.3**.

Table 3.3: Bus Services

Bus Stop	Service	Destination	Approximate Frequency		
			Weekday	Saturday	Sunday
Peel Hall Metrolink	130	Macclesfield – Manchester Airport	60 min	90 min	90 min
Coleby Avenue	103	Piccadilly Gardens – Wythenshawe – Manchester Airport	30 min	30 min	60 min
Prinknash Road	11	Stockport – Altrincham	20 min	20 min	30 min
	43	Piccadilly Gardens – Manchester Airport	10 min	10 min	15 mins
	101	Piccadilly Gardens – Wythenshawe	15 min	15 min	20 min

(Source: Beenetwork,TfGM)

3.5.4 **Table 3.3** displays how the site benefits from a number of high frequency bus services, particularly from Prinknash Road stop. Bus services travel across south Manchester and up towards the central Manchester.

3.5.5 The fastest bus service towards central Manchester (Piccadilly Gardens) is the 43 and takes 1 hour and the 11 takes 49 mins to get to Altrincham.

Tram Services (Metrolink)

3.5.6 Peel Hall Metrolink stop is found adjacent to the site, 150m, or a 2 min walk away, and the stop is fully accessible for wheelchair users.

3.5.7 Tram Services are summarised in **Table 3.4** below.

Table 3.4 Tram Services

Tram Stop	Line	Service	Journey Time	Frequency
Peel Hall	Navy Line	Manchester Victoria – Manchester Airport	Victoria – 51 min Airport – 6 min	12 min

(Source: TfGM)

Rail Services

3.5.8 Heald Green railway station is located 1,200m east of the Site, approximately an 18 min walk or 5-minute cycle. Both platforms are step-free so accessible for wheelchair users.

3.5.9 The station is operated by Northern and provides connections to Manchester Airport, Manchester Piccadilly, Liverpool Lime Street, Crewe and Blackpool North.

3.5.10 The rail services from Heald Green railway station are summarised in **Table 3.5** below.

Table 3.5: Rail Services

Station	Service	Operator	Journey Time (minimum)	Frequency (approx.)
Heald Green	Liverpool Lime Street	Northern	77 mins	60 mins
	Crewe	Northern	48 mins	60 mins
	Manchester Piccadilly	Northern	11-17 mins	10-30 mins

Station	Service	Operator	Journey Time (minimum)	Frequency (approx.)
	Blackpool North	Northern	90 mins	60 mins
	Manchester Airport	Northern	4-8 mins	8-28 mins

(Source: National Rail)

3.5.11 This review has demonstrated that the site is served by high frequency public transport services.

3.6 Highway Infrastructure

3.6.1 The Site is accessed via Threapwood Road. It passes from the Site through the rest of the business park eastwards until it meets Shadowmoss Road at a T-junction. Threapwood Road is a two-way road with a speed limit of 30 mph.

3.6.2 Northbound, Shadowmoss Road joins Simonsway, one of the main east/west routes through Wythenshawe and provides connections to Heald Green and the M56 (which subsequently meets the M6 which provides access across the UK). Southbound, the road travels south east and intersects with Styal Road (B5166) which then connects with the A555 220m south. The A555 also joins the M56 westwards as well as Manchester Airport.

3.7 Traffic Surveys

3.7.1 Traffic Surveys were undertaken between 05/10/25 and 11/10/25. A summary of the average weekday peak hour two-way traffic flows is provided in **Table 3.6** below.

Table 3.6: Average Two Way Weekday Peak Hour Flows

Link	AM Peak (0800-0900)	PM Peak (1700-1800)
Simonsway	1,293	1,417
Shadowmoss Road	327	348
Threapwood Road	264	171

3.8 Personal Injury Collision Review

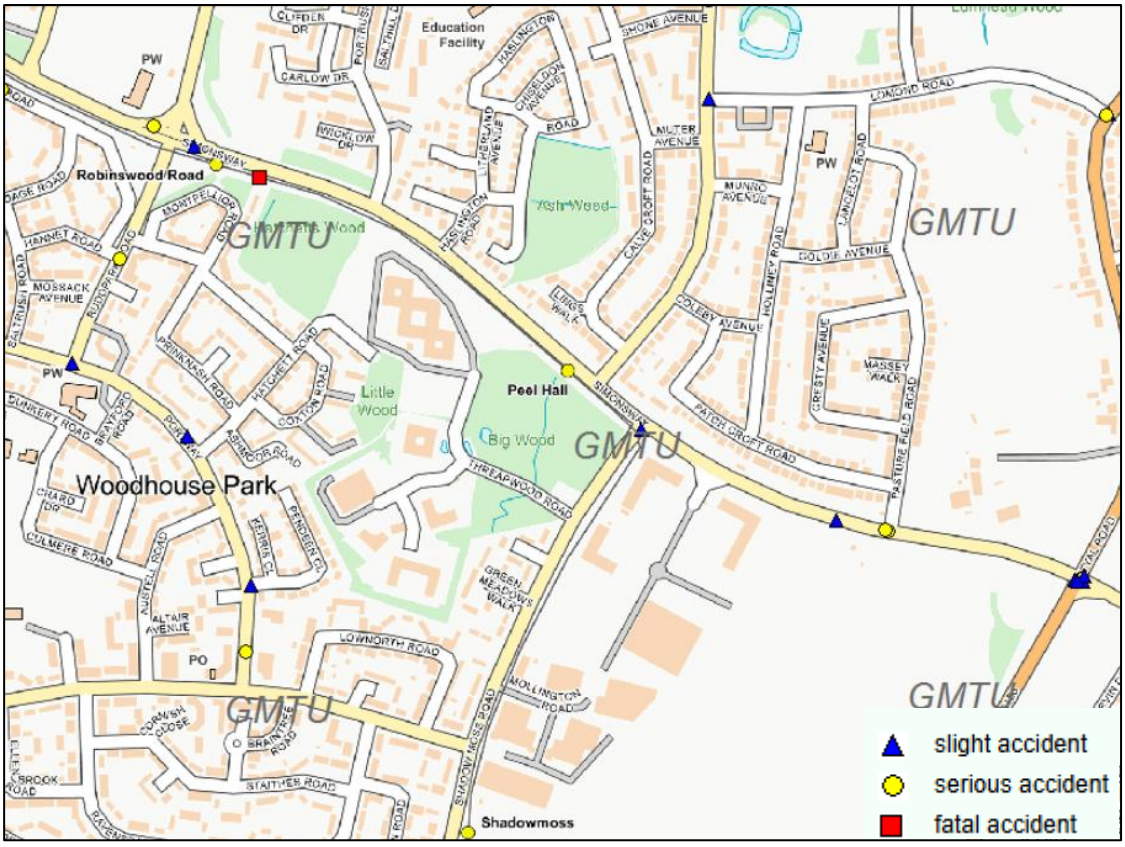
3.8.1 A review of Personal Injury Collision data publicly available online at Transport for Greater Manchester's (TfGM) Reported Road Accidents Database has been undertaken for the latest five-year period available. **Figure 3.3** shows all incidents between 30/06/2020 and 30/06/25 that have occurred within the vicinity of the Site.

3.8.2 Collisions are categorised as slight, serious or fatal. TfGM defines the categories as follows;

- A **slight** accident is one in which at least one person is slightly injured, but no person is killed or seriously injured.
- A **serious** accident is any accident where one or more people received a serious injury as a result of that accident, and no-one received a fatal injury.
- A **fatal** accident is one in which one or more people died as a result of that accident.

3.8.3

Figure 3.3: Reported Road Accidents Study Area



(Source: TfGM)

3.8.4 **Figure 3.3** shows that no collisions have been recorded at the junction between the site access road (Threapwood Road) and Shadowmoss Road.

3.8.5 One collision has been recorded at the junction of Shadowmoss Road/ Simonsway which was of slight severity and involved one casualty.

3.8.6 Three accidents occurred at and on the westbound approach to Simonsway/Ruddpark Road junction. These three accidents comprise of one fatal, one serious and one slight. Both the fatal and serious involved one casualty and the slight accidents involved two accidents.

3.8.7 On Simonsway between the junctions of Shadowmoss Road and Styal Road, there have been four accidents recorded resulting in two slight and two serious injuries.

3.8.8 Overall, there have been no accidents recorded in the direct vicinity of the site access and there are no significant trends or patterns of accidents that would be exacerbated as a result of the development.

3.9 Summary

3.9.1 Overall, the site has strong public transport links, is accessible via foot and cycle for those who live in the local area and the highway network is safe.

4 Development Proposals

4.1 Overview

4.1.1 This section sets outlines the development proposals at the site, including land use, car parking and cycle parking.

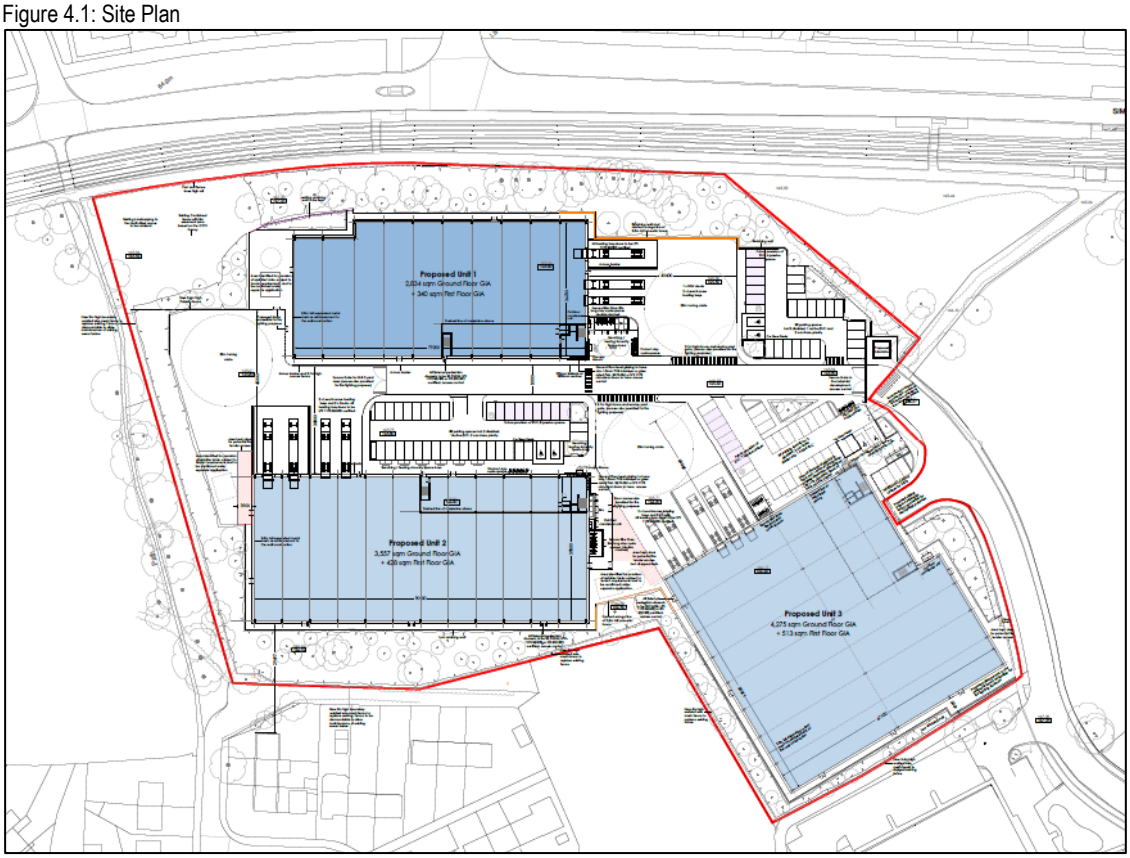
4.1.2 The Proposal seeks the:

Erection of two-storey Warehouse Units (Use Class B2/ B8/ E(g)(iii)), with ancillary offices and trade counters, along with all associated works including landscaping, car parking and alterations to access arrangements.

4.1.3 The proposal seeks full planning permission for the development of 11,947 sq. m (128,595 sq. ft) of industrial and logistics floorspace, arranged across three two-storey warehouse units.

4.1.4 The largest of the units (Unit 3) is located to the south-east of the Site, adjacent to Threapwood Road. Units 1 and 2 are located to the north and south-west of the Site respectively. All of the units are accessed via a single estate road directly from Threapwood Road, with dedicated parking and servicing areas provided for each unit. This is shown in **Figure 4.1** below. The full site plan is provided in **Appendix A**.

Figure 4.1: Site Plan



4.1.5 The application also seeks permission for landscaping and all associated works, including the provision of significant landscaping and tree planting to the rear of Unit 2, ensuring a significant physical and visual barrier to the residential beyond.

4.1.6 Given the speculative nature of the proposals, provision is sought for use in Classes B2/ and or B8/and or Class E (g)(iii) in order to allow flexibility to accommodate a range of potential occupiers. In addition, each of the proposed units will include provision for ancillary office

floorspace at mezzanine level, as well as an allowance for ancillary trade counters (which will only be used in connection with a tenant's primary operations).

4.1.7 The units will be 10m in height (to underside of haunch) and designed to the highest modern standards for industrial and logistics warehousing, aiming for BREEAM 'excellent' accreditation, EPC-A rating and incorporating a highly sustainable specification of development for both staff and visitors.

4.1.8 The Proposed Development has a 11,947 sqm Gross Internal Area (GIA) and a 12,537 sqm Gross External Area (GEA). The breakdown of units is set out in **Table 4.1.**

Table 4.1: Development Unit Floorspace

Units	GIA Areas
Unit 1	3,174sqm
Unit 2	3,985sqm
Unit 3	4,788sqm
Total	11,947sqm

4.2 Site Access Arrangements

Pedestrian and Cycle Access

4.2.1 Pedestrians will continue to access the site via Threapwood Road use the footway on the western side of the carriageway.

4.2.2 The footpath between the tram and bus stop will also be retained with the proposals. A zebra crossing is proposed internally on the site to allow for pedestrians to cross safely between the footpath and units on site.

4.2.3 Additional zebra crossings are proposed when pedestrians are required to cross over the access points for vehicles into the service yard for Units 1 and 3, this allows for safe pedestrian access to Units 1 and 2.

Vehicular Access

4.2.4 The proposed development will retain the existing access arrangements, with all vehicles continuing to enter and exit the site via Threapwood Road.

4.2.5 Swept path analysis has been undertaken for the vehicle access from Threapwood Road using a Max Legal Length 16.5m Articulated Vehicle. The swept path analysis is provided in **Appendix C.**

Threapwood Road / Shadowmoss Road Priority Junction

4.2.6 Minor modifications are required to the junction kerb radius for the northern side of the carriageway on Threapwood Road at the junction with Shadowmoss Road. This is required to accommodate HGVs using the junction to prevent vehicles crossing over the centre line into oncoming traffic.

4.2.7 The existing carriageway along Threapwood Road has sufficient width to allow oncoming HGVs to pass by each other when entering/exiting the site.

4.2.8 In addition to the access junction works, a dropped kerb crossing and tactiles are proposed at the crossing at this junction to improve access for pedestrians. This is shown in the drawing in **Appendix C**.

4.2.9 The junction works are expected to be undertaken as part of a S278 Agreement.

4.2.10 A Stage One Road Safety Audit will be undertaken of the junction improvements and will be submitted during determination once completed.

4.3 Parking Provision

Cycle Parking

4.3.1 The following cycle parking standards have been taken from the Manchester Core Strategy 2012 **Appendix B.**

Table 4.2: Cycle Parking Standards

Land Use	Minimum Cycle Parking standard	Minimum Provision
B2	1 space per 450sqm	27
B8	1 space per 850sqm	15

4.3.2 The parking standards above would equate to a minimum of 27 cycle spaces for a B2 land use and 15 spaces for a B8 land use. It is proposed that the site will provide 72 long stay spaces and 30 short stay spaces, which would significantly exceed the minimum requirement.

4.3.3 Long stay and short stay cycle parking will be provided for each unit in proximity to building entrances as illustrated on the site plan.

Car Parking

4.3.4 The following car parking standards have been taken from the Manchester Core Strategy 2012 Appendix B and applied to the development proposals.

Table 4.3: Car Parking Standards

Land Use	Maximum Car Parking standard	Minimum Disabled Parking standard
B2	1 space per 45sqm	1 bay per disabled employee plus 2 bays or 5% of total capacity – whichever is greater
B8	1 space per 100sqm	1 bay per disabled employee plus 2 bays or 5% of total capacity – whichever is greater

4.3.5 Although the proposed development is intended to maintain flexibility between B2 and B8 uses, the parking provision has been calculated in accordance with the maximum standards for B8 land use. This approach ensures that, even in the event the site is occupied entirely by B2 uses, the proposed parking provision will remain compliant with Manchester City Council's adopted standards. This results in a reduction in parking from the existing office land use of 467 spaces.

4.3.6 The following Electric Vehicle Parking Standards have been taken from the Manchester Electric Vehicle Charging Strategy 2024-2035 (Sept 2025) which the development proposal will conform to:

- Non-residential development with 11 or more parking spaces: minimum 20% EV charge points and cable ducting

- Minimum 7kW charging units for industrial units.

4.3.7 A total of 105 parking spaces will be provided for the development as part of the proposals including 6 accessible spaces, 6 car share priority spaces, 3 active EV spaces and 21 Passive. The parking standards above would equate to a maximum 278 parking spaces for a B2 land use and a maximum 125 spaces for a B8 land use and as such this provision meets policy.

4.3.8 A parking accumulation exercise has been undertaken using the TRICS data set out in Chapter 5 for a B2 land use as a basis to ensure the level of parking proposed is sufficient to accommodate demand. Given that the units could be 24-hour operation the trip rates have been extrapolated to account for overnight use. The resultant parking accumulation is set out in **Table 4.3**.

Table 4.3: Parking Accumulation

Time	In	Out	Accumulation
05:00 – 06:00	8	0	38
06:00 – 07:00	7	3	42
07:00 – 08:00	27	11	57
08:00 – 09:00	50	18	89
09:00 – 10:00	40	34	94
10:00 – 11:00	35	38	92
11:00 – 12:00	32	30	94
12:00 – 13:00	33	33	95
13:00 – 14:00	36	36	95
14:00 – 15:00	37	38	93
15:00 – 16:00	28	39	83
16:00 – 17:00	45	47	81
17:00 – 18:00	34	55	60
18:00 – 19:00	13	26	47
19:00 – 20:00	2	6	44

4.3.9 **Table 4.3** demonstrates that there is not expected to be any time periods within the day where the parking demand would exceed the parking provision of 105 spaces. The shows that the number of parking spaces proposed is acceptable as there is sufficient parking to accommodate the number of staff/visitors at the proposed development and the site is also highly accessible via alternative transport modes

4.4 Delivery, Servicing and Refuse Strategy

4.4.1 Delivery and servicing, including refuse collection, will be undertaken on site. As per the operational vehicles serving the site, delivery and servicing vehicles for the development would continue to use Threapwood Road to access the site as per the existing arrangement.

4.4.2 Each unit would have a dedicated service yard and dockers which the operational vehicles would use to undertake activities associated with the operations. Further details are provided within the Delivery and Servicing Plan which accompanies this application.

4.4.3 There would be limited trips associated with servicing vehicles (additional to operational vehicles) with the exception of refuse collection (likely to happen once or twice a week) and any personal deliveries for staff.

4.4.4 It is proposed that servicing would be unrestricted and is able to be undertaken on a 24 hour basis.

4.4.5 Swept path analysis has been undertaken to demonstrate that the service and operational vehicles can access and manoeuvre on site. This is provided in **Appendix C.**

4.5 Operational Waste Management

4.5.1 Waste will be collected on site by a private contractor on a needs basis to serve the future occupiers' requirements. This will be agreed prior to occupation.

4.5.2 A swept path analysis has been undertaken for each unit utilising an 11.5m refuse vehicle. These show the vehicle accessing each unit, reversing to the waste storage and then exiting the site in forward gear. This is provided in **Appendix C.**

5 Trip Generation

5.1 Introduction

5.1.1 This section presents the trip generation assessment for the proposed development. It sets out the forecast vehicle travel demand for both a full B2 land use and a full B8 land use as well as the consented vehicle trip generation associated with the existing office use of the site.

5.1.2 Despite traffic surveys being undertaken at the entrance of the site on Threapwood Road, TRICS has been used to determine the existing office land use trip generation as the site is currently at a reduced occupancy and so the survey would not reflect the full existing consented trip generation.

5.1.3 The trip generation for both the existing office use and the proposed B2/B8 uses has been determined using the industry standard TRICS database. These were agreed with MCC during pre-application consultation. The following parameters were entered into TRICS in order to estimate this.

5.2 Existing Trip Generation

5.2.1 Existing Office:

- Land Use: Employment – Office
- Floor Area: 5000 – 15000sqm
- Location: Edge of Town Centre and Edge of Town
- Survey Days: Monday to Friday

5.3 Proposed Trip Generation

5.3.1 Proposed B2 and E(g)(iii):

- Land Use: Employment – Industrial Estate
- Floor Area: 10000 – 15000 sqm
- Location: Suburban Area and Edge of Town
- Survey Days: Monday to Friday

5.3.2 Proposed B8:

- Land Use: Employment – Warehousing (Commercial)
- Floor Area: 5000 – 15000 sqm
- Location: Suburban Area and Edge of Town
- Survey Days: Monday to Friday

5.3.3 The location of the existing office has been selected as Edge of Town Centre and Edge of Town despite the site being located in a Suburban Area because there have been no TRICS surveys at appropriately sized sites since 2016 in Suburban Areas. Instead, sites with appropriate levels of public transport infrastructure in Edge of Town Centre sites were added to increase the size of the dataset.

5.3.4 The TRICS assessment showed that the trip rates for a full B2 use was the worst case scenario and so this has been presented in this section. The trip rates for the existing office land use and the proposed B2 land use are provided in **Table 5.1**. The full TRICS outputs for the existing and both potential B8 and B2 land uses are provided within **Appendix D.**

Table 5.1: Trip Rates (per 100 sqm)

Vehicle Type	AM (0800-0900)			PM (1700-1800)		
	In	Out	2-Way	In	Out	2-Way
Office						
Total	1.415	0.104	1.519	0.132	1.202	1.334
HGV	0.000	0.000	0.000	0.000	0.006	0.006
B2						
Total	0.415	0.152	0.567	0.285	0.460	0.745
HGV	0.024	0.011	0.035	0.005	0.016	0.021

5.3.5 The trip rates outlined in **Table 5.1** above have been applied to a 11,557sqm floor area for the existing office land use and 11,947 sqm GIA for both the B2 potential land use. The trip generation is shown in **Table 5.2** below.

Table 5.2: Trip Generation

Vehicle Type	AM (0800-0900)			PM (1700-1800)		
	In	Out	2-Way	In	Out	2-Way
Office						
Total	164	12	176	15	139	154
HGV	0	0	0	0	1	1
B2						
Total	50	18	68	34	55	89
HGV	3	1	4	1	2	3

N.b: Discrepancies due to rounding

5.3.6 The net change in flows as a result of change in land use is provided in **Table 5.3** below.

Table 5.3: Net Change

Vehicle Type	AM (0800-0900)			PM (1700-1800)		
	In	Out	2-Way	In	Out	2-Way
Total	-114	6	-108	19	-84	-65
HGV	3	1	4	1	1	2

5.3.7 **Table 5.3** shows that in both peak hours there would be a significant reduction in total vehicle flows on the local network with an increase in peak hour HGVs being generated from the site.

5.3.8 A PCU impact assessment has been undertaken for the peak hours. This is shown in **Table 5.4** below.

Table 5.4: Two Way PCU Impact

Land Use	AM (0800-0900)	PM (1700-1800)
B2	-102	-63

5.3.9 **Table 5.4** shows that, across all periods, there would be a reduction in PCUs generated from the development in comparison to the existing office use.

5.4 Multimodal Trip Generation

5.4.1 The TRICS database has been used to establish the anticipated level of total people trips generated from the site. The same parameters as the total vehicle trip rate search were used to inform this assessment.

5.4.2 The travel plan mode share targets set for the development are outlined in **Table 5.5.** These have been used to calculate the pedestrian, cyclist and public transport trip generation in **Table 5.6.** These targets will be reviewed in line with the baseline travel plan surveys upon occupation but have been used to give a prediction of level of trips using sustainable modes during peak hours.

Table 5.5: Mode Share Targets

Mode	Year 5 Mode Share Target
Driver of car or van	54%
Passenger in car or van	5%
Tram	15%
Train	4%
Bus	11%
Cycling	3%
Walking	7%
Other (Taxi/ drop off/ MC)	1%
Total	**100%**

5.4.3 It should be noted that the total vehicle trips were used previously due to a larger number of appropriate sites under the total vehicle search than the multimodal search. The mode share targets were then applied to the total people trip rates.

5.4.4 The TRICS total people trip rates are provided in **Appendix E.**

5.4.5 **Table 5.6** below shows the number of pedestrian, cyclist and public transport trips anticipated to be generated by the proposed development for a B2 land use.

Table 5.6: Multimodal Trip Generation

AM (0800-0900)			PM (1700-1800)		
In	**Out**	**2-Way**	**In**	**Out**	**2-Way**
Total People					
62	22	84	47	80	127
Pedestrians					
4	2	6	3	6	9
Cyclists					
2	1	3	1	2	4
Public Transport					
19	6	25	14	24	38

5.5 Holcroft Moss Joint SPD Assessment

5.5.1 As per the request in the MCC Highways Pre-application Response, an assessment has been undertaken in line with the Holcroft Moss Joint SPD.

5.5.2 The Holcroft Moss Joint SPD requires developments that result in a 100 vehicle (or 20 HGV) daily increase on the M62 past Holcroft Moss to contribute towards the restoration of Holcroft Moss.

5.5.3 It is not expected that the 20 HGV threshold would be exceeded along the M62 past Holcroft Moss because the HGVs travelling in a north west or west direction are expected to route south from the M56 Junction 5 and then north at the M6 Junction 20A as the route is 2 miles shorter.

5.5.4 Only journeys to the west or north west would consider using the M62 and as there is a shorter route, a contribution to the Holcroft Moss is not required.

5.6 Summary

5.6.1 Overall, the development is not expected to have an impact on the local area from a trip generation perspective as there is a reduction in total PCUs, there is sufficient parking proposed and there is no material impact on the M62.

6 Summary and Conclusions

6.1 Summary

6.1.1 Stantec have been commissioned by Karlin VMH Ltd, c/o Global Mutual to prepare a Transport Assessment (TA) in support of an application for Full Planning Permission for the re-development of Concord House, Therapwood Way, Wythenshawe. The proposal seeks full planning permission for the development of 11,947 sq. m (128,595 sq. ft) of industrial and logistics floorspace, arranged across three two-storey warehouse units.

6.1.2 The scope of works, methodology and principles have been discussed with Manchester City Council as the LHA and informed the preparation of this TA.

6.1.3 The proposed access arrangements retain the existing access to the site via Threapwood Road and will be utilised to serve the development. The proposals will also retained the existing pedestrian and cycle connections to the site include the direct links to the public transport infrastructure on Simonway. Minor modifications will be required to the junction of Threapwood Road / Shadowmoss Road to ease the manoeuvre for HGVs which will be delivered via S278 agreement. Swept Path analysis has been undertaken to confirm the access arrangements are suitable to serve the operational needs of the development.

6.1.4 A total of 105 parking spaces will be provided for the site as part of the proposals including 6 accessible spaces, 6 car share priority spaces, 3 active EV spaces and 21 Passive) which is a significant reduction from the current parking on the site. A parking accumulation exercise has been undertaken and demonstrates that the proposed level of parking is sufficient to meet the future demand of the development.

6.1.5 The site is located in a sustainable location accessible by public transport with frequent services towards Central Manchester from the bus and tram stops a short walk away on Simonsway. A Framework Travel Plan has been prepared to support the application and will encourage sustainable travel amongst future employees.

6.1.6 The impact of the proposed development on the local highway network has been assessed. A net change assessment in trip generation from the existing land use to the proposed has been undertaken using the TRICS database. Overall, the assessment demonstrated that the development proposals would reduce the number of PCUs on the local network and as such no further assessment has been undertaken as agreed with MCC.

6.2 Conclusions

6.2.1 The proposed development aligns with the policy set out in the NPPF for new developments. The site is located in a sustainable location and provides improvements to the local pedestrian infrastructure while also reducing the number of car drivers in the local area. The Travel Plan will ensure that more sustainable travel behaviours are embedded within the development from the outset.

6.2.2 On that basis, the application accords with relevant national and local planning policies a transport objective and should be considered acceptable on transportation and highway grounds.

Appendix A Site Masterplan

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Rev	Date	Description	Drawn	Ch'd
P01	24.10.25	Initial Issue	AV	AV
P02	30.10.25	Indicative columns, grids and FE doors added	AV	AV
P03	4.11.25	Design Development	AV	AV
P04	6.11.25	Update to Arboricultural Cares Added	AV	AV
P05	6.11.25	Update to bollards and barriers	AV	AV
P06	14.11.25	Design Freeze	AV	AV
P07	21.11.25	Draft Planning Pack Issue	AV	AV
P08	2.12.25	Amendment to provide better access along unit 2 and 3	AV	AV
P09	3.12.25	Draft Planning Pack Issue		
P09	3.12.25	Design Development	AV	AV
P10	8.12.25	Design Development	AV	AV

Schedule of Accommodation

GEA Areas:

Unit 1 Ground Floor	2,975 m²	/ 32,023 ft² GEA
Unit 1 First Floor	381 m²	/ 4,098 ft² GEA
Unit 2 Ground Floor	3,714 m²	/ 39,981 ft² GEA
Unit 2 First Floor	474 m²	/ 5,102 ft² GEA
Unit 3 Ground Floor	4,438 m²	/ 47,772 ft² GEA
Unit 3 First Floor	555 m²	/ 5,973 ft² GEA
Total excl. First Floor Office:	**11,127 m²**	**/ 119,776 ft² GEA**
Total incl. First Floor Office:	**12,537 m²**	**/ 134,949 ft² GEA**

GIA Areas:

Unit 1 Ground Floor	2,834 m²	/ 30,505 ft² GIA
Unit 1 First Floor	340 m²	/ 3,660 ft² GIA
Unit 2 Ground Floor	3,557 m²	/ 38,283 ft² GIA
Unit 2 First Floor	428 m²	/ 4,602 ft² GIA
Unit 3 Ground Floor	4,275 m²	/ 46,019 ft² GIA
Unit 3 First Floor	513 m²	/ 5,526 ft² GIA
Total excl. First Floor Office:	**10,666 m²**	**/ 114,807 ft² GIA**
Total incl. First Floor Office:	**11,947 m²**	**/ 128,595 ft² GIA**

Parking Spaces 105 spaces
(Incl. 6 acc. spaces 6 car share priority, 3 Active EV Charging spaces and 21 Passive EVC spaces)

Cycle Parking 72 long stay spaces
30 short stay spaces

Key:
- Application Boundary
- 2.5m Tall Accoustic Fence
- Car Share Spaces
- Passive EVC spaces provision
- +0.00 Existing Levels
- +0.00 Proposed Levels (indicative, subject to cut & fill)

Note:
Drawn to received information, OS Map and Topographical survey. Proposed levels subject to Civil Engineer's advice. Subject to detailed design, M&P advice, Structural, Engineer's advice, security specialist advice, tracking and fire engineer's advice.

0 5 10 15 20 25m
SCALE 1:500

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Concord Business Park
Threapwood Road, Wythenshawe
Manchester, M22 0EY

Drawing Title
Proposed Site Plan

Drawn	Checked	Scale @A1	BIM Status	Date
AV	AV	1:500	NA	15.9.2025

Drawing Status	Rev.	THP Project No
PLANNING	P10	21701

Project No.	Originator	Volume	Level	Type	Role	Number
21701	THPL	XX	XX	DR	A	(PL)110

Appendix B MCC Highways Pre-Application Comments

621 PREAPP 2025 – Virgin Media House, Wythenshawe.

Context:

Proposal: Demolition of the existing office building and the construct of up to four units comprising potentially B2, E(g)(iii) and/or B8 land uses.

The site is located on Threapwood Road, south of Simonsway.

Proposed Floor Area is not to exceed 12,542sqm.

A Transport Scoping Note has been provided.

Documentation Submission:

- A Transport Assessment is to be prepared as part of the planning application.

- Highways require that the following documents are submitted for the proposed development:
  - Travel Plan;
  - Road Safety Audit Stage 1; and
  - Delivery and Servicing Strategy

The Transport Assessment should comprise of:

- Overview of existing conditions;
- A review of highway safety within the vicinity of the site;
- An audit of the accessibility of the site by all modes of travel;
- Consideration of the impact of the development, by all modes/vehicle types, on the highway network; and
- Review of the development site access arrangement and internal operations, including parking (disabled, EV and cycle) and swept-path assessments.

TfGM Land Use have been consulted, however due to on-going strikes their comments will be provided upon receipt.

Trip Generation and Operational Assessment:

- A TRICS based Trip Generation Assessment has been undertaken within the scoping note.
- A multi-modal trip generation assessment is required based on the worst-case B2/B8 development scenario.
- Net Impact Assessment demonstrates an overall reduction in vehicular trips for the proposed B2/B8 land use during the peak hours.
- A comparison in PCU terms should be provided as part of the assessment.
- Assessments will need to also consider the Holcroft Moss Joint Supplementary Planning Document (2025).

Existing Conditions & Highway Safety:

- A full review of the existing traffic condition surrounding the site should be undertaken as part of the TA.
- An accident analysis assessment has been undertaken covering a five-year period from 2019-2023. This will need to be updated to include 2024 accident data.

Site Accessibility:

- A full review of the accessibility of the site (walking, cycling and public transport provision) will be undertaken as part of the TA.

Access Arrangement:

- Existing access arrangement is to be retained. Vehicles are to enter and exit the site via Threapwood Road.
- Widening of the Threapwood Road/Shadowmoss Road junction is proposed to accommodate HGV egress movement. This is subject to a Section 278 agreement.
- Existing utilities are to be relocated to accommodate the proposed widened junction.
- Confirmed Highway Adoption Plans can be obtained using the following link: Request details of road status, usage, rights of way, plans and regulations | Instructions.
- A Road Safety Audit Stage 1 will be required as part of the submission.
- It is unclear from the swept path assessment if the HGV movement crosses the centre line along Shadowmoss Road. Therefore, updated swept path assessment should be provided and include the carriageway centre line.
- Swept path assessment illustrates two-way HGV movement and appears that vehicles will intersecting one another at the bend of Threapwood Road – This is an obvious safety issue. This implies that local widening works will be required in the vicinity of the bend to safely accommodate two-way HGV movement.
- The design should allow for a 0.5m separation in the HGV tracking movements along this section of Threapwood Road.
- A finalised engineering drawing should be supplied showing the changes to the road network to fully understand the impact of the proposed development.
- Pedestrian routes should be provided within the site which also connect to external pedestrian provisions and should be a minimum of 2.0m in width. Dimensions should be included.
- Dropped kerbs and tactile paving is required at the:
    - reconfigured Threapwood Road/Shadowmoss Road junction (Highways note the current pedestrian provision are not to standard and this should be reviewed as part of the proposals);
    - access junctions in the vicinity of the site; and
    - internal access points within the site boundary.

TRO Review:

- Highways request that a review of Traffic Regulation Orders on the surrounding streets in the vicinity of the development is undertaken.
- Any changes in TROs are to be done via a S278 agreement and to be funded by the applicant.

Vehicle Parking:

- Noted from the scoping note that the following parking standards, based on MCC's Core Strategy, will be applied to the development proposal:
    - B2 Land Use (1 space per 60sqm = District Centre)
    - B8 Land Use (1 space per 100sqm)
- However, for B2 Land Use the proposed site is not situated within the district centre. Parking standards for 'Areas not in city centre or district centre' will need to be applied. Based on the Core Strategy this is 1 space per 45sqm.
- Parking provision has been calculated in accordance with the standards for B8 land use.
- Proposed: 108no. car parking spaces.
- Further justification for the proposed parking levels is required with regard to the worst-case B2/B8 development scenario. It is recommended that this based on a TRICs parking accumulation assessment of representative sites.
- 5% of the total car parking capacity should be disabled parking bays.
- Parking bays should in alignment with MCC's parking dimensions:
    - Standard parking bays minimum 2.4m x 4.8m; and
    - Disabled parking bays minimum 3.6m x 6.0m
- A minimum 6-metre aisle width should be provided to allow vehicles to safely manoeuvre within the car parks with formal demarcation of all spaces.
- Dimensions of car parking spaces and aisle width should be provided in any drawings submitted.
- A car swept-path assessments will be required for the car parking areas, particularly end-of-aisle bays.

EV:

- A minimum of 20% EV charge points and cable ducting is required.
- The minimum charging unit should be 7kW.

Cycle Parking:

- Details of cycle parking provision should be provided in the TA.
- Worst-case land-use scenario cycle parking numbers will be required in alignment with MCC's Core Strategy guidance.
- Cycle parking should be secure and sheltered.
- Cycle parking provision will need to be monitored as part of the Travel Plan.

Boundary Treatment:

- All fencing / railings which fall within the site access or internal visibility-splay envelopes will need to be visually permeable from a distance of 600mm upwards.
- It is advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.
- Consideration should be given to the proposed access barrier and how vehicles will approach the site, taking into account the proximity of the uncontrolled crossing that provides access to Peel Hall Metrolink Stop.

Operational and Servicing:

- Service yards are to be provided within the site.
- Swept path assessments will need to be provided for the following based on the finalised junction design:
    - Two-way movement of HGVs accessing and egressing along Threapwood Road in a forward gear.
    - Two-way movement of HGVs travelling along the internal service road.
    - HGVs accessing each service yard within the site.
- A Delivery and Servicing Strategy is to be submitted as part of the planning application. This should detail routing information for delivery/servicing vehicles accessing and egressing the proposed site.

Travel Plan:

- A Framework Travel Plan is to be provided as part of the planning submission.

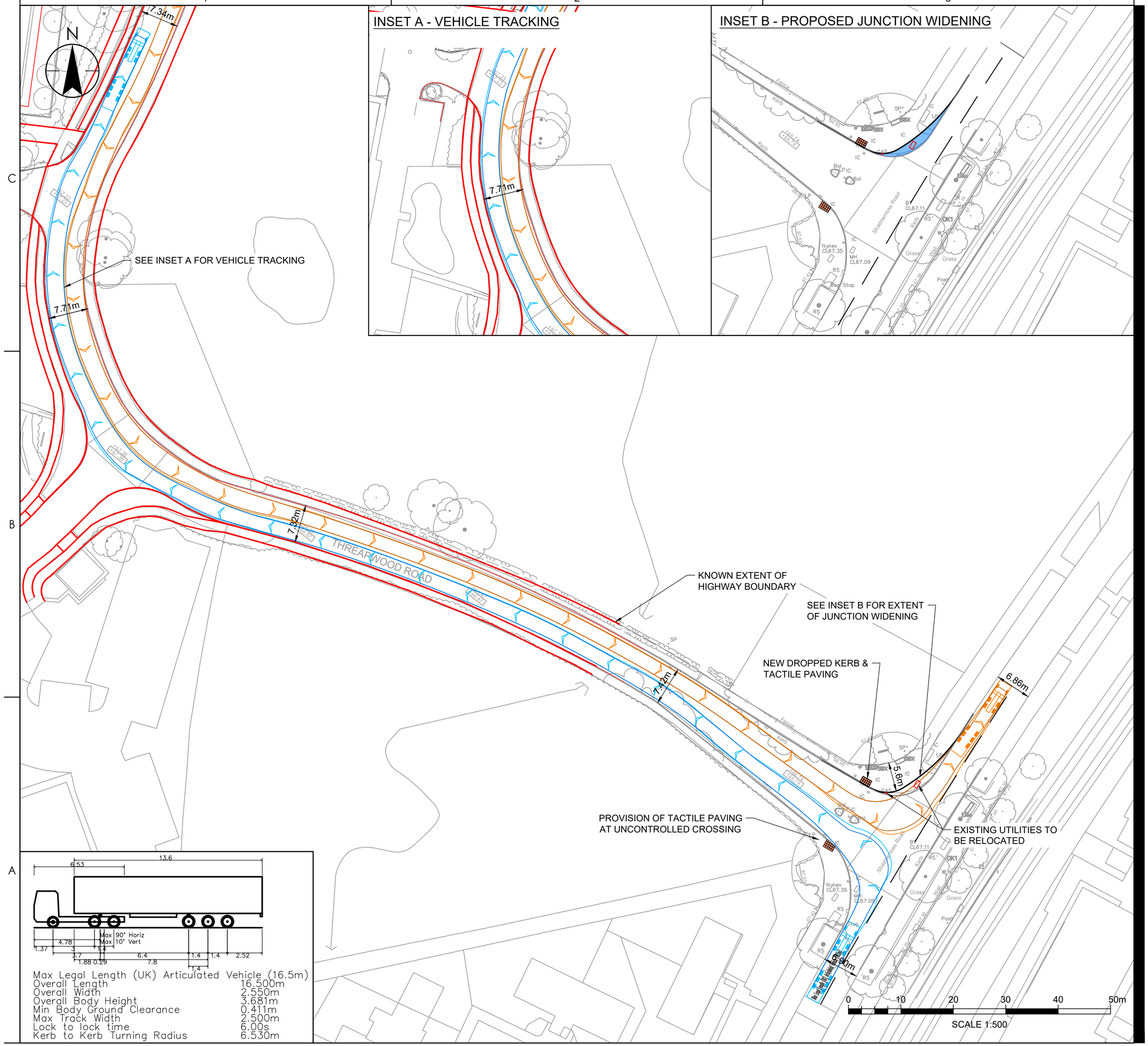
CMP:

- A detailed Construction & Demolition Management Plan will be required prior to any construction works – to be conditioned with any approval.

TfGM Metrolink Comments:

- The main concern to Metrolink with the currently proposed layout will be any adverse impact to the trees along the frontage of Simonsway. If they were to fail due to root damage they would fall onto the Metrolink overhead wires. A robust Arboricultural survey, report and method statement including for tree root protection would be required to demonstrate that the works pose no damage to the trees and therefore adverse future impact to Metrolink infrastructure.
- If the development proposal comes to the front of the site along Simonsway, similar to previous options, then vehicle restraint and suitable boundary treatment may be requested.
- Applicant should consider ensuring sufficient mitigations are designed in to prevent noise nuisance from Metrolink operations and the relocation of the substations may require that EMC impacts are assessed.
- TfGM Metrolink Team welcomes discussions with the Developer in advance of any formal planning submission.

Appendix C Swept Path Analysis



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Key:

- HIGHWAY BOUNDARY
- PROPOSED CARRIAGEWAY WIDENING
- TACTILE PAVING

Issued/Revision	By	Appd	YYYY.MM.DD
P03 UPDATED AS PER MCC COMMENTS	AS	EF	2025.11.12
P02 UPDATED VEHICLE TRACKING	CE	EF	2025.10.24
P01 FIRST ISSUE	AS	EF	2025.09.16

	Dwn.	Dsgn.	Chkd.	YYYY.MM.DD
	AS	-	EF	2025.11.12

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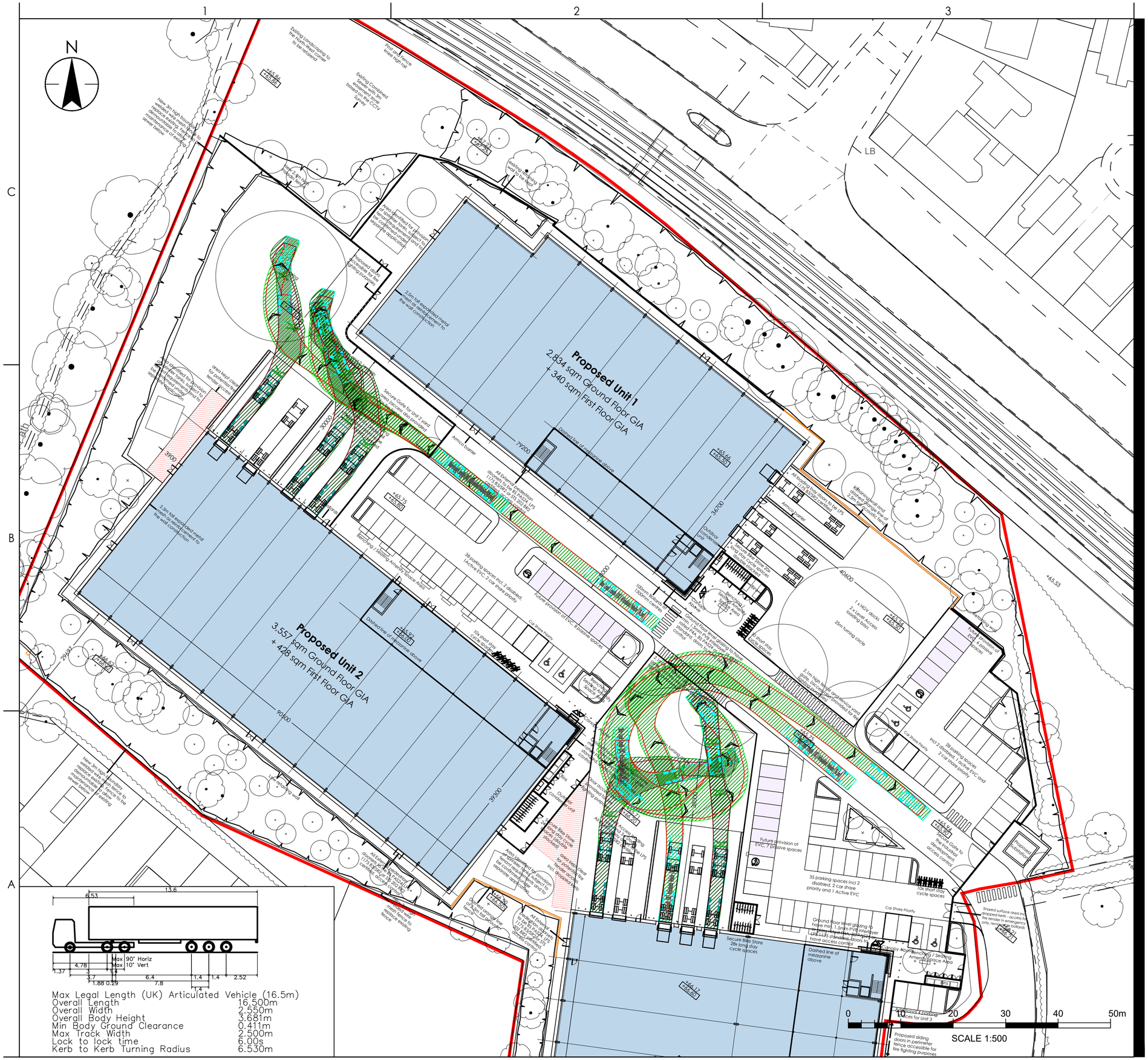
CONCORD LOGISTICS

MANCHESTER, UK

Title
ACCESS ROAD
VEHICLE SWEPT PATH ANALYSIS

Project No.	A2 Scale
332613153	1:500
Revision	Drawing No.
P03	**332613153-STN-TGN-SW-DR-TR-5503**

Plotted: 10.12.2025 2025.12.10 10:16:31 AM By: Sapkota, Alex
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Plotted: 10.12.2025 2025.12.10 9:58:26 AM By: Sapkota, Alex
ORIGINAL SHEET - ISO A2 J:\332613153 - virgin house\5000 - transport\02 - drawings\cad\dwgs\.wip\332613153-stn-tgn-sw-dr-tr-5513.dwg

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P01 FIRST ISSUE	AS	DM	2025.11.14
Issued/Revision	By	Appd	YYYY.MM.DD
	AS	-	DM	2025.12.10
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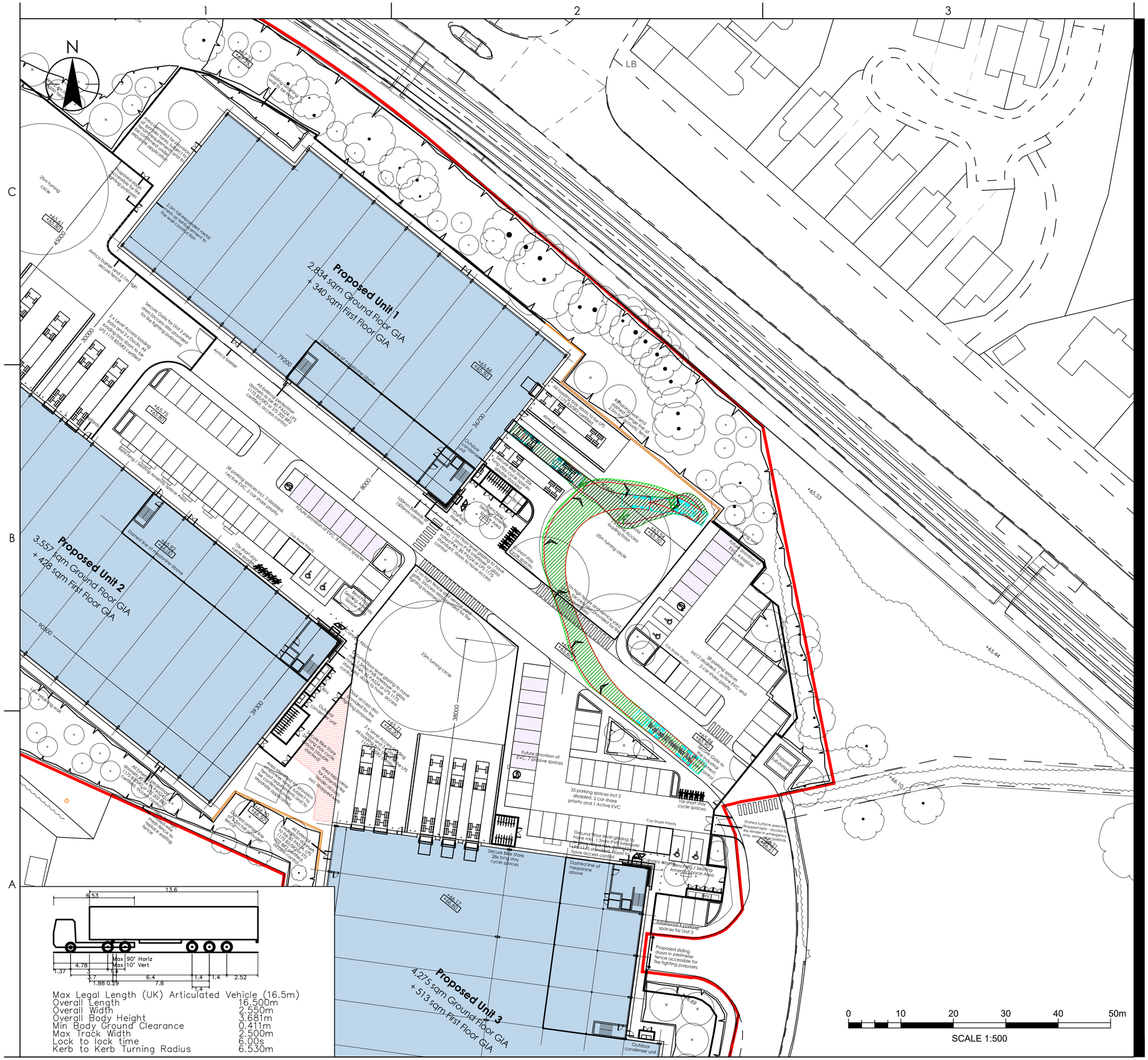
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MANCHESTER, UK

Title
UNIT 2 & 3
VEHICLE SWEPT PATH ANALYSIS

Project No.	A2 Scale
332613153	1:500
Revision	Drawing No.
P01	**332613153-STN-TGN-SW-DR-TR-5513**



Plotted: 10.12.2025 2025.12.10 9:58:43 AM By: Sapkota, Alex
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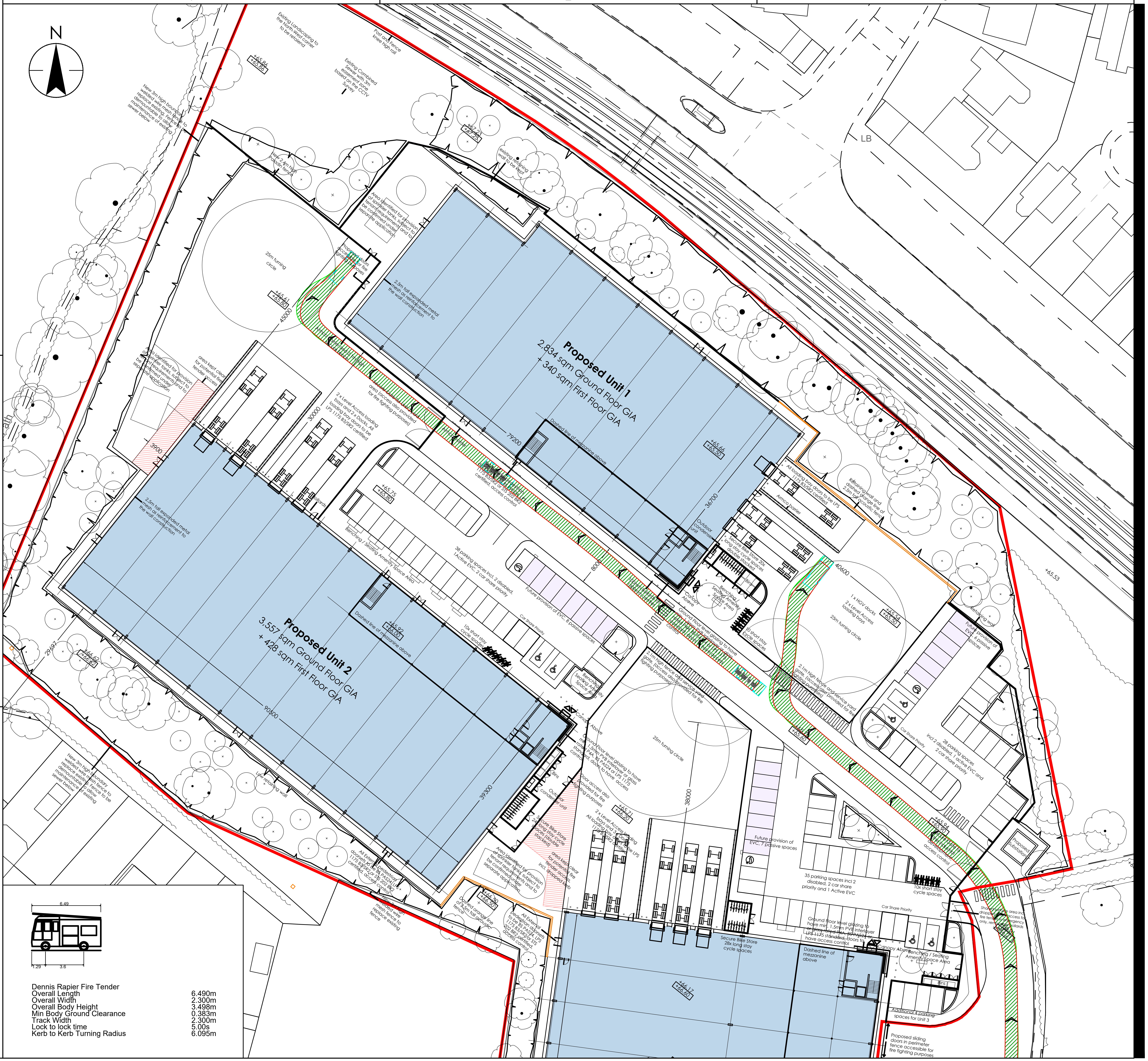
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Title
UNIT 1
VEHICLE SWEPT PATH ANALYSIS

Project No.	A2 Scale
332613153	1:500
Revision	Drawing No.
P01	**332613153-STN-TGN-SW-DR-TR-5514**



Dennis Rapier Fire Tender	
Overall Length	6.490m
Overall Width	2.300m
Overall Body Height	3.498m
Min Body Ground Clearance	0.383m
Track Width	2.300m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	6.095m

Plotted: 10.12.2025 2025.12.10 10:32:00 AM By: Sapkota, Alex
ORIGINAL SHEET - ISO A2 | \\332613153 - virgin house\5500 - transport\02 - drawings\cad\dwgs\wip\332613153-stn-tgn-sw-dr-tr-5515-5517

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0 10 20 30 40 50m

SCALE 1:500

Issued/Revision	By	Appd	YYYY.MM.DD
P01 FIRST ISSUE	SW	EF	2025.11.20

Dwn.	Dsgn.	Chkd.	YYYY.MM.DD
SW	-	EF	2025.11.20

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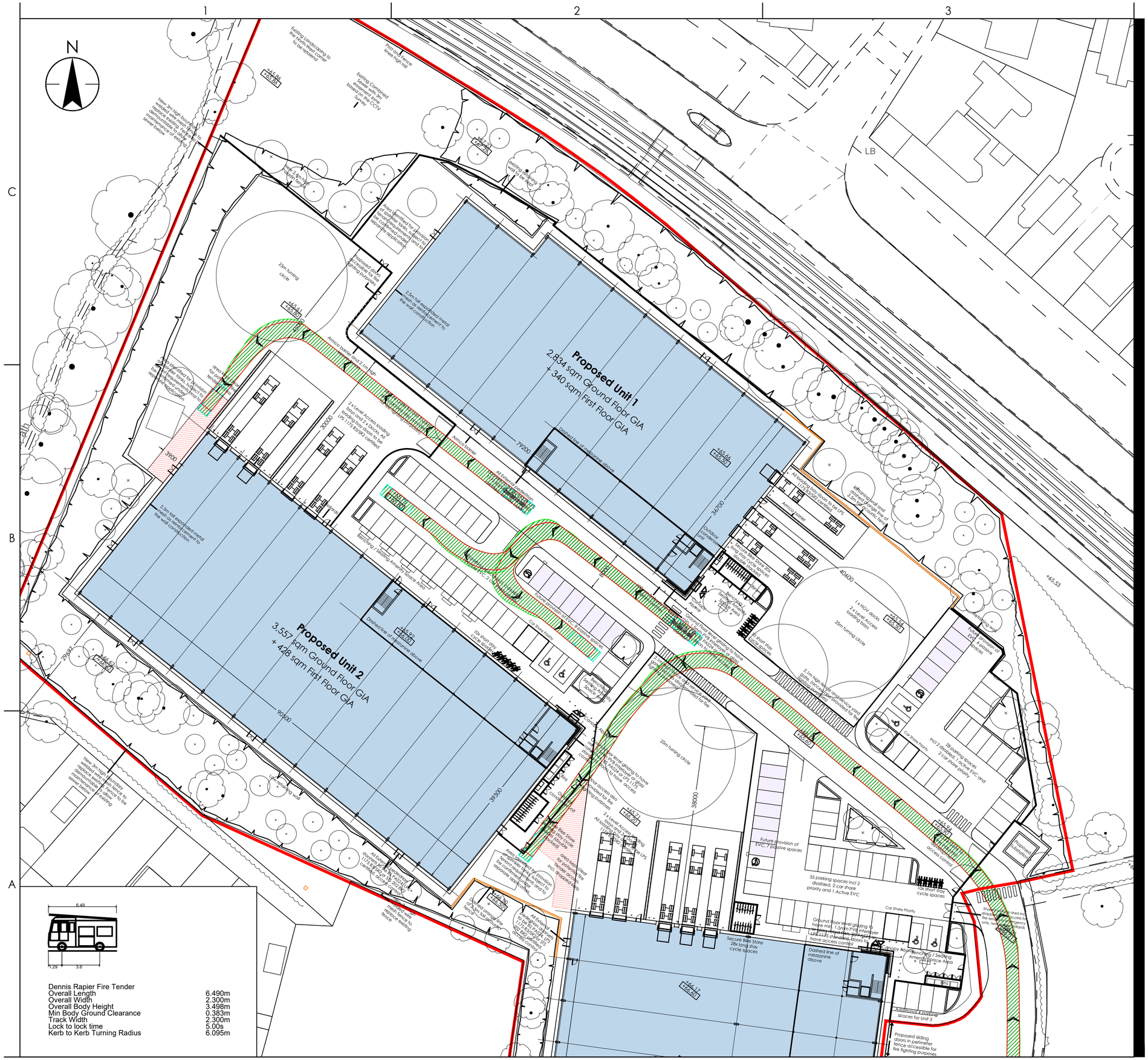
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Title

UNIT 1
VEHICLE SWEPT PATH ANALYSIS
FIRE TENDER

Project No.	A2 Scale
332613153	1:500

Revision	Drawing No.
P01	332613153-STN-TGN-SW-DR-TR-5515



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0 10 20 30 40 50m

SCALE 1:500

P01 FIRST ISSUE	SW	EF	2025.11.20
Issued/Revision	By	Appd	YYYY.MM.DD
	SW	-	EF	2025.11.20
	Dwn.	Dsgn.	Chkd.	YYYY.MM.DD

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MANCHESTER, UK

Title

UNIT 2
VEHICLE SWEPT PATH ANALYSIS
FIRE TENDER

Project No.	A2 Scale
332613153	1:500
Revision	**Drawing No.**
P01	**332613153-STN-TGN-SW-DR-TR-5516**

Plotted: 10.12.2025 2025.12.10 10:34:44 AM By: Sapkota, Alex
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Issued/Revision	By	Appd	
P01 FIRST ISSUE	AS	HK	2025.11.27

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	AS	-	HK	2025.11.27

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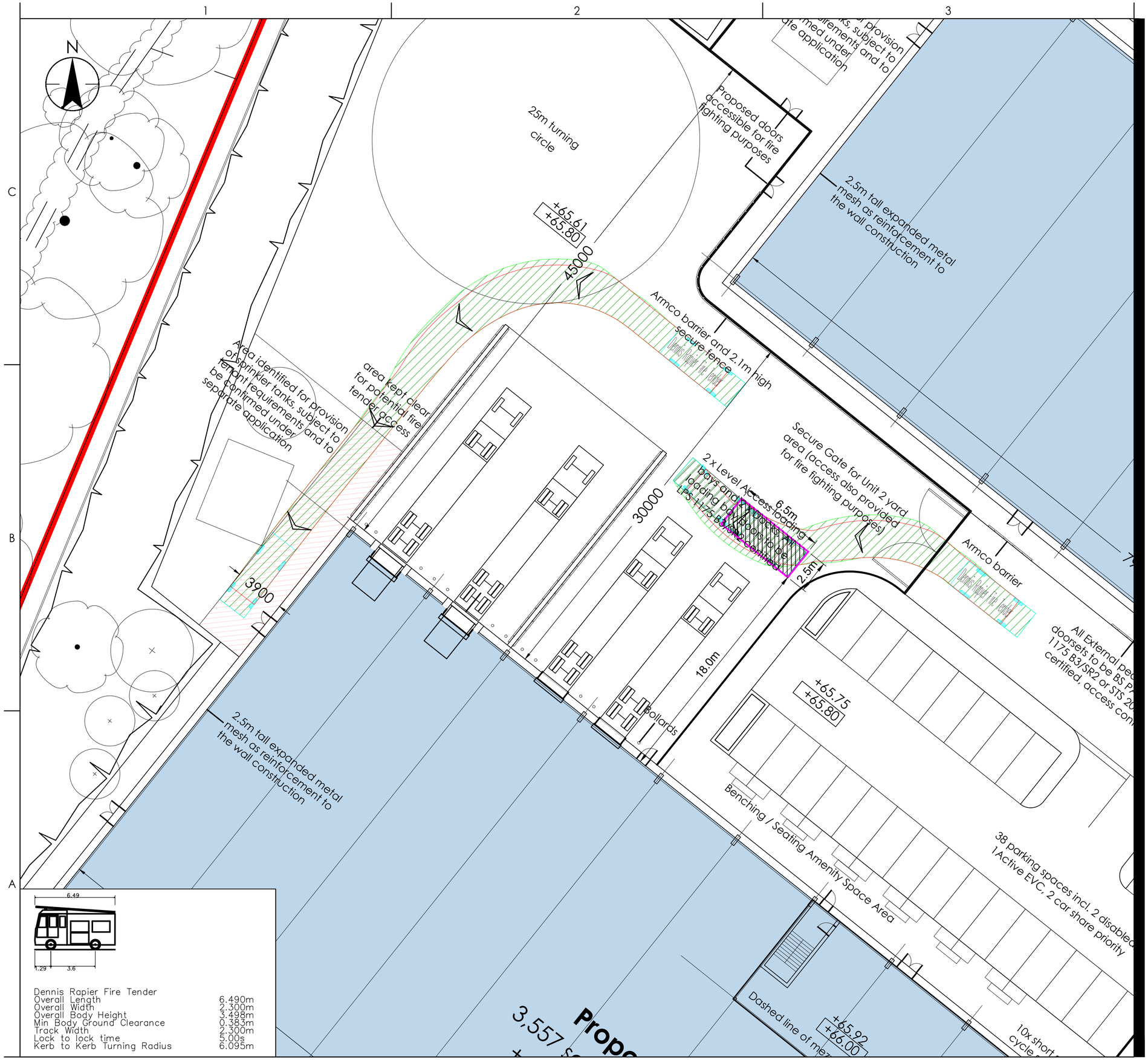
CONCORD LOGISTICS

MANCHESTER, UK

Title
UNIT 1, 2 & 3
LARGE CAR SWEPT PATH ANALYSIS

Project No.	A2 Scale
332613153	1:500
Revision	**Drawing No.**
P01	**332613153-STN-TGN-SW-DR-TR-5518**

Plotted: 10.12.2025 2025.12.10 10:03:01 AM By: Sapkota, Alex
ORIGINAL SHEET - ISO A2 P:\332613153 - virgin house\S500 - transport\02 - drawings\c.cad\dwgs\wip\332613153-stn-tgn-sw-dr-tr-5518



Dennis Rapier Fire Tender	
Overall Length	6.490m
Overall Width	2.300m
Overall Body Height	3.498m
Min Body Ground Clearance	0.383m
Track Width	2.300m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	6.095m

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- FIRE TENDER PARKING POSITION

0 4 8 12 16 20m

SCALE 1:200

P01 FIRST ISSUE	AS	EF	2025.11.28
Issued/Revision	By	Appd	YYYY.MM.DD
	AS	-	EF	2025.11.28
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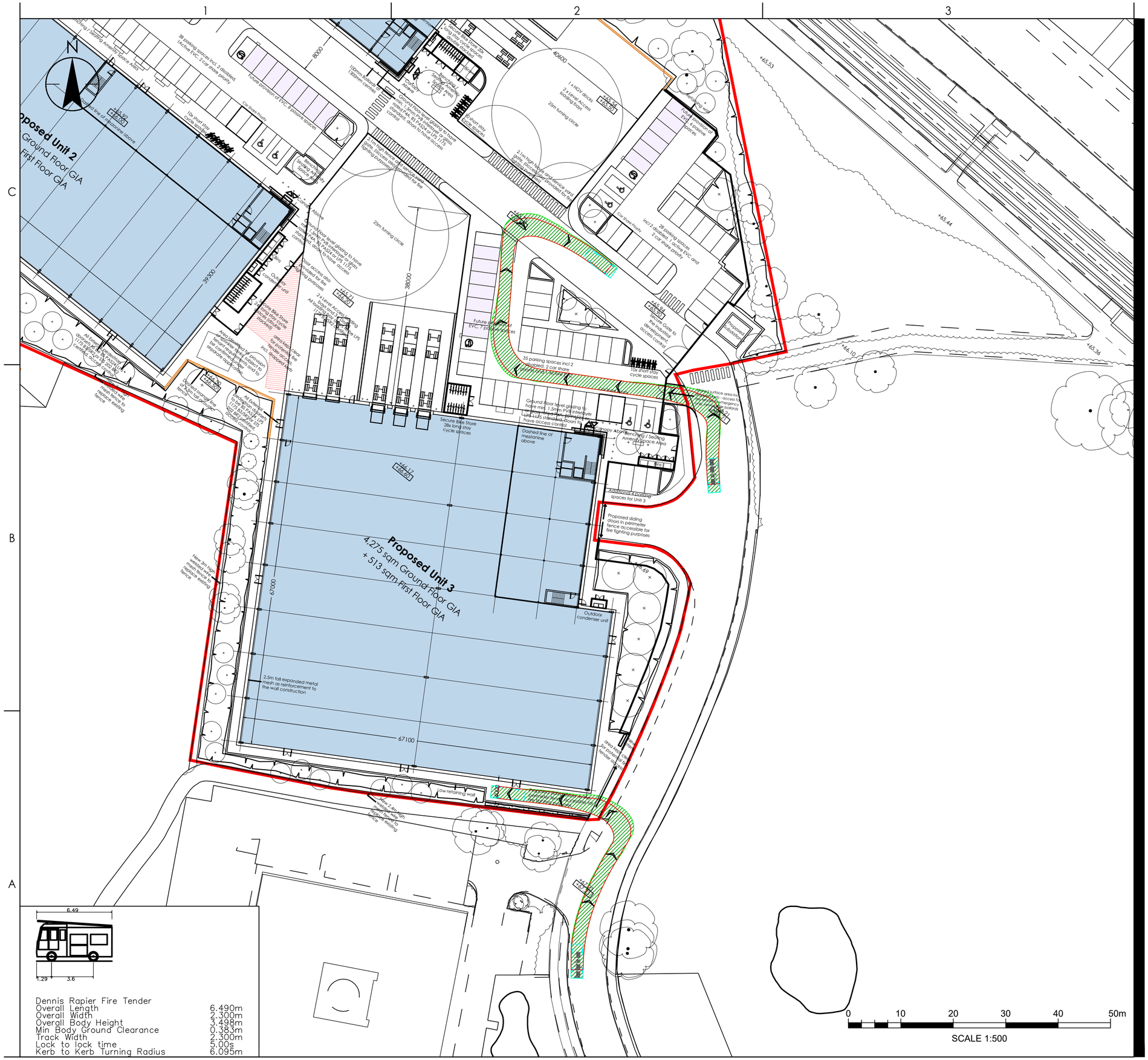
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MANCHESTER, UK

Title
UNIT 2
FIRE TENDER PARKING &
SWEPT PATH ANALYSIS

Project No.	A2 Scale
332613153	1:200
Revision	Drawing No.
P01	**332613153-STN-TGN-SW-DR-TR-5519**

Plotted: 10.12.2025 2025.12.10 4:32:43 PM By: Keech, Harry
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Issued/Revision	By	Appd	YYYY.MM.DD
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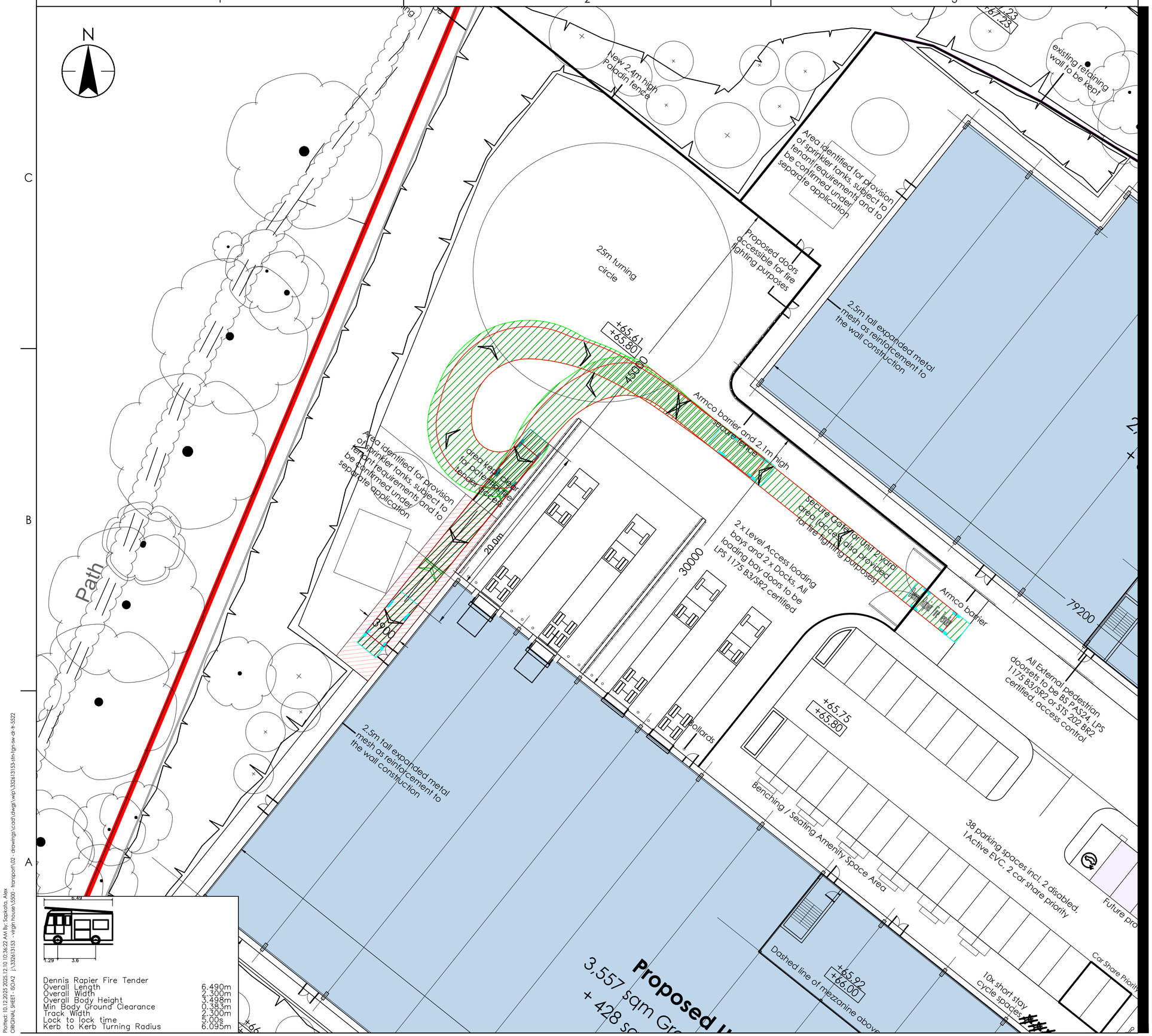
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Title

UNIT 3
FIRE TENDER SWEPT PATH ANALYSIS

Project No.	A2 Scale
332613153	1:500
Revision	**Drawing No.**
P01	**332613153-STN-TGN-SW-DR-TR-5521**

Plotted: 10.12.2025 2025.12.10 10:07:08 AM By: Sapkota, Alex
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Plotted: 10.12.2025 2025.12.10 10:36:22 AM By: Sapkota, Alex
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0 5 10 15 20 25m

SCALE 1:250

	By	Appd	
P01 FIRST ISSUE	AS	DM	2025.12.02
Issued/Revision			YYYY.MM.DD
	AS	DM	2025.12.10
	Dwn.	Chkd.	YYYY.MM.DD

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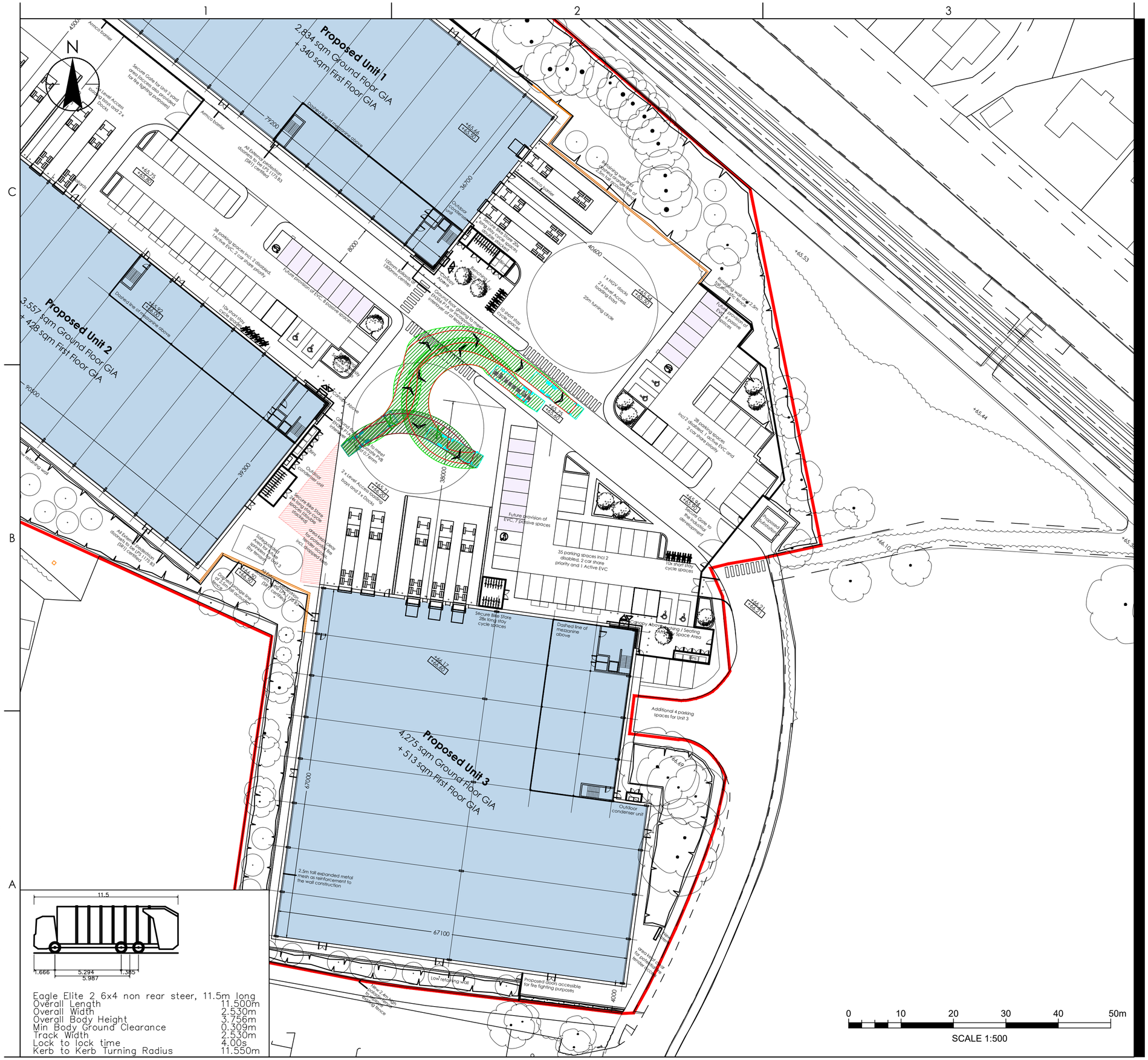
CONCORD LOGISTICS

MANCHESTER, UK

Title

UNIT 2
FIRE TENDER SWEPT PATH ANALYSIS

Project No.	A2 Scale
332613153	1:250
Revision	**Drawing No.**
P01	**332613153-STN-TGN-SW-DR-TR-5522**



Plotted: 10.12.2025 2025.12.10 10:13:57 AM By: Sapkota, Alex
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Issued/Revision	By	Appd	YYYY.MM.DD
	AS	-	HK	2025.12.10
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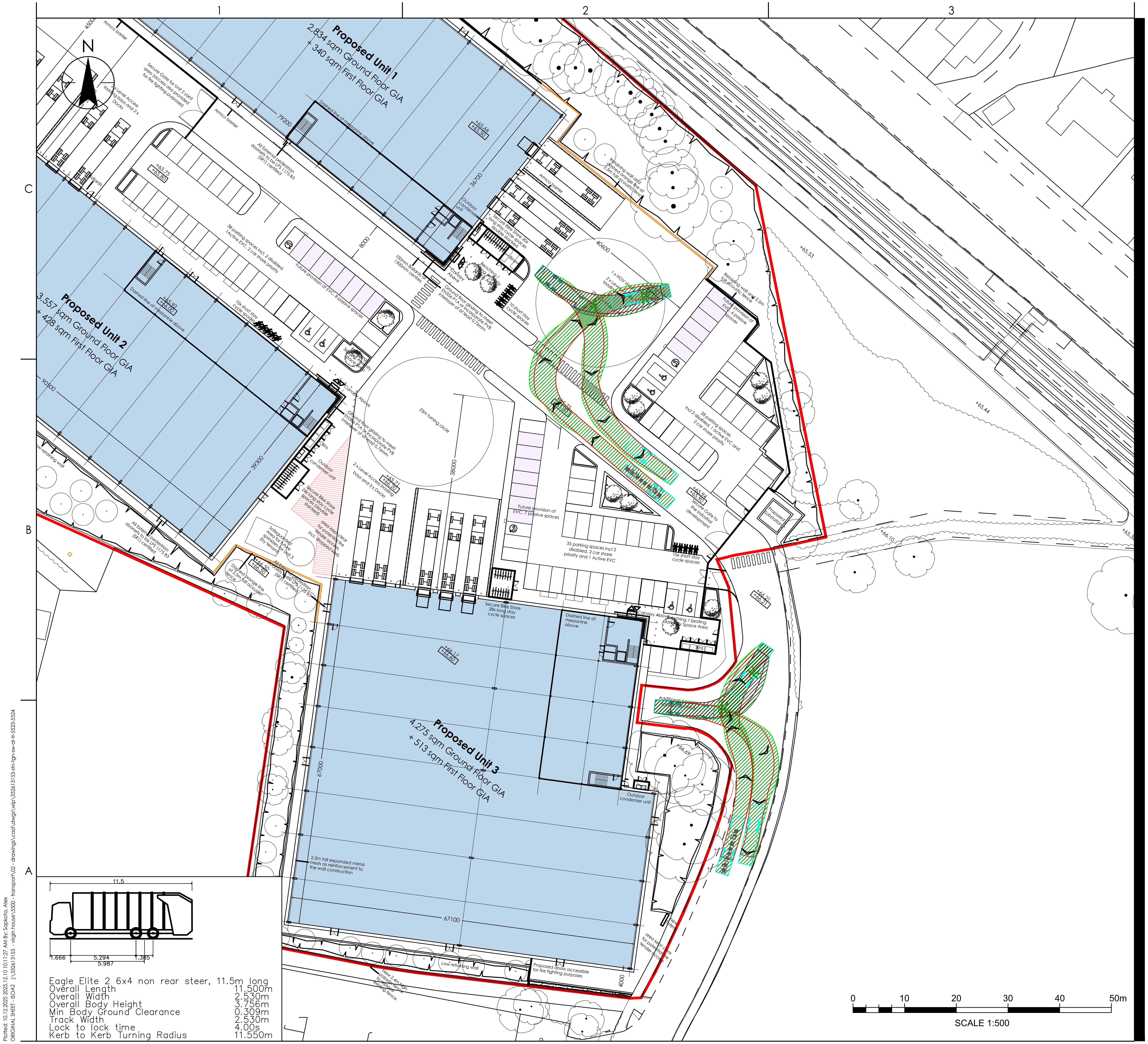
Client/Project
GLOBAL MUTUAL

CONCORD LOGISTICS

MANCHESTER, UK

Title
UNIT 2
LARGE REFUSE SWEPT PATH ANALYSIS

Project No.	A2 Scale
332613153	1:500
Revision	Drawing No.
P01	**332613153-STN-TGN-SW-DR-TR-5523**



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Issued/Revision	By	Appd	YYYY.MM.DD
P01 FIRST ISSUE	AS	HK	2025.12.09

Dwn.	Dsgn.	Chkd.	YYYY.MM.DD
AS	-	HK	2025.12.10

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Title
UNIT 1 & 3
LARGE REFUSE SWEPT PATH ANALYSIS

Project No.	A2 Scale
332613153	1:500

Revision	Drawing No.
P01	332613153-STN-TGN-SW-DR-TR-5523

Appendix D Total Vehicle TRICS Outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: D - INDUSTRIAL ESTATE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	**SOUTH WEST**		
	SD	SWINDON	1 day
04	**EAST ANGLIA**		
	NF	NORFOLK	1 day
05	**EAST MIDLANDS**		
	DY	DERBY	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	AL	CALDERDALE	1 day
10	**WALES**		
	VG	VALE OF GLAMORGAN	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

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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:	GFA
Actual Range:	10000 to 13850 (units:sqm)
Range Selected by User:	10000 to 15000 (units:sqm)
Parking Spaces Range:	18 - 2130

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	31/03/15 to 08/10/24

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	3 days

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

Selected survey types:

Manual count	5
Direction ATC Count	0

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:

Edge of Town	3 days
Suburban Area	2 days

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:

No Sub Category	4 days
Residential Zone	1 days

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 Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	4 days

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Secondary Filtering Selection:

Use Class:

Not Known	5 surveys

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:

86 - 5800

Population within 1 mile:

20,001 to 25,000	1 surveys
25,001 to 50,000	2 surveys
5,001 to 10,000	1 surveys
50,001 to 100,000	1 surveys

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 surveys
125,001 to 250,000	4 surveys

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 surveys
1.1 to 1.5	4 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	5 surveys

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 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

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1	**AL-02-D-01**	**INDUSTRIAL ESTATE**	**CALDERDALE**

MILL LANE
HALIFAX
Edge of Town
No Sub Category
Site area: 1.7999999523162842 hect
Survey date: Wednesday 17/10/2018 Survey Type: Manual

2	**DY-02-D-01**	**INDUSTRIAL ESTATE**	**DERBY**

SHAFTESBURY STREET
DERBY
ROSE HILL
Suburban Area
No Sub Category
Site area: 0.8199999928474426 hect
Survey date: Wednesday 25/09/2019 Survey Type: Manual

3	**NF-02-D-04**	**INDUSTRIAL ESTATE**	**NORFOLK**

DRAYTON HIGH ROAD
NORWICH
Edge of Town
No Sub Category
Site area: 2.4100000858306885 hect
Survey date: Wednesday 14/09/2022 Survey Type: Manual

4	**SD-02-D-01**	**INDUSTRIAL ESTATE**	**SWINDON**

HEADLANDS GROVE
SWINDON
Suburban Area
Residential Zone
Site area: 2.549999952316284 hect
Survey date: Tuesday 20/09/2016 Survey Type: Manual

5	**VG-02-D-01**	**INDUSTRIAL ESTATE**	**VALE OF GLAMORGAN**

ARTHUR STREET
BARRY
Edge of Town
No Sub Category
Site area: 1.9630000591278076 hect
Survey date: Monday 08/05/2017 Survey Type: Manual

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**10386**	**0.063**	**0.000**	**0.063**
06:00-07:00	**2**	**10386**	**0.058**	**0.024**	**0.082**
07:00-08:00	**5**	**11034**	**0.228**	**0.096**	**0.324**
08:00-09:00	**5**	**11034**	**0.415**	**0.152**	**0.567**
09:00-10:00	**5**	**11034**	**0.334**	**0.288**	**0.622**
10:00-11:00	**5**	**11034**	**0.292**	**0.315**	**0.607**
11:00-12:00	**5**	**11034**	**0.272**	**0.250**	**0.522**
12:00-13:00	**5**	**11034**	**0.279**	**0.276**	**0.555**
13:00-14:00	**5**	**11034**	**0.299**	**0.299**	**0.598**
14:00-15:00	**5**	**11034**	**0.310**	**0.319**	**0.629**
15:00-16:00	**5**	**11034**	**0.236**	**0.326**	**0.562**
16:00-17:00	**5**	**11034**	**0.375**	**0.390**	**0.765**
17:00-18:00	**5**	**11034**	**0.285**	**0.460**	**0.745**
18:00-19:00	**5**	**11034**	**0.105**	**0.214**	**0.319**
19:00-20:00	**2**	**10386**	**0.019**	**0.048**	**0.067**
20:00-21:00	**2**	**10386**	**0.000**	**0.010**	**0.010**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**3.570**	**3.467**	**7.037**

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

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Parameter Summary:

Trip rate parameter range selected:	10000 - 15000 (units: sqm)
Survey date date range:	20/09/2016 - 14/09/2022
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Cyclists

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**10386**	**0.000**	**0.000**	**0.000**
06:00-07:00	**2**	**10386**	**0.000**	**0.000**	**0.000**
07:00-08:00	**5**	**11034**	**0.007**	**0.000**	**0.007**
08:00-09:00	**5**	**11034**	**0.004**	**0.000**	**0.004**
09:00-10:00	**5**	**11034**	**0.007**	**0.000**	**0.007**
10:00-11:00	**5**	**11034**	**0.000**	**0.002**	**0.002**
11:00-12:00	**5**	**11034**	**0.000**	**0.004**	**0.004**
12:00-13:00	**5**	**11034**	**0.000**	**0.002**	**0.002**
13:00-14:00	**5**	**11034**	**0.002**	**0.000**	**0.002**
14:00-15:00	**5**	**11034**	**0.002**	**0.002**	**0.004**
15:00-16:00	**5**	**11034**	**0.002**	**0.000**	**0.002**
16:00-17:00	**5**	**11034**	**0.000**	**0.004**	**0.004**
17:00-18:00	**5**	**11034**	**0.000**	**0.007**	**0.007**
18:00-19:00	**5**	**11034**	**0.000**	**0.000**	**0.000**
19:00-20:00	**2**	**10386**	**0.000**	**0.000**	**0.000**
20:00-21:00	**2**	**10386**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.024**	**0.021**	**0.045**

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

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Parameter Summary:

Trip rate parameter range selected:	10000 - 15000 (units: sqm)
Survey date date range:	20/09/2016 - 14/09/2022
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

PSVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**10386**	**0.000**	**0.000**	**0.000**
06:00-07:00	**2**	**10386**	**0.000**	**0.000**	**0.000**
07:00-08:00	**5**	**11034**	**0.000**	**0.000**	**0.000**
08:00-09:00	**5**	**11034**	**0.002**	**0.002**	**0.004**
09:00-10:00	**5**	**11034**	**0.004**	**0.004**	**0.008**
10:00-11:00	**5**	**11034**	**0.002**	**0.000**	**0.002**
11:00-12:00	**5**	**11034**	**0.000**	**0.002**	**0.002**
12:00-13:00	**5**	**11034**	**0.000**	**0.000**	**0.000**
13:00-14:00	**5**	**11034**	**0.000**	**0.000**	**0.000**
14:00-15:00	**5**	**11034**	**0.000**	**0.000**	**0.000**
15:00-16:00	**5**	**11034**	**0.002**	**0.002**	**0.004**
16:00-17:00	**5**	**11034**	**0.000**	**0.000**	**0.000**
17:00-18:00	**5**	**11034**	**0.002**	**0.000**	**0.002**
18:00-19:00	**5**	**11034**	**0.000**	**0.000**	**0.000**
19:00-20:00	**2**	**10386**	**0.000**	**0.000**	**0.000**
20:00-21:00	**2**	**10386**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.012**	**0.010**	**0.022**

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

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Parameter Summary:

Trip rate parameter range selected:	10000 - 15000 (units: sqm)
Survey date date range:	20/09/2016 - 08/05/2017
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**10386**	**0.000**	**0.000**	**0.000**
06:00-07:00	**2**	**10386**	**0.000**	**0.000**	**0.000**
07:00-08:00	**5**	**11034**	**0.007**	**0.007**	**0.014**
08:00-09:00	**5**	**11034**	**0.024**	**0.011**	**0.035**
09:00-10:00	**5**	**11034**	**0.029**	**0.034**	**0.063**
10:00-11:00	**5**	**11034**	**0.044**	**0.036**	**0.080**
11:00-12:00	**5**	**11034**	**0.036**	**0.036**	**0.072**
12:00-13:00	**5**	**11034**	**0.042**	**0.027**	**0.069**
13:00-14:00	**5**	**11034**	**0.036**	**0.040**	**0.076**
14:00-15:00	**5**	**11034**	**0.038**	**0.044**	**0.082**
15:00-16:00	**5**	**11034**	**0.029**	**0.033**	**0.062**
16:00-17:00	**5**	**11034**	**0.020**	**0.020**	**0.040**
17:00-18:00	**5**	**11034**	**0.005**	**0.016**	**0.021**
18:00-19:00	**5**	**11034**	**0.004**	**0.005**	**0.009**
19:00-20:00	**2**	**10386**	**0.000**	**0.005**	**0.005**
20:00-21:00	**2**	**10386**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.314**	**0.314**	**0.628**

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

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Parameter Summary:

Trip rate parameter range selected:	10000 - 15000 (units: sqm)
Survey date date range:	20/09/2016 - 14/09/2022
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Taxis

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**10386**	**0.000**	**0.000**	**0.000**
06:00-07:00	**2**	**10386**	**0.000**	**0.000**	**0.000**
07:00-08:00	**5**	**11034**	**0.000**	**0.000**	**0.000**
08:00-09:00	**5**	**11034**	**0.004**	**0.004**	**0.008**
09:00-10:00	**5**	**11034**	**0.007**	**0.004**	**0.011**
10:00-11:00	**5**	**11034**	**0.002**	**0.004**	**0.006**
11:00-12:00	**5**	**11034**	**0.002**	**0.002**	**0.004**
12:00-13:00	**5**	**11034**	**0.002**	**0.002**	**0.004**
13:00-14:00	**5**	**11034**	**0.002**	**0.002**	**0.004**
14:00-15:00	**5**	**11034**	**0.002**	**0.002**	**0.004**
15:00-16:00	**5**	**11034**	**0.005**	**0.005**	**0.010**
16:00-17:00	**5**	**11034**	**0.002**	**0.002**	**0.004**
17:00-18:00	**5**	**11034**	**0.000**	**0.000**	**0.000**
18:00-19:00	**5**	**11034**	**0.000**	**0.000**	**0.000**
19:00-20:00	**2**	**10386**	**0.005**	**0.005**	**0.010**
20:00-21:00	**2**	**10386**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.033**	**0.032**	**0.065**

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

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Parameter Summary:

Trip rate parameter range selected:	10000 - 15000 (units: sqm)
Survey date date range:	20/09/2016 - 14/09/2022
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Cars

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**10386**	**0.039**	**0.000**	**0.039**
06:00-07:00	**2**	**10386**	**0.029**	**0.010**	**0.039**
07:00-08:00	**5**	**11034**	**0.127**	**0.024**	**0.151**
08:00-09:00	**5**	**11034**	**0.294**	**0.067**	**0.361**
09:00-10:00	**5**	**11034**	**0.199**	**0.149**	**0.348**
10:00-11:00	**5**	**11034**	**0.158**	**0.194**	**0.352**
11:00-12:00	**5**	**11034**	**0.169**	**0.143**	**0.312**
12:00-13:00	**5**	**11034**	**0.161**	**0.176**	**0.337**
13:00-14:00	**5**	**11034**	**0.192**	**0.189**	**0.381**
14:00-15:00	**5**	**11034**	**0.190**	**0.183**	**0.373**
15:00-16:00	**5**	**11034**	**0.143**	**0.223**	**0.366**
16:00-17:00	**5**	**11034**	**0.299**	**0.263**	**0.562**
17:00-18:00	**5**	**11034**	**0.237**	**0.402**	**0.639**
18:00-19:00	**5**	**11034**	**0.096**	**0.192**	**0.288**
19:00-20:00	**2**	**10386**	**0.010**	**0.039**	**0.049**
20:00-21:00	**2**	**10386**	**0.000**	**0.010**	**0.010**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.343**	**2.264**	**4.607**

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

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

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Parameter Summary:

Trip rate parameter range selected:	10000 - 15000 (units: sqm)
Survey date date range:	20/09/2016 - 14/09/2022
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

LGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	10386	0.024	0.000	0.024
06:00-07:00	2	10386	0.029	0.014	0.043
07:00-08:00	5	11034	0.094	0.065	0.159
08:00-09:00	5	11034	0.092	0.069	0.161
09:00-10:00	5	11034	0.092	0.098	0.190
10:00-11:00	5	11034	0.082	0.080	0.162
11:00-12:00	5	11034	0.063	0.065	0.128
12:00-13:00	5	11034	0.069	0.065	0.134
13:00-14:00	5	11034	0.069	0.062	0.131
14:00-15:00	5	11034	0.078	0.091	0.169
15:00-16:00	5	11034	0.054	0.060	0.114
16:00-17:00	5	11034	0.053	0.100	0.153
17:00-18:00	5	11034	0.040	0.042	0.082
18:00-19:00	5	11034	0.005	0.016	0.021
19:00-20:00	2	10386	0.005	0.000	0.005
20:00-21:00	2	10386	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.849	0.827	1.676

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

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Parameter Summary:

Trip rate parameter range selected:	10000 - 15000 (units: sqm)
Survey date date range:	20/09/2016 - 14/09/2022
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Motorcycles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**10386**	**0.000**	**0.000**	**0.000**
06:00-07:00	**2**	**10386**	**0.000**	**0.000**	**0.000**
07:00-08:00	**5**	**11034**	**0.000**	**0.000**	**0.000**
08:00-09:00	**5**	**11034**	**0.000**	**0.000**	**0.000**
09:00-10:00	**5**	**11034**	**0.002**	**0.000**	**0.002**
10:00-11:00	**5**	**11034**	**0.005**	**0.002**	**0.007**
11:00-12:00	**5**	**11034**	**0.002**	**0.002**	**0.004**
12:00-13:00	**5**	**11034**	**0.005**	**0.005**	**0.010**
13:00-14:00	**5**	**11034**	**0.000**	**0.007**	**0.007**
14:00-15:00	**5**	**11034**	**0.002**	**0.000**	**0.002**
15:00-16:00	**5**	**11034**	**0.002**	**0.004**	**0.006**
16:00-17:00	**5**	**11034**	**0.002**	**0.005**	**0.007**
17:00-18:00	**5**	**11034**	**0.000**	**0.000**	**0.000**
18:00-19:00	**5**	**11034**	**0.000**	**0.000**	**0.000**
19:00-20:00	**2**	**10386**	**0.000**	**0.000**	**0.000**
20:00-21:00	**2**	**10386**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.020**	**0.025**	**0.045**

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

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Parameter Summary:

Trip rate parameter range selected:	10000 - 15000 (units: sqm)
Survey date date range:	08/05/2017 - 14/09/2022
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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Filtering Summary:

Land Use: 02/F EMPLOYMENT/WAREHOUSING (COMMERCIAL)

Selected Trip Rate Calculation Parameter Range: 5000 - 15000 sqm GFA

Actual Trip Rate Calculation Parameter Range: N/A sqm GFA

Date Range: Minimum: 01/01/2016 Maximum: 18/06/2024

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 760 1986

Days of the week selected:

Friday	2
Thursday	1
Wednesday	1

Main Location Types selected:

Edge of Town	3
Suburban Area (PPS6 Out of Centre)	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	3
Servicing Vehicles Included	1

Population <1 Mile ranges selected:

10,001 to 15,000	2
15,001 to 20,000	1
20,001 to 25,000	1

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Population <5 Mile ranges selected:

125,001 to 250,000	3
5,001 to 25,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	1
1.1 to 1.5	3

PTAL Rating:

No PTAL Present	4

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	EX	ESSEX	1 day
	HC	HAMPSHIRE	1 day
	MW	MEDWAY	1 day
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

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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:	GFA
Actual Range:	6560 to 13200 (units:sqm)
Range Selected by User:	5000 to 15000 (units:sqm)
Parking Spaces Range:	4 - 1192

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 18/06/24

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:

Friday	2 days
Thursday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	4
Direction ATC Count	0

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:

Edge of Town	3 days
Suburban Area (PPS6 Out of Centre)	1 days

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:

Commercial Zone	1 days
Industrial Zone	3 days

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 Vehicle Counts:

Servicing vehicles Excluded	3 days
Servicing vehicles Included	1 days

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Secondary Filtering Selection:

Use Class:

B8	3 surveys
N/A	1 surveys

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:

75 - 1986

Population within 1 mile:

10,001 to 15,000	2 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	3 surveys
5,001 to 25,000	1 surveys

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 surveys
1.1 to 1.5	3 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	4 surveys

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	4 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

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1	**DS-02-F-01**	**LOGISTICS DEPOT**	**DERBYSHIRE**

PARK ROAD
HOLMEWOOD
Edge of Town
Industrial Zone
Gross floor area: 7000 sqm
Survey date: Wednesday 04/10/2023 Survey Type: Unknown

2	**EX-02-F-01**	**SPORTS SUPPLEMENTS**	**ESSEX**

BRUNEL WAY
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Gross floor area: 6560 sqm
Survey date: Friday 18/05/2018 Survey Type: Unknown

3	**HC-02-F-02**	**LOGISTICS**	**HAMPSHIRE**

RUTHERFORD ROAD
BASINGSTOKE
Suburban Area (PPS6 Out of Centre)
Commercial Zone
Gross floor area: 13200 sqm
Survey date: Thursday 16/06/2016 Survey Type: Unknown

4	**MW-02-F-02**	**COMMERCIAL WAREHOUSING**	**MEDWAY**

MILLS ROAD
AYLESFORD
QUARRY WOOD
Edge of Town
Industrial Zone
Gross floor area: 11200 sqm
Survey date: Friday 22/09/2017 Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-02-F-03	11-10-2016	Northern Ireland
AN-02-F-04	14-03-2019	Northern Ireland
BD-02-F-01	14-03-2019	No PT or local workforce
CC-02-F-01	25-05-2016	Ireland
HD-02-F-01	27-09-2018	Greater London
HO-02-F-01	23-11-2016	Greater London
LO-02-F-01	08-06-2021	Covid
WX-02-F-01	20-04-2023	Ireland

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	7000	0.000	0.000	0.000
06:00-07:00	1	7000	0.029	0.000	0.029
07:00-08:00	4	9490	0.242	0.095	0.337
08:00-09:00	4	9490	0.161	0.079	0.240
09:00-10:00	4	9490	0.208	0.126	0.334
10:00-11:00	4	9490	0.129	0.097	0.226
11:00-12:00	4	9490	0.137	0.155	0.292
12:00-13:00	4	9490	0.119	0.103	0.222
13:00-14:00	4	9490	0.126	0.169	0.295
14:00-15:00	4	9490	0.108	0.174	0.282
15:00-16:00	4	9490	0.090	0.148	0.238
16:00-17:00	4	9490	0.066	0.192	0.258
17:00-18:00	4	9490	0.040	0.105	0.145
18:00-19:00	3	10320	0.032	0.126	0.158
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.487	1.569	3.056

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Parameter Summary:

Trip rate parameter range selected:	5000 - 15000 (units: sqm)
Survey date date range:	16/06/2016 - 04/10/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**1**	**7000**	**0.000**	**0.000**	**0.000**
06:00-07:00	**1**	**7000**	**0.000**	**0.000**	**0.000**
07:00-08:00	**4**	**9490**	**0.021**	**0.029**	**0.050**
08:00-09:00	**4**	**9490**	**0.026**	**0.024**	**0.050**
09:00-10:00	**4**	**9490**	**0.053**	**0.026**	**0.079**
10:00-11:00	**4**	**9490**	**0.071**	**0.024**	**0.095**
11:00-12:00	**4**	**9490**	**0.055**	**0.047**	**0.102**
12:00-13:00	**4**	**9490**	**0.040**	**0.026**	**0.066**
13:00-14:00	**4**	**9490**	**0.024**	**0.061**	**0.085**
14:00-15:00	**4**	**9490**	**0.040**	**0.047**	**0.087**
15:00-16:00	**4**	**9490**	**0.024**	**0.037**	**0.061**
16:00-17:00	**4**	**9490**	**0.018**	**0.016**	**0.034**
17:00-18:00	**4**	**9490**	**0.016**	**0.018**	**0.034**
18:00-19:00	**3**	**10320**	**0.019**	**0.013**	**0.032**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.407**	**0.368**	**0.775**

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

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Parameter Summary:

Trip rate parameter range selected:	5000 - 15000 (units: sqm)
Survey date date range:	16/06/2016 - 04/10/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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.

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

Cars

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**1**	**7000**	**0.000**	**0.000**	**0.000**
06:00-07:00	**1**	**7000**	**0.029**	**0.000**	**0.029**
07:00-08:00	**4**	**9490**	**0.179**	**0.037**	**0.216**
08:00-09:00	**4**	**9490**	**0.090**	**0.018**	**0.108**
09:00-10:00	**4**	**9490**	**0.090**	**0.037**	**0.127**
10:00-11:00	**4**	**9490**	**0.029**	**0.045**	**0.074**
11:00-12:00	**4**	**9490**	**0.034**	**0.068**	**0.102**
12:00-13:00	**4**	**9490**	**0.045**	**0.050**	**0.095**
13:00-14:00	**4**	**9490**	**0.074**	**0.076**	**0.150**
14:00-15:00	**4**	**9490**	**0.047**	**0.108**	**0.155**
15:00-16:00	**4**	**9490**	**0.040**	**0.079**	**0.119**
16:00-17:00	**4**	**9490**	**0.032**	**0.148**	**0.180**
17:00-18:00	**4**	**9490**	**0.016**	**0.068**	**0.084**
18:00-19:00	**3**	**10320**	**0.010**	**0.097**	**0.107**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.715**	**0.831**	**1.546**

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

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Parameter Summary:

Trip rate parameter range selected:	5000 - 15000 (units: sqm)
Survey date date range:	16/06/2016 - 04/10/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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.

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

LGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**1**	**7000**	**0.000**	**0.000**	**0.000**
06:00-07:00	**1**	**7000**	**0.000**	**0.000**	**0.000**
07:00-08:00	**4**	**9490**	**0.037**	**0.029**	**0.066**
08:00-09:00	**4**	**9490**	**0.045**	**0.037**	**0.082**
09:00-10:00	**4**	**9490**	**0.066**	**0.063**	**0.129**
10:00-11:00	**4**	**9490**	**0.029**	**0.029**	**0.058**
11:00-12:00	**4**	**9490**	**0.047**	**0.040**	**0.087**
12:00-13:00	**4**	**9490**	**0.032**	**0.026**	**0.058**
13:00-14:00	**4**	**9490**	**0.026**	**0.032**	**0.058**
14:00-15:00	**4**	**9490**	**0.021**	**0.013**	**0.034**
15:00-16:00	**4**	**9490**	**0.026**	**0.032**	**0.058**
16:00-17:00	**4**	**9490**	**0.013**	**0.024**	**0.037**
17:00-18:00	**4**	**9490**	**0.008**	**0.016**	**0.024**
18:00-19:00	**3**	**10320**	**0.003**	**0.016**	**0.019**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.353**	**0.357**	**0.710**

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

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

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Parameter Summary:

Trip rate parameter range selected:	5000 - 15000 (units: sqm)
Survey date date range:	16/06/2016 - 04/10/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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.

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Appendix E Multimodal TRICS Outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: D - INDUSTRIAL ESTATE

Selected Vehicle Type: Total People

Selected regions and areas:

03	**SOUTH WEST**		
	SD	SWINDON	1 day
04	**EAST ANGLIA**		
	NF	NORFOLK	1 day
05	**EAST MIDLANDS**		
	DY	DERBY	1 day
	LN	LINCOLNSHIRE	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	AL	CALDERDALE	1 day
10	**WALES**		
	VG	VALE OF GLAMORGAN	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

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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:	GFA
Actual Range:	1138 to 150564 (units:sqm)
Range Selected by User:	10000 to 15000 (units:sqm)
Parking Spaces Range:	18 - 2130

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	31/03/16 to 08/10/24

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:

Friday	1 days
Monday	1 days
Tuesday	1 days
Wednesday	3 days

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

Selected survey types:

Manual count	6
Direction ATC Count	0

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:

Edge of Town	4 days
Suburban Area	2 days

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:

No Sub Category	4 days
Residential Zone	2 days

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 Vehicle Counts:

Servicing vehicles Excluded	5 days
Servicing vehicles Included	1 days

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Secondary Filtering Selection:

Use Class:

Not Known	6 surveys

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:

674 - 4100

Population within 1 mile:

15,001 to 20,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	2 surveys
5,001 to 10,000	1 surveys
50,001 to 100,000	1 surveys

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 surveys
125,001 to 250,000	4 surveys
50,001 to 75,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	4 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	6 surveys

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	6 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

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1	**AL-02-D-01**	**INDUSTRIAL ESTATE**	**CALDERDALE**

MILL LANE
HALIFAX
Edge of Town
No Sub Category
Site area: 1.7999999523162842 hect
Survey date: Wednesday 17/10/2018 Survey Type: Manual

2	**DY-02-D-01**	**INDUSTRIAL ESTATE**	**DERBY**

SHAFTESBURY STREET
DERBY
ROSE HILL
Suburban Area
No Sub Category
Site area: 0.8199999928474426 hect
Survey date: Wednesday 25/09/2019 Survey Type: Manual

3	**LN-02-D-07**	**INDUSTRIAL ESTATE**	**LINCOLNSHIRE**

TRENT ROAD
GRANTHAM
Edge of Town
Residential Zone
Site area: 1.899999976158142 hect
Survey date: Friday 26/04/2024 Survey Type: Manual

4	**NF-02-D-04**	**INDUSTRIAL ESTATE**	**NORFOLK**

DRAYTON HIGH ROAD
NORWICH
Edge of Town
No Sub Category
Site area: 2.4100000858306885 hect
Survey date: Wednesday 14/09/2022 Survey Type: Manual

5	**SD-02-D-01**	**INDUSTRIAL ESTATE**	**SWINDON**

HEADLANDS GROVE
SWINDON
Suburban Area
Residential Zone
Site area: 2.549999952316284 hect
Survey date: Tuesday 20/09/2016 Survey Type: Manual

6	**VG-02-D-01**	**INDUSTRIAL ESTATE**	**VALE OF GLAMORGAN**

ARTHUR STREET
BARRY
Edge of Town
No Sub Category
Site area: 1.9630000591278076 hect
Survey date: Survey Type: Manual

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**3**	**10404**	**0.042**	**0.000**	**0.042**
06:00-07:00	**3**	**10404**	**0.038**	**0.016**	**0.054**
07:00-08:00	**6**	**10934**	**0.221**	**0.087**	**0.308**
08:00-09:00	**6**	**10934**	**0.366**	**0.130**	**0.496**
09:00-10:00	**6**	**10934**	**0.285**	**0.247**	**0.532**
10:00-11:00	**6**	**10934**	**0.253**	**0.270**	**0.523**
11:00-12:00	**6**	**10934**	**0.233**	**0.212**	**0.445**
12:00-13:00	**6**	**10934**	**0.236**	**0.238**	**0.474**
13:00-14:00	**6**	**10934**	**0.259**	**0.251**	**0.510**
14:00-15:00	**6**	**10934**	**0.264**	**0.276**	**0.540**
15:00-16:00	**6**	**10934**	**0.200**	**0.282**	**0.482**
16:00-17:00	**6**	**10934**	**0.319**	**0.369**	**0.688**
17:00-18:00	**6**	**10934**	**0.239**	**0.387**	**0.626**
18:00-19:00	**6**	**10934**	**0.088**	**0.180**	**0.268**
19:00-20:00	**3**	**10404**	**0.013**	**0.032**	**0.045**
20:00-21:00	**3**	**10404**	**0.000**	**0.006**	**0.006**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**3.056**	**2.983**	**6.039**

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

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Parameter Summary:

Trip rate parameter range selected:	10000 - 15000 (units: sqm)
Survey date date range:	20/09/2016 - 26/04/2024
Number of weekdays (Monday-Friday):	6
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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**3**	**10404**	**0.045**	**0.000**	**0.045**
06:00-07:00	**3**	**10404**	**0.054**	**0.016**	**0.070**
07:00-08:00	**6**	**10934**	**0.305**	**0.110**	**0.415**
08:00-09:00	**6**	**10934**	**0.540**	**0.187**	**0.727**
09:00-10:00	**6**	**10934**	**0.441**	**0.338**	**0.779**
10:00-11:00	**6**	**10934**	**0.341**	**0.369**	**0.710**
11:00-12:00	**6**	**10934**	**0.337**	**0.317**	**0.654**
12:00-13:00	**6**	**10934**	**0.340**	**0.354**	**0.694**
13:00-14:00	**6**	**10934**	**0.378**	**0.366**	**0.744**
14:00-15:00	**6**	**10934**	**0.399**	**0.395**	**0.794**
15:00-16:00	**6**	**10934**	**0.311**	**0.402**	**0.713**
16:00-17:00	**6**	**10934**	**0.593**	**0.537**	**1.130**
17:00-18:00	**6**	**10934**	**0.408**	**0.694**	**1.102**
18:00-19:00	**6**	**10934**	**0.142**	**0.331**	**0.473**
19:00-20:00	**3**	**10404**	**0.013**	**0.038**	**0.051**
20:00-21:00	**3**	**10404**	**0.000**	**0.010**	**0.010**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**4.647**	**4.464**	**9.111**

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

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Parameter Summary:

Trip rate parameter range selected:	10000 - 15000 (units: sqm)
Survey date date range:	20/09/2016 - 26/04/2024
Number of weekdays (Monday-Friday):	6
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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Cyclists

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**3**	**10404**	**0.000**	**0.000**	**0.000**
06:00-07:00	**3**	**10404**	**0.000**	**0.000**	**0.000**
07:00-08:00	**6**	**10934**	**0.006**	**0.000**	**0.006**
08:00-09:00	**6**	**10934**	**0.003**	**0.000**	**0.003**
09:00-10:00	**6**	**10934**	**0.006**	**0.000**	**0.006**
10:00-11:00	**6**	**10934**	**0.000**	**0.002**	**0.002**
11:00-12:00	**6**	**10934**	**0.000**	**0.003**	**0.003**
12:00-13:00	**6**	**10934**	**0.000**	**0.002**	**0.002**
13:00-14:00	**6**	**10934**	**0.002**	**0.000**	**0.002**
14:00-15:00	**6**	**10934**	**0.002**	**0.002**	**0.004**
15:00-16:00	**6**	**10934**	**0.002**	**0.000**	**0.002**
16:00-17:00	**6**	**10934**	**0.000**	**0.003**	**0.003**
17:00-18:00	**6**	**10934**	**0.000**	**0.006**	**0.006**
18:00-19:00	**6**	**10934**	**0.000**	**0.000**	**0.000**
19:00-20:00	**3**	**10404**	**0.000**	**0.000**	**0.000**
20:00-21:00	**3**	**10404**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.021**	**0.018**	**0.039**

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

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

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Parameter Summary:

Trip rate parameter range selected:	10000 - 15000 (units: sqm)
Survey date date range:	20/09/2016 - 14/09/2022
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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Pedestrians

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**3**	**10404**	**0.000**	**0.000**	**0.000**
06:00-07:00	**3**	**10404**	**0.003**	**0.000**	**0.003**
07:00-08:00	**6**	**10934**	**0.014**	**0.005**	**0.019**
08:00-09:00	**6**	**10934**	**0.021**	**0.021**	**0.042**
09:00-10:00	**6**	**10934**	**0.020**	**0.018**	**0.038**
10:00-11:00	**6**	**10934**	**0.015**	**0.014**	**0.029**
11:00-12:00	**6**	**10934**	**0.021**	**0.026**	**0.047**
12:00-13:00	**6**	**10934**	**0.020**	**0.034**	**0.054**
13:00-14:00	**6**	**10934**	**0.027**	**0.037**	**0.064**
14:00-15:00	**6**	**10934**	**0.029**	**0.037**	**0.066**
15:00-16:00	**6**	**10934**	**0.034**	**0.014**	**0.048**
16:00-17:00	**6**	**10934**	**0.021**	**0.032**	**0.053**
17:00-18:00	**6**	**10934**	**0.024**	**0.021**	**0.045**
18:00-19:00	**6**	**10934**	**0.015**	**0.015**	**0.030**
19:00-20:00	**3**	**10404**	**0.000**	**0.000**	**0.000**
20:00-21:00	**3**	**10404**	**0.000**	**0.003**	**0.003**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.264**	**0.277**	**0.541**

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

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

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Parameter Summary:

Trip rate parameter range selected:	10000 - 15000 (units: sqm)
Survey date date range:	20/09/2016 - 14/09/2022
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Public Transport Users

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**3**	**10404**	**0.000**	**0.000**	**0.000**
06:00-07:00	**3**	**10404**	**0.003**	**0.000**	**0.003**
07:00-08:00	**6**	**10934**	**0.011**	**0.000**	**0.011**
08:00-09:00	**6**	**10934**	**0.020**	**0.002**	**0.022**
09:00-10:00	**6**	**10934**	**0.021**	**0.000**	**0.021**
10:00-11:00	**6**	**10934**	**0.005**	**0.005**	**0.010**
11:00-12:00	**6**	**10934**	**0.006**	**0.011**	**0.017**
12:00-13:00	**6**	**10934**	**0.006**	**0.002**	**0.008**
13:00-14:00	**6**	**10934**	**0.003**	**0.006**	**0.009**
14:00-15:00	**6**	**10934**	**0.002**	**0.003**	**0.005**
15:00-16:00	**6**	**10934**	**0.003**	**0.014**	**0.017**
16:00-17:00	**6**	**10934**	**0.006**	**0.006**	**0.012**
17:00-18:00	**6**	**10934**	**0.002**	**0.026**	**0.028**
18:00-19:00	**6**	**10934**	**0.000**	**0.009**	**0.009**
19:00-20:00	**3**	**10404**	**0.000**	**0.000**	**0.000**
20:00-21:00	**3**	**10404**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.088**	**0.084**	**0.172**

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

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

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Parameter Summary:

Trip rate parameter range selected:	10000 - 15000 (units: sqm)
Survey date date range:	20/09/2016 - 14/09/2022
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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.

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