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Units 12-18 Piccadilly Trading Estate Manchester

Transport Assessment

Final Report for:

June 2026

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APPENDICES

APPENDIX A – SITE LAYOUT

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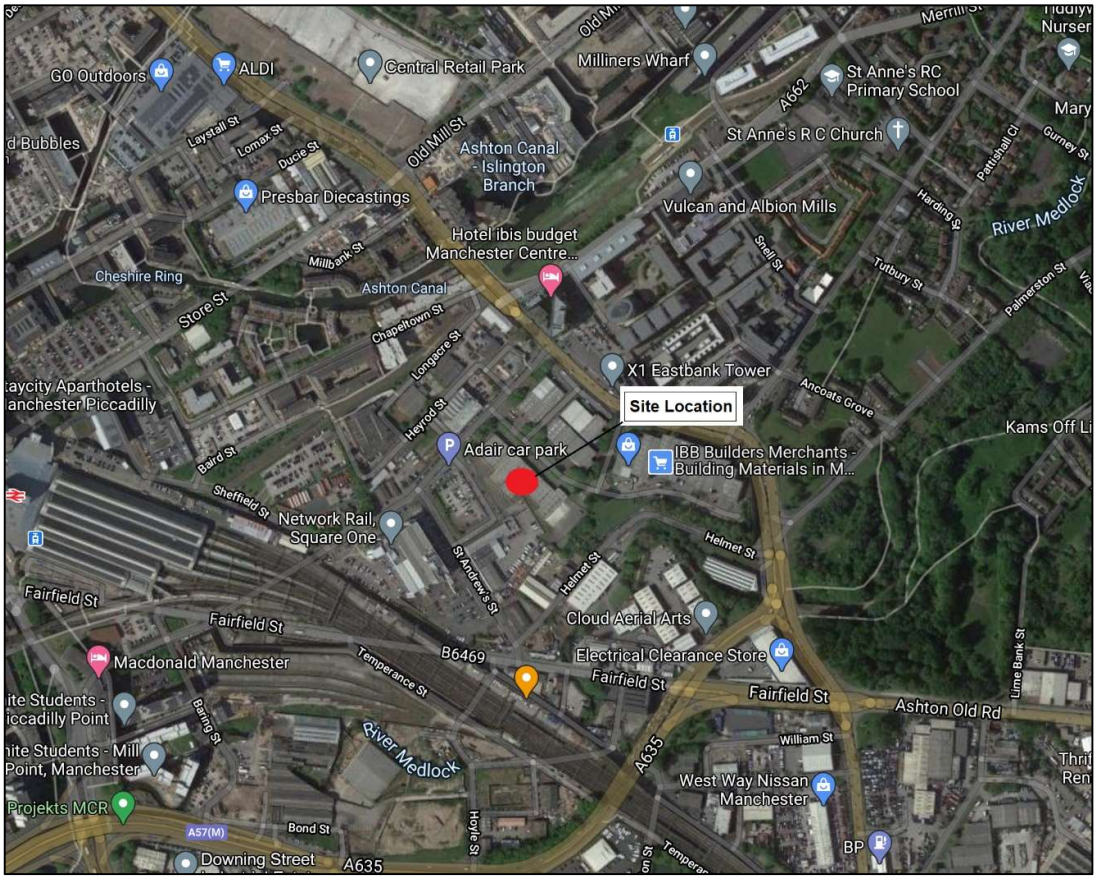
1.0 INTRODUCTION

1.1 *Overview*

1.1.1 Cora IHT have been instructed by CBRE Investment Management to prepare a Transport Assessment [TA] to support proposals for a change of use to Use Class B8 at Units 12-16 and Use Class B2/B8 at Units 17-18 at Piccadilly Trading Estate, Manchester.

1.1.2 **Figure 1.1** illustrates the site location.

Figure 1.1: Site Location



1.1.3 The site had planning consent under application (ref: 128054/FO/2020) which regularised the units for uses within B2-B8 for a period of 5-years. This consent has since expired, therefore, this report provides an update to confirm compliance with the latest planning policy position.

1.1.4 This TA has been prepared in accordance with National Planning Policy Framework and Planning Policy Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking. It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.

1.1.5 Following this brief introduction:

- Section 2 describes the site location and provides a review of the existing highway network.
- Section 3 then describes the development proposals.
- Section 4 considers the transport planning policy issues.
- Section 5 provides an assessment of the traffic associated with the proposed development.
- Section 6 outlines the parking management strategy.
- A summary and conclusion are set out in Section 7.

2.0 SITE DESCRIPTION AND EXISTING CONDITIONS

2.1 Site Description

2.1.1 The development site is bounded by Adair Street to the northwest, Gidding Road to the northeast, a servicing area to the southeast and St Andrew's Square to the southwest.

2.1.2 The redline boundary plan is provided in **Figure 2.1**.

Figure 2.1: Red Line Boundary Plan

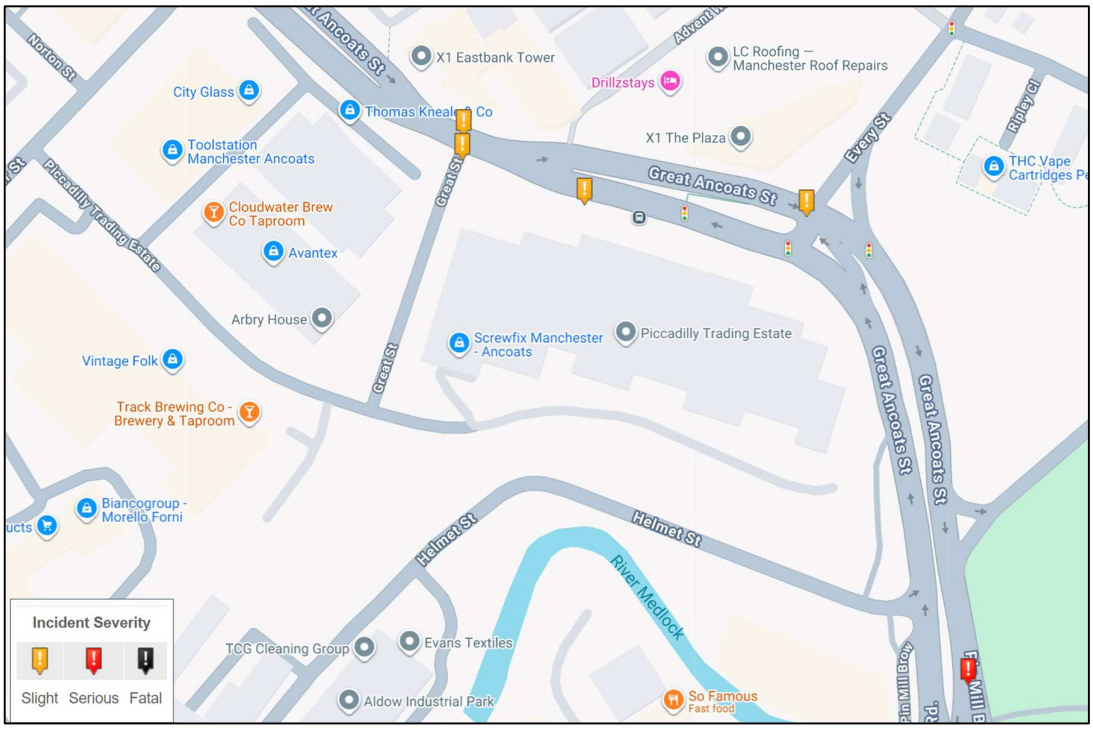


2.1.3 The existing building Units 12-18 consist of a ground floor Gross Internal Area (GIA) of 3,676.3sqm and first floor GIA of 431.2sqm.

2.2 Accident Analysis

2.2.1 Accident data has been obtained from Crashmap for the period 2020 to 2024. **Figure 2.2** shows an extract of the accident plot.

Figure 2.2: Accident Location Plan



2.2.2 Over the last 5 years there has not been any accidents within the local road network surrounding the site. There are a few accidents along Great Ancoat's Street to the east of the site, however, these do not indicate any existing highway safety patterns or problems.

2.2.3 It can be concluded that further detailed accident analysis is not required.

3.0 DEVELOPMENT PROPOSALS

3.1 Proposed Development

3.1.1 The proposals are for a change of use for the existing building to Use Class B8 at Units 12-16 and Use Class B2/B8 at Units 17-18.

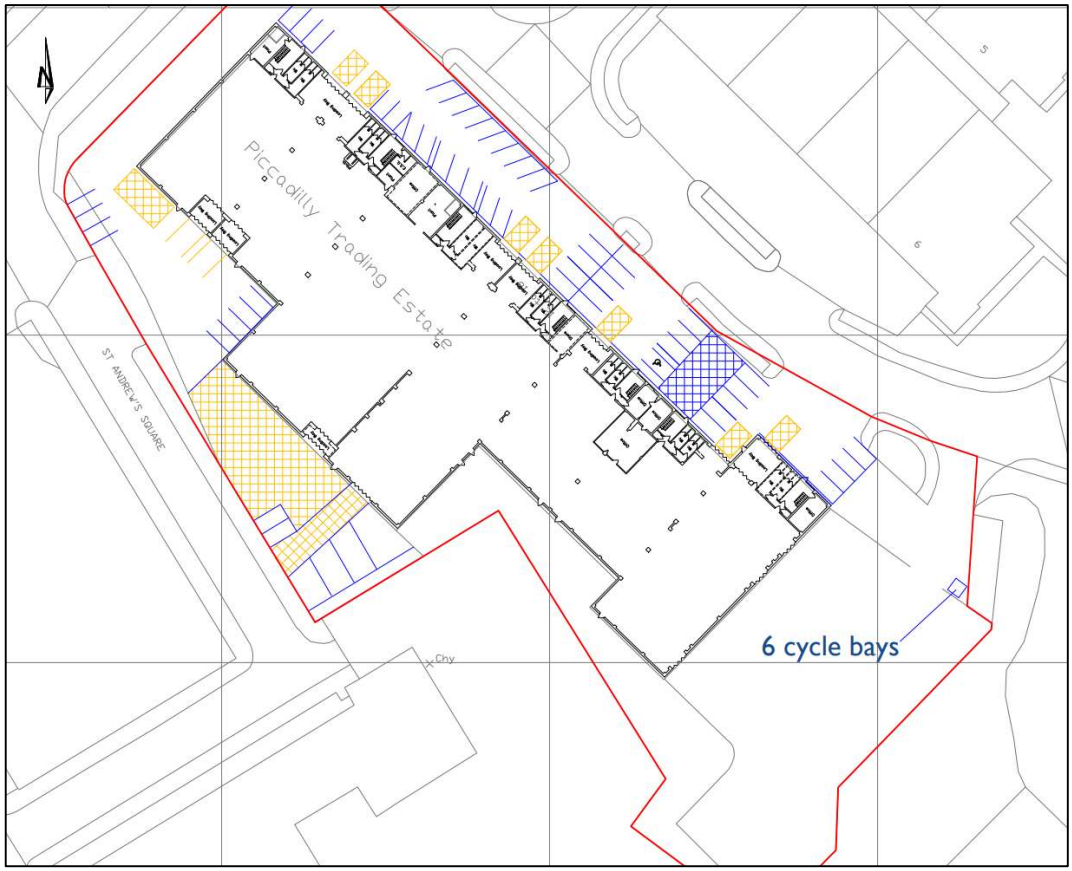
3.1.2 The building floor areas will remain as existing with ground floor GIA 3,676.3sqm and first floor GIA of 431.2sqm, therefore, providing a total of 4,107.2sqm.

3.1.3 52 car parking spaces are provided within the site.

3.1.4 The parking provisions equate to approximate 1 space per 79sqm. This is inline with national guidance for B2 / B8 use which ranges from 1 space per 45sqm for B2 to 1 space per 200sqm for B8.

3.1.5 **Figure 3.1** provides an extract of the proposed site layout. **Appendix A** provides the full plan.

Figure 3.1: Proposed Site Layout



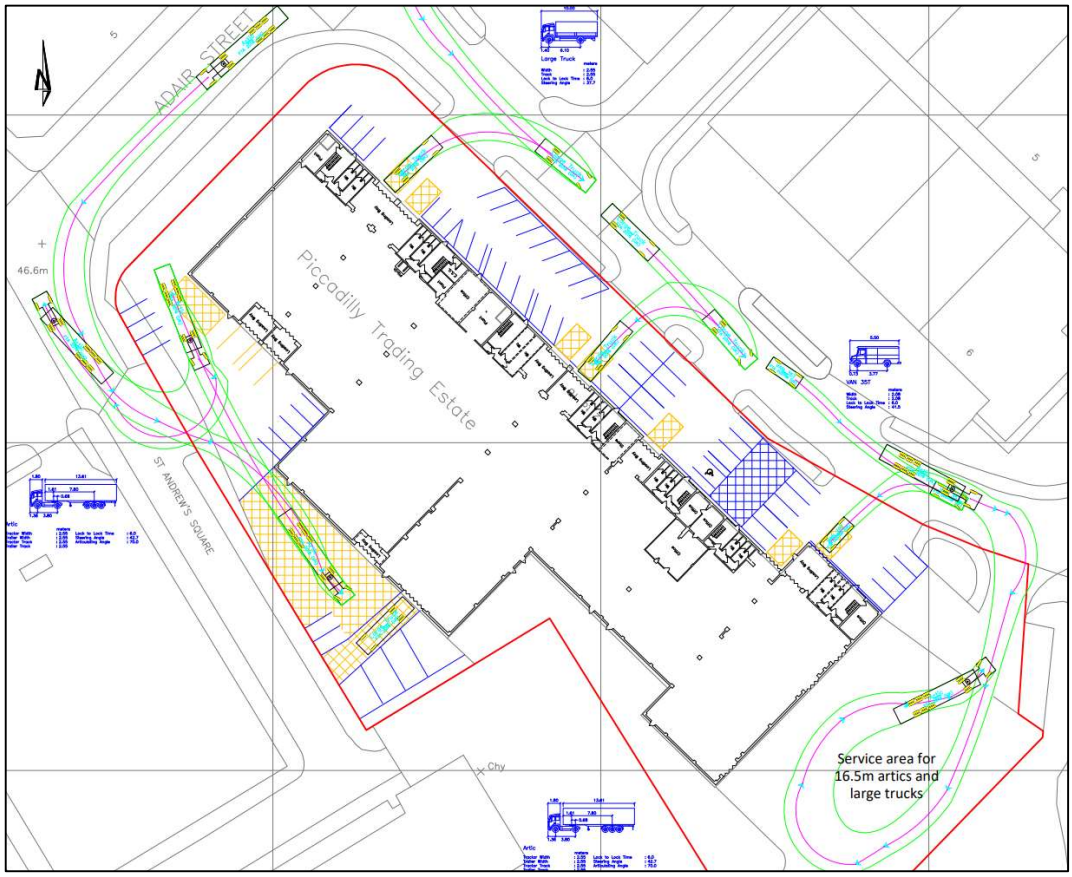
3.1.6 6 cycle spaces are now proposed within the site.

3.2 Servicing

3.2.1 **Figure 3.2** provides an extract of the vehicle tracking drawing.

3.2.2 **Appendix B** provides the full drawing. There is a designated service are to the southeast of the site which allows for large trucks and artic vehicles to service the site. Transit type vans can access the site from various access locations whilst larger service vehicles can also access the site via the west access

Figure 3.2: Service Vehicle Tracking Plan



4.0 TRANSPORT POLICY AND ACCESSIBILITY

4.1 Preamble

4.1.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review both local and national transport-related planning guidance. The following section outlines the relevant guidance in respect of the proposed development.

4.2 Places for Everyone

4.2.1 **Places for Everyone** is the long-term joint spatial development plan for nine Greater Manchester districts: Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan. Officially adopted, it outlines where new homes, jobs, and infrastructure will be built through 2039.

4.2.2 The plan sets out the kind of development that takes place across the city-region. It:

- maximises the use of brownfield land and urban spaces
- protects green belt land from the risk of unplanned development
- releases some sites for housing and employment in key locations
- ensures we integrate all new developments into Greater Manchester's transport network. Otherwise, new roads and transport will support them.

4.2.3 The plan was adopted by the Council on 20 March 2024 and came into effect from 21 March 2024.

4.3 The Transport Decarbonisation Plan – March 2020

4.3.1 The Government is developing an ambitious plan to accelerate the decarbonisation of transport. The Transport Decarbonisation Plan (TDP) sets out in detail what government, business and society will need to do to deliver the significant emissions reduction needed across all modes of transport, putting us on a pathway to achieving carbon budgets and net zero emissions across every single mode of transport by 2050.

4.4 National Planning Policy Framework [NPPF] 2024

4.4.1 The National Planning Policy Framework was updated on 12 December 2024 and sets out the government's planning policies for England and how these are expected to be applied.

4.4.2 Paragraph 109 states that:

Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing

transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

4.4.3 Paragraph 110 states:

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

4.4.4 Paragraph 116 states:

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.

4.4.5 Paragraph 117 states that:

Within this context, applications for development should:

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

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

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

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

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

4.4.6 Paragraph 118 states:

4.4.7 All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored. Travel Plans, Transport Assessments and Statements in Decision-Taking.

4.5 Travel Plans, Transport Assessments and Statements in Decision-Taking

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

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

4.6 Greater Manchester Transport Strategy 2040 (Updated January 2021)

4.6.1 The Greater Manchester Transport Strategy 2040 sets out Greater Manchester's long-term ambition for transport.

4.6.2 The vision is for Greater Manchester to have "World-class connections that support long-term sustainable economic growth and access to opportunity for all".

4.6.3 It sets out a strong commitment to provide a transport system which: supports sustainable economic growth and the efficient and effective movement of people and goods; improves the quality of life for all by being integrated, affordable and reliable; protects our environment and supports our target to be net zero carbon by 2038 as well as improving air quality; and capitalises on new technology and innovation.

4.6.4 The ultimate vision for Greater Manchester within the strategy is:

4.6.5 By 2040 we want 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport. This will mean one million more sustainable journeys every day enabling us to deliver a healthier, greener and more productive city-region.

4.7 Sustainable Accessibility

4.7.1 This section of the transport statement provides an overview of the infrastructure available to pedestrians, cyclists and public transport users within the vicinity of the site.

4.8 Walking and Cycling

4.8.1 The surrounding area benefits from a good level of pedestrian / cycle infrastructure, with lit footways surrounding the site.

4.8.2 Short car journeys of up to 2km are considered replaceable by walking and up to 5km by cycling. The general topography of area is reasonably flat, which should assist in encouraging visitors of the proposed development to travel by cycle.

4.8.3 **Figure 4.1** provides the walk catchment plan whilst **Figure 4.2** provides the cycle catchment.

Figure 4.1: 1km and 2km Walk Catchment Plan

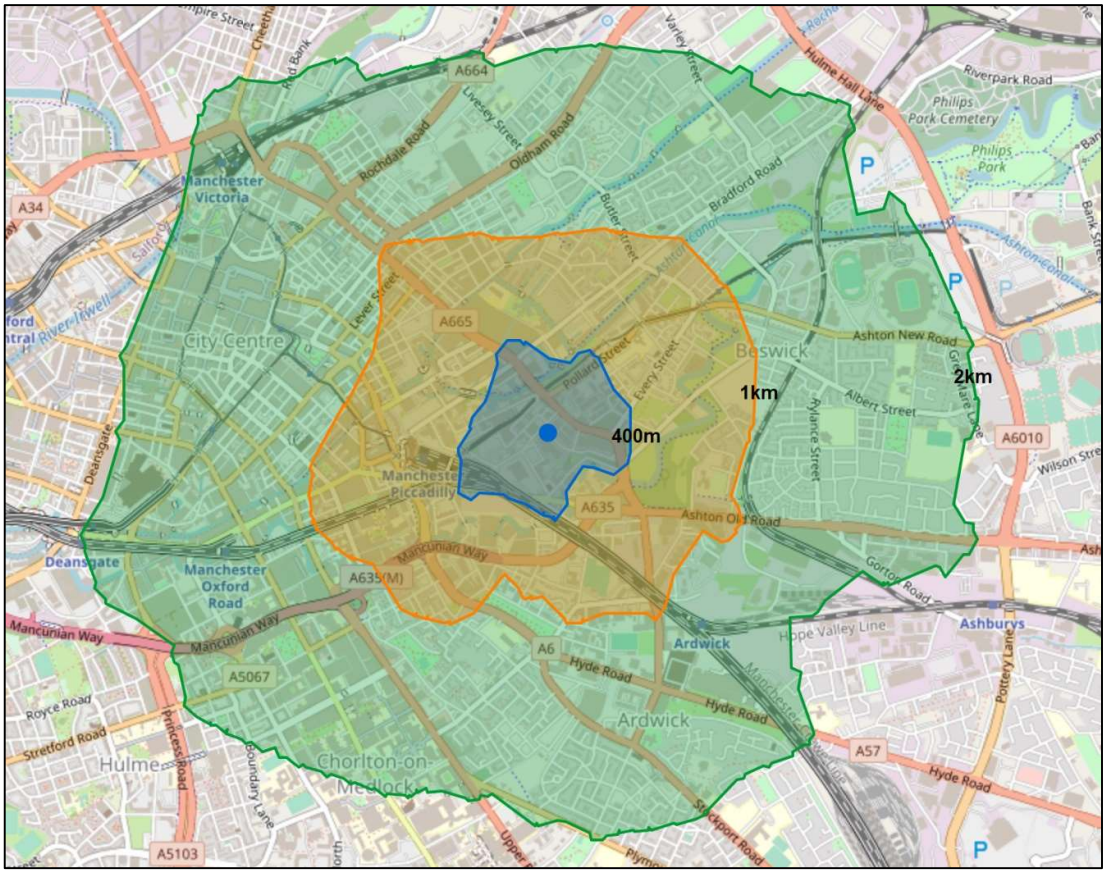
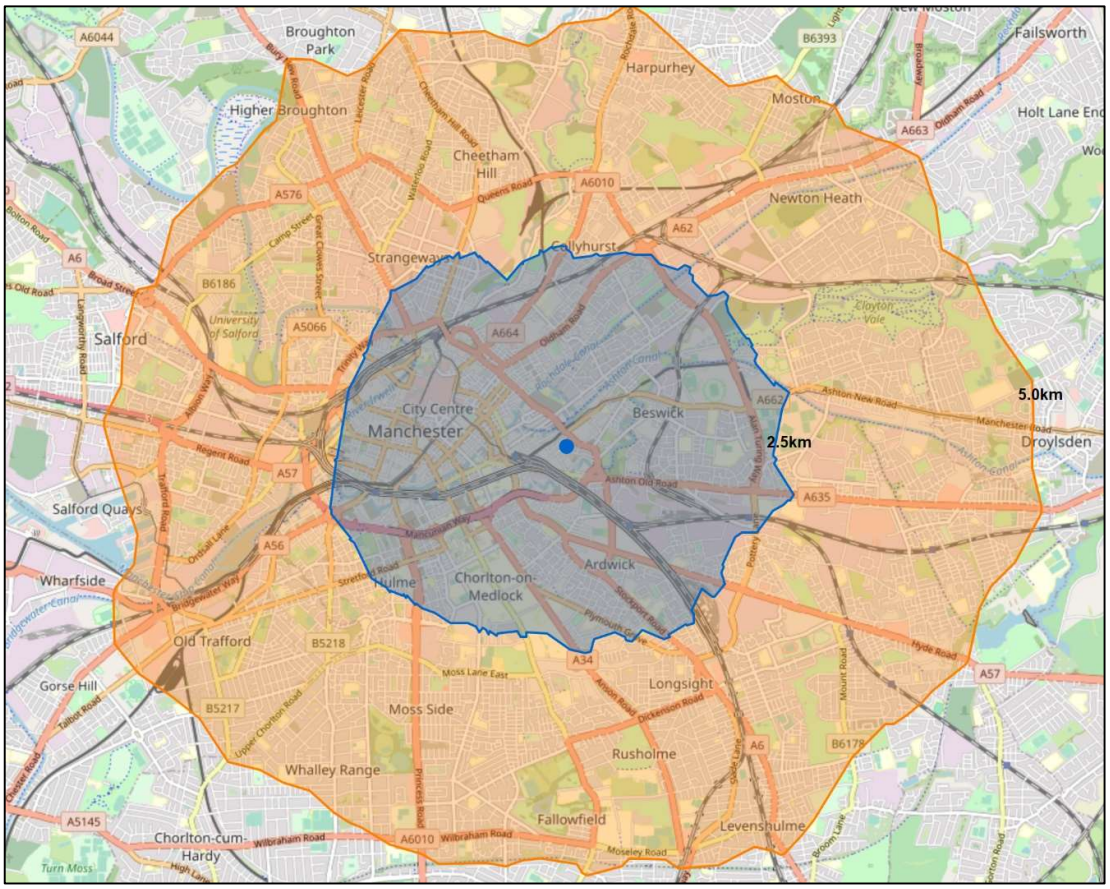


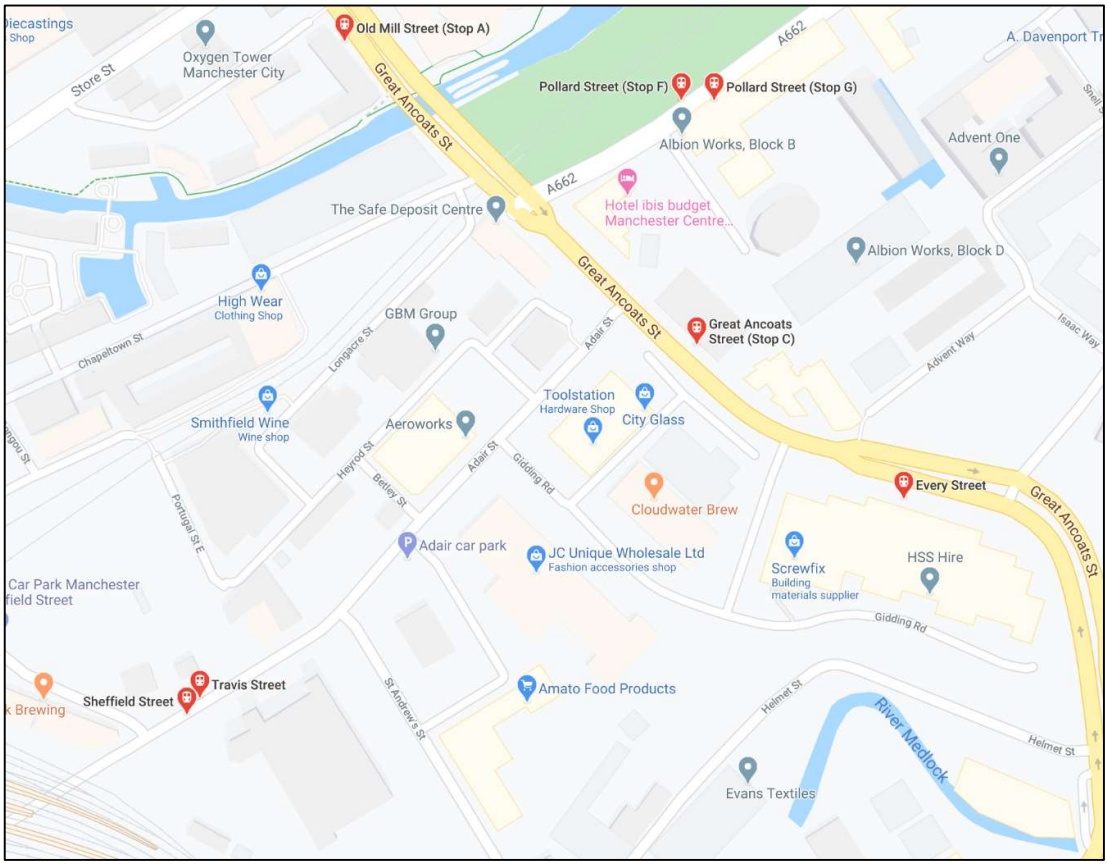
Figure 4.2: 2.5km and 5km Cycle Catchment Plan



4.9 Public Transport

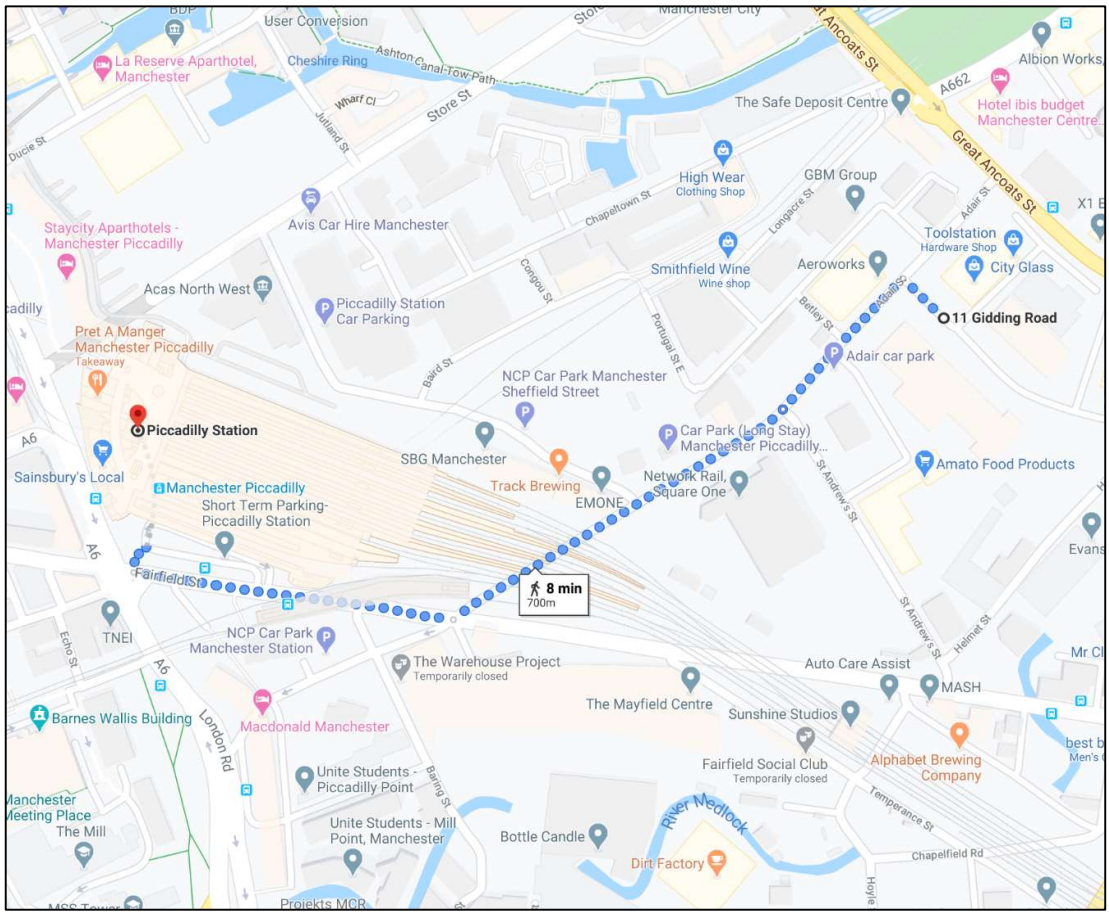
4.9.1 The site is well served by public transport with bus stops located along Great Ancoat's Street, Travis Street and Every Street which is within a 400m walking distance. **Figure 4.3** shows the bus stop locations.

Figure 4.3: Bus Stop Locations



4.9.2 Piccadilly train station is approximately 700m walk from the site which provides access to both regional and national destinations. **Figure 4.4** shows the walking route to the train station which also provides access to the Metrolink.

Figure 4.4: Piccadilly Train Station Walking Route



4.10 Conclusion

4.10.1 The site is accessible by way of walk, cycle and public transport and is in accordance with sustainable transport policy.

5.0 TRAFFIC IMPACT

5.1 Introduction

5.1.1 The following section summarises the agreed position for the previous consent which hasn't changed.

5.2 Proposed Development Trips

5.2.1 **Tables 5.1** and **5.2** provides the trip generations for the full day and car parking accumulations using the TRICS data contained in the original Transport Assessment for Industrial and warehousing uses respectively. The TRICS outputs are provided in **Appendix C**.

Table 5.1: **Trip Generation and Car Parking Accumulation (Industrial)**

	Trip Rates			Trip Generation			Car Parking
Time Range	**Arr**	**Dep**	**Total**	**Arr**	**Dep**	**Total**	**Accumulation**
06:00-06:30	0.125	0	0.125	5	0	5	5
06:30-07:00	0.19	0.02	0.21	8	1	9	12
07:00-07:30	0.099	0.023	0.122	4	1	5	15
07:30-08:00	0.194	0.02	0.214	8	1	9	22
08:00-08:30	0.274	0.032	0.306	11	1	13	32
08:30-09:00	0.183	0.035	0.218	8	1	9	38
09:00-09:30	0.109	0.043	0.152	4	2	6	41
09:30-10:00	0.084	0.066	0.15	3	3	6	42
10:00-10:30	0.067	0.047	0.114	3	2	5	43
10:30-11:00	0.064	0.053	0.117	3	2	5	43
11:00-11:30	0.049	0.05	0.099	2	2	4	43
11:30-12:00	0.046	0.052	0.098	2	2	4	43
12:00-12:30	0.073	0.087	0.16	3	4	7	42
12:30-13:00	0.073	0.084	0.157	3	3	6	42
13:00-13:30	0.085	0.086	0.171	3	4	7	42
13:30-14:00	0.104	0.062	0.166	4	3	7	43
14:00-14:30	0.068	0.103	0.171	3	4	7	42
14:30-15:00	0.065	0.075	0.14	3	3	6	42
15:00-15:30	0.041	0.106	0.147	2	4	6	39
15:30-16:00	0.05	0.081	0.131	2	3	5	38
16:00-16:30	0.046	0.156	0.202	2	6	8	33
16:30-17:00	0.037	0.183	0.22	2	8	9	27
17:00-17:30	0.032	0.145	0.177	1	6	7	23
17:30-18:00	0.027	0.237	0.264	1	10	11	14
18:00-18:30	0.018	0.126	0.144	1	5	6	9
18:30-19:00	0.008	0.037	0.045	0	2	2	8
19:00-19:30	0.035	0.044	0.079	1	2	3	8
19:30-20:00	0.009	0.088	0.097	0	4	4	5
Daily Trip Rates:	**2.255**	**2.141**	**4.396**	**93**	**88**	**181**	

Table 5.2: Trip Generation and Car Parking Accumulation (Warehousing)

	Trip Rates			Trip Generation			Car Parking
Time Range	Arr	Dep	Total	Arr	Dep	Total	Accumulation
05:00-05:30	0.081	0.044	0.125	3	2	5	2
05:30-06:00	0.213	0.088	0.301	9	4	12	7
06:00-06:30	0.147	0.118	0.265	6	5	11	8
06:30-07:00	0.317	0.081	0.398	13	3	16	18
07:00-07:30	0.132	0.079	0.211	5	3	9	20
07:30-08:00	0.166	0.081	0.247	7	3	10	23
08:00-08:30	0.125	0.103	0.228	5	4	9	24
08:30-09:00	0.167	0.07	0.237	7	3	10	28
09:00-09:30	0.125	0.063	0.188	5	3	8	31
09:30-10:00	0.123	0.072	0.195	5	3	8	33
10:00-10:30	0.086	0.086	0.172	4	4	7	33
10:30-11:00	0.094	0.09	0.184	4	4	8	33
11:00-11:30	0.094	0.097	0.191	4	4	8	33
11:30-12:00	0.096	0.103	0.199	4	4	8	32
12:00-12:30	0.086	0.085	0.171	4	3	7	33
12:30-13:00	0.096	0.079	0.175	4	3	7	33
13:00-13:30	0.092	0.101	0.193	4	4	8	33
13:30-14:00	0.107	0.121	0.228	4	5	9	32
14:00-14:30	0.07	0.114	0.184	3	5	8	30
14:30-15:00	0.096	0.103	0.199	4	4	8	30
15:00-15:30	0.086	0.121	0.207	4	5	9	29
15:30-16:00	0.066	0.085	0.151	3	3	6	28
16:00-16:30	0.09	0.145	0.235	4	6	10	26
16:30-17:00	0.055	0.121	0.176	2	5	7	23
17:00-17:30	0.088	0.186	0.274	4	8	11	19
17:30-18:00	0.057	0.134	0.191	2	6	8	16
18:00-18:30	0.044	0.127	0.171	2	5	7	12
18:30-19:00	0.034	0.064	0.098	1	3	4	11
19:00-19:30	0.081	0.162	0.243	3	7	10	8
19:30-20:00	0.037	0.074	0.111	2	3	5	6
20:00-20:30	0.022	0.044	0.066	1	2	3	5
20:30-21:00	0.081	0.052	0.133	3	2	5	7
Daily Trip Rates:	**3.254**	**3.093**	**6.347**	**134**	**127**	**261**	

5.2.2 In order to ascertain the mode of travel to work, the middle layer super output area (MSOA) census data for Piccadilly and Ancoats (E02006912) has been obtained to show the travel to work modal split. **Table 5.3** shows that only 18% are drivers to work, whilst the rest travel by sustainable modes.

5.2.3 Note: 2011 census data was used because the 2021 census was conducted during the COVID-19 pandemic, which may have affected data comparability.

Table 5.3: Travel to Work Data for Piccadilly and Ancoats

2011 Census	
Driving a car or van	18%
Passenger in a car or van	2%
Bicycle	2%
On foot	47%
Motorcycle	0%
Bus, minibus or coach	10%
Train	12%
Tram	4%
Taxi	0%
Working mainly from home	4%
Other	0%
Total	**100%**

5.2.4 **Tables 5.4** and **5.5** provides the goods vehicles trip generation estimates for the full day using the TRICS data for Industrial and warehousing use. The impact on the highway network would be minimal.

Table 5.4: Goods Vehicles Trip Generation (Industrial)

	Trip Rates			Trip Generation		
Time Range	**Arr**	**Dep**	**Total**	**Arr**	**Dep**	**Total**
07:00-07:30	0.008	0.003	0.011	0	0	0
07:30-08:00	0.006	0.009	0.015	0	0	1
08:00-08:30	0.008	0.007	0.015	0	0	1
08:30-09:00	0.014	0.008	0.022	1	0	1
09:00-09:30	0.014	0.014	0.028	1	1	1
09:30-10:00	0.014	0.012	0.026	1	0	1
10:00-10:30	0.014	0.016	0.03	1	1	1
10:30-11:00	0.014	0.012	0.026	1	0	1
11:00-11:30	0.007	0.013	0.02	0	1	1
11:30-12:00	0.013	0.013	0.026	1	1	1
12:00-12:30	0.015	0.018	0.033	1	1	1
12:30-13:00	0.011	0.013	0.024	0	1	1
13:00-13:30	0.016	0.013	0.029	1	1	1
13:30-14:00	0.011	0.007	0.018	0	0	1
14:00-14:30	0.012	0.004	0.016	0	0	1
14:30-15:00	0.006	0.008	0.014	0	0	1
15:00-15:30	0.005	0.009	0.014	0	0	1
15:30-16:00	0.008	0.004	0.012	0	0	0
16:00-16:30	0.006	0.011	0.017	0	0	1
16:30-17:00	0.001	0.006	0.007	0	0	0
17:00-17:30	0.003	0.001	0.004	0	0	0
17:30-18:00	0	0.001	0.001	0	0	0
18:00-18:30	0	0.001	0.001	0	0	0
18:30-19:00	0.001	0	0.001	0	0	0
Daily Trip Rates:	**0.207**	**0.203**	**0.41**	**9**	**8**	**17**

Table 5.5: Goods Vehicles Trip Generation (Warehousing)

	Trip Rates			Trip Generation		
Time Range	**Arr**	**Dep**	**Total**	**Arr**	**Dep**	**Total**
05:00-05:30	0.015	0.022	0.037	1	1	2
05:30-06:00	0.044	0.066	0.11	2	3	5
06:00-06:30	0.037	0.074	0.111	2	3	5
06:30-07:00	0.044	0.052	0.096	2	2	4
07:00-07:30	0.033	0.042	0.075	1	2	3
07:30-08:00	0.02	0.042	0.062	1	2	3
08:00-08:30	0.026	0.05	0.076	1	2	3
08:30-09:00	0.033	0.033	0.066	1	1	3
09:00-09:30	0.028	0.026	0.054	1	1	2
09:30-10:00	0.042	0.015	0.057	2	1	2
10:00-10:30	0.046	0.035	0.081	2	1	3
10:30-11:00	0.042	0.028	0.07	2	1	3
11:00-11:30	0.055	0.05	0.105	2	2	4
11:30-12:00	0.028	0.028	0.056	1	1	2
12:00-12:30	0.04	0.026	0.066	2	1	3
12:30-13:00	0.031	0.015	0.046	1	1	2
13:00-13:30	0.028	0.031	0.059	1	1	2
13:30-14:00	0.028	0.042	0.07	1	2	3
14:00-14:30	0.028	0.028	0.056	1	1	2
14:30-15:00	0.029	0.031	0.06	1	1	2
15:00-15:30	0.037	0.04	0.077	2	2	3
15:30-16:00	0.031	0.02	0.051	1	1	2
16:00-16:30	0.044	0.039	0.083	2	2	3
16:30-17:00	0.031	0.022	0.053	1	1	2
17:00-17:30	0.046	0.017	0.063	2	1	3
17:30-18:00	0.04	0.039	0.079	2	2	3
18:00-18:30	0.019	0.023	0.042	1	1	2
18:30-19:00	0.026	0.011	0.037	1	0	2
19:00-19:30	0.007	0.059	0.066	0	2	3
19:30-20:00	0.007	0.029	0.036	0	1	1
20:00-20:30	0.015	0.029	0.044	1	1	2
20:30-21:00	0.007	0.029	0.036	0	1	1
Daily Trip Rates:	**0.987**	**1.093**	**2.08**	**41**	**45**	**85**

5.2.5 The above tables shows that the proposed development would generate minimal traffic levels during the AM and PM peak periods.

5.2.6 As the site is existing and already has industrial type use, there would be negligible traffic increases.

6.0 PARKING MANAGEMENT STRATEGY

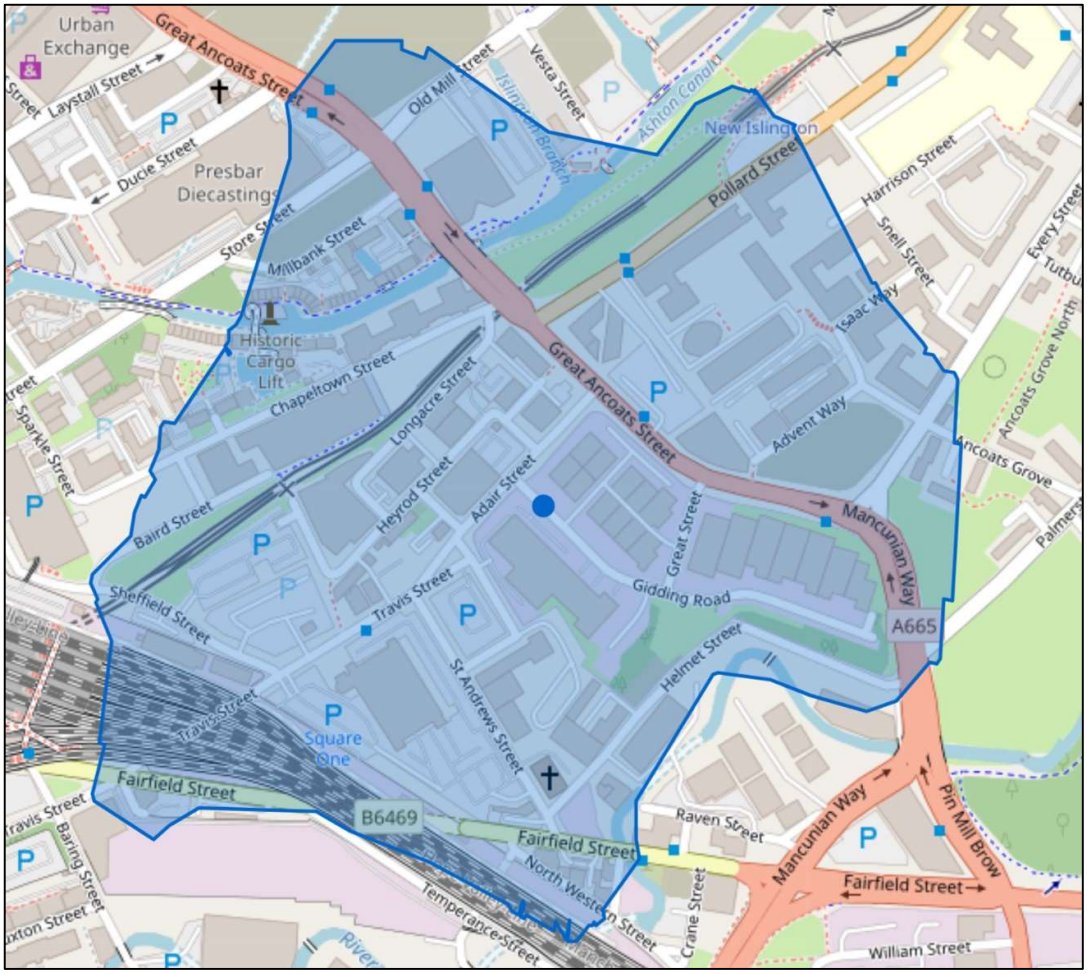
6.1 Car Park Operation

6.1.1 52 car parking spaces are provided within the site.

6.1.2 Each unit within the trading estate will be allocated based on floor area occupation on the basis of spaces outside each unit.

6.1.3 Although it is encouraged that visitors and staff travel to the site by sustainable transport, however, if this is not possible there are various public car parks within close proximity of the site. **Figure 6.1** shows the public car park locations within a 400m walk from the site.

Figure 6.1: Public Car Park Locations



6.2 Monitoring and Review

6.2.1 It will remain under review, the responsibility of which will be assumed by the management of the property manager. This will take into account any issues that have occurred and review will be undertaken annually. Feedback forms from staff and visitors will be welcomed, as this will provide scope for possible changes or issues.

6.3 Servicing

6.3.1 Larger vehicles including artic vehicles can access the rear service area from St Andrew's Square whilst transit van type vehicles and maximum 10m rigid lorries can access the service area from Gidding Road.

6.3.2 Each unit within the trading estate will be allocated their servicing areas although there will be some flexibility within the rear area for larger vehicles.

6.3.3 All deliveries will be recorded on a daily basis including type of vehicle.

6.3.4 Throughout the delivery day, the manager will be regularly checking vehicle arrival times. Staff will be asked to follow these instructions:

- Always be mindful of neighbours whilst unloading vehicles and ensure that noise is kept to a minimum;
- Warehouse radios to be switched off / turned down while in the marshalling / unloading area;
- No shouting or whistling;
- Ensure that the delivery yard is clear of obstructions so vehicles can move easily; and
- Make sure the delivery point is ready for the vehicle before it arrives to avoid vehicle idling.

7.0 SUMMARY AND CONCLUSION

7.1 Summary

7.1.1 Cora IHT have been instructed by CBRE Investment Management to prepare a TA to support proposals for a change of use to Use Class B8 at Units 12-16 and Use Class B2/B8 at Units 17-18 at Piccadilly Trading Estate, Manchester

7.1.2 The proposals are for a change of use for the existing building to Use Class B8 at Units 12-16 and Use Class B2/B8 at Units 17-18.

7.1.3 The site had planning consent under application (ref: 128054/FO/2020) which regularised the units for uses within B2-B8 for a period of 5-years. This consent has since expired, therefore, this report provides an update to confirm compliance with the latest planning policy position.

7.1.4 The building floor areas will remain as existing with ground floor GIA 3,676.3sqm and first floor GIA of 431.2sqm, therefore, providing a total of 4,107.2sqm.

7.1.5 52 car parking spaces are provided within the site.

7.1.6 The parking provisions equate to approximate 1 space per 79sqm. This is in line with national guidance for B2 / B8 use which ranges from 1 space per 45sqm for B2 to 1 space per 200sqm for B8.

7.1.7 The site is accessible by way of walk, cycle and public transport and is in accordance with sustainable transport policy.

7.1.8 As the site is existing and already has industrial type use, there would be negligible traffic increases.

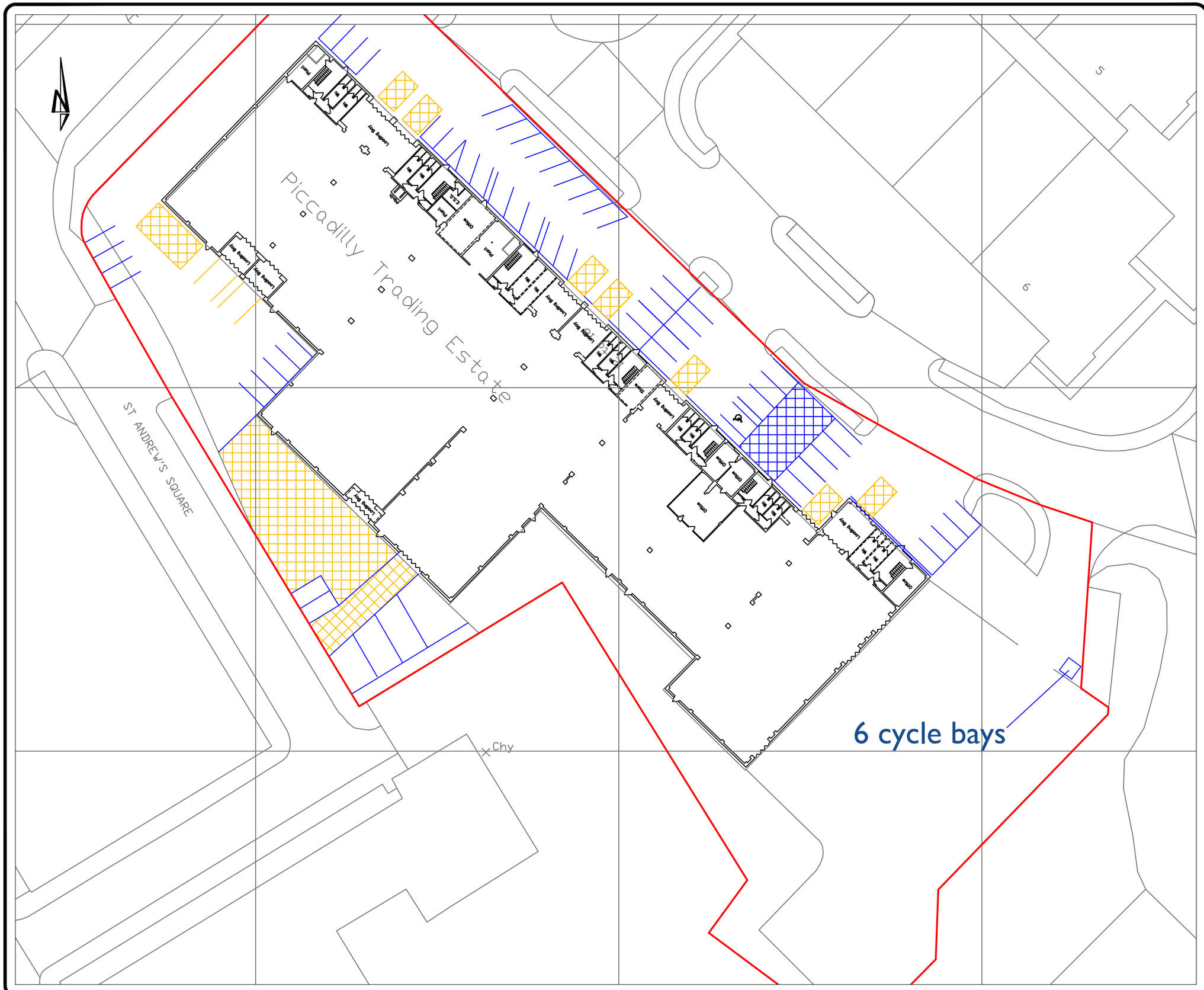
7.1.9 Paragraph 116 state that "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."* It can be deduced from the traffic figures that the proposed development would have a negligible impact on the observed highway network.

7.2 Conclusion

7.2.1 It is concluded that the development proposals are acceptable in highways and transportation terms. There are no highways or transportation-related reasons upon which a refusal of the planning application for the proposals would be justified.

APPENDICES

APPENDIX A – SITE LAYOUT



Notes:

1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.

2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.

Rev	Date	Description	Ckd	By
B	30/11/20	Cycle bays included	TC	GE
A	08/09/20	Updated red line boundary	TC	GE

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Email: manchester@coraiht.com
Web: www.coraiht.com

Client

CBRE GLOBAL INVESTORS

Project

Units 12-18 Piccadilly Trading Estate, Manchester

Title

Proposed Site Layout

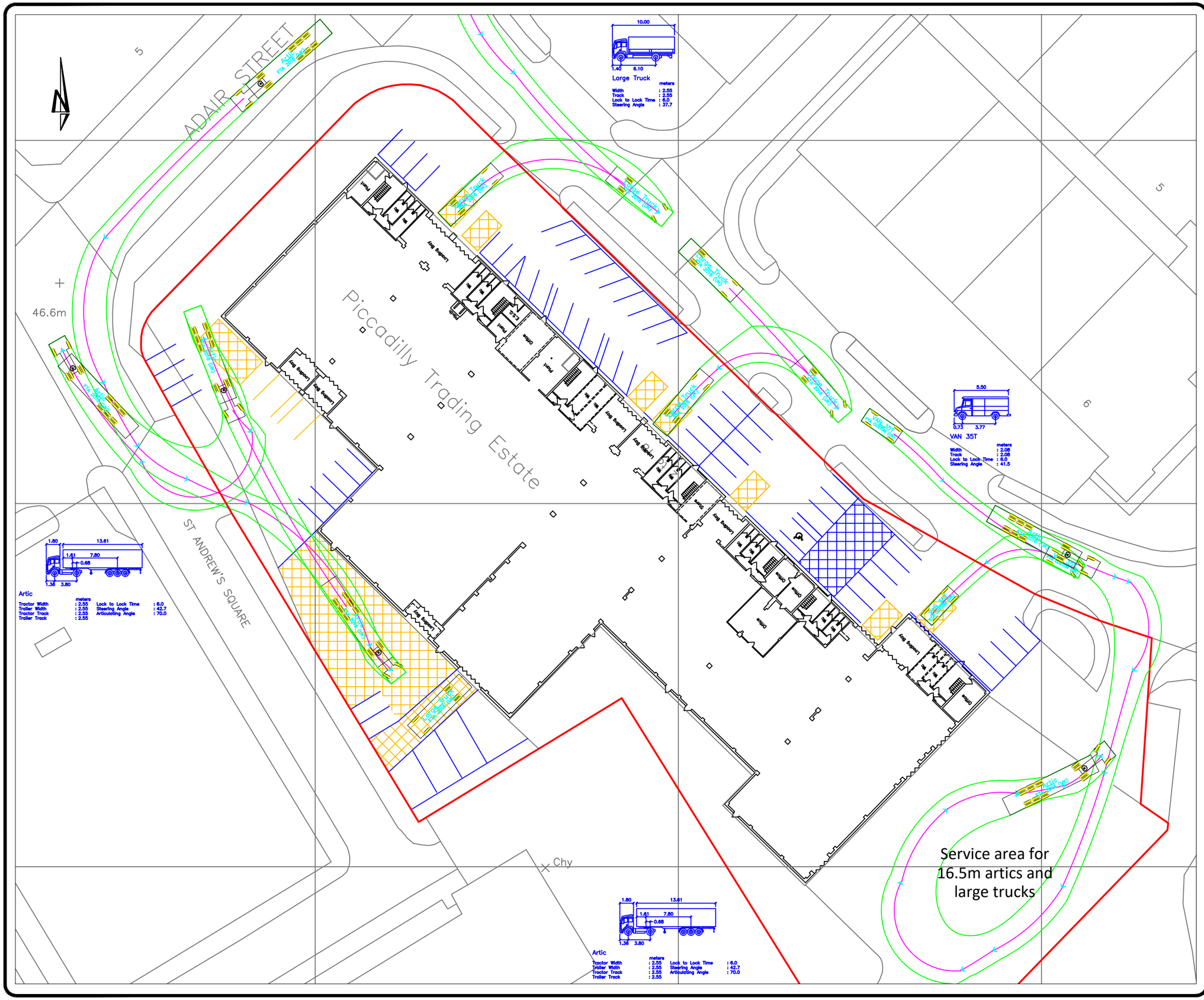
Drawing Status

Job No. 16-1175

Drawn	Checked	Scale at A3	Date	Issue Date
LB	TC	1:500	16/07/20	-

Drawing No. 001 B

APPENDIX B – TRACKING PLAN



Notes:

1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.

2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.

Rev	Date	Description	Ckd	By
B	07/12/20	Updated tracking	TC	GE
A	08/09/20	Updated red line boundary	TC	GE

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Client

CBRE GLOBAL INVESTORS

Project

Units 12-18 Piccadilly Trading Estate, Manchester

Title

Vehicle Tracking

Drawing Status

Job No. 16-1175

Drawn	Checked	Scale at A3	Date	Issue Date
LB	TC	1:500	16/07/20	-

Drawing No. 002 B

APPENDIX C – TRICS OUTPUT

Calculation Reference: AUDIT-662801-200716-0702

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	RE	READING	1 days
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
	DV	DEVON	2 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 days
	WM	WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	2 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
	LC	LANCASHIRE	3 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 150 to 20000 (units: sqm)
Range Selected by User: 150 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 20/06/19

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

Selected survey days:

Monday	2 days
Tuesday	6 days
Wednesday	2 days
Thursday	8 days
Friday	1 days

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

Selected survey types:

Manual count	19 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	10
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	15

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

Secondary Filtering selection:

Use Class:

Not Known	1 days
B1	10 days
B2	6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	3 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	9 days
250,001 to 500,000	4 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	6 days
1.1 to 1.5	11 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	1 days
No	18 days

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

PTAL Rating:

No PTAL Present	19 days

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

LIST OF SITES relevant to selection parameters

1 BR-02-C-02 STAINLESS FITTINGS BRISTOL CITY
SOUTH LIBERTY LANE
BRISTOL

Edge of Town
Industrial Zone
Total Gross floor area: 1475 sqm
Survey date: TUESDAY 22/09/15 *Survey Type: MANUAL*

2 CH-02-C-02 INDUSTRIAL MATERIALS CHESHIRE
JUPITER DRIVE
CHESTER
CHESTER W. EMP. PARK
Edge of Town
Industrial Zone
Total Gross floor area: 8100 sqm
Survey date: WEDNESDAY 19/11/14 *Survey Type: MANUAL*

3 CH-02-C-03 OFFICE FURNITURE CHESHIRE
BRUNEL ROAD
MACCLESFIELD
LYME GREEN BUS. PARK
Edge of Town
Development Zone
Total Gross floor area: 6658 sqm
Survey date: MONDAY 19/09/16 *Survey Type: MANUAL*

4 DS-02-C-02 ENGINEERED PRODUCTS DERBYSHIRE
PONTEFRACT STREET
DERBY

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

5 DV-02-C-01 TUBE MANUFACTURE DEVON
PLYMBRIDGE ROAD
PLYMOUTH
ESTOVER
Edge of Town
Industrial Zone
Total Gross floor area: 20000 sqm
Survey date: TUESDAY 17/07/12 *Survey Type: MANUAL*

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

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

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

8 HE-02-C-02 THERMAL PROCESSING HEREFORDSHIRE
COLLEGE ROAD
HEREFORD
BURCOTT
Edge of Town
Commercial Zone
Total Gross floor area: 1880 sqm
Survey date: TUESDAY 22/10/13 *Survey Type: MANUAL*

9 LC-02-C-02 RECYCLING CO. LANCASHIRE
ESSEX STREET
PRESTON
RED SCAR IND ESTATE
Edge of Town Centre
Industrial Zone
Total Gross floor area: 8000 sqm
Survey date: THURSDAY 10/05/12 *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

10 LC-02-C-03 TIMBER SUPPLIES LANCASHIRE
GOLDEN HILL LANE
LEYLAND

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 150 sqm
Survey date: TUESDAY 06/11/18 Survey Type: MANUAL

11 LC-02-C-04 POWDER COATINGS LANCASHIRE
CHORLEY ROAD
BLACKPOOL
LITTLE CARLETON
Edge of Town
Industrial Zone
Total Gross floor area: 1010 sqm
Survey date: THURSDAY 20/06/19 Survey Type: MANUAL

12 RE-02-C-01 SHEET METAL FABRICATION READING
COMMERCIAL ROAD
READING

Edge of Town
Industrial Zone
Total Gross floor area: 645 sqm
Survey date: THURSDAY 22/11/12 Survey Type: MANUAL

13 SF-02-C-01 JOINERY SUFFOLK
ANSON ROAD
IPSWICH
MARTLESHAM HEATH
Edge of Town
Industrial Zone
Total Gross floor area: 1100 sqm
Survey date: FRIDAY 12/07/13 Survey Type: MANUAL

14 TW-02-C-01 INDUSTRIAL UNIT TYNE & WEAR
SHAFTESBURY AVENUE
JARROW
TYNE POINT IND. ESTATE
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 950 sqm
Survey date: THURSDAY 15/11/12 Survey Type: MANUAL

15 WM-02-C-03 INDUSTRIAL GLASS WEST MIDLANDS
DOWNING STREET
SMETHWICK

Edge of Town
Industrial Zone
Total Gross floor area: 5070 sqm
Survey date: TUESDAY 06/11/12 Survey Type: MANUAL

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

17 WS-02-C-02 AVIATION COMPANY WEST SUSSEX
MAYDWELL AVENUE
NEAR HORSHAM
SLINFOLD
Free Standing (PPS6 Out of Town)
Out of Town
Total Gross floor area: 11375 sqm
Survey date: THURSDAY 23/01/14 Survey Type: MANUAL

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

LIST OF SITES relevant to selection parameters (Cont.)

19 WY-02-C-03 COMPUTER MANUFACTURER WEST YORKSHIRE
INMOOR ROAD
NEAR BRADFORD
BIRKENSHAW
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 1890 sqm
Survey date: WEDNESDAY *10/10/18* *Survey Type: MANUAL*

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	2	12363	0.125	2	12363	0.000	2	12363	0.125
06:30 - 07:00	2	12363	0.190	2	12363	0.020	2	12363	0.210
07:00 - 07:30	18	5178	0.099	18	5178	0.023	18	5178	0.122
07:30 - 08:00	18	5178	0.194	18	5178	0.020	18	5178	0.214
08:00 - 08:30	19	5005	0.274	19	5005	0.032	19	5005	0.306
08:30 - 09:00	19	5005	0.183	19	5005	0.035	19	5005	0.218
09:00 - 09:30	19	5005	0.109	19	5005	0.043	19	5005	0.152
09:30 - 10:00	19	5005	0.084	19	5005	0.066	19	5005	0.150
10:00 - 10:30	19	5005	0.067	19	5005	0.047	19	5005	0.114
10:30 - 11:00	19	5005	0.064	19	5005	0.053	19	5005	0.117
11:00 - 11:30	19	5005	0.049	19	5005	0.050	19	5005	0.099
11:30 - 12:00	19	5005	0.046	19	5005	0.052	19	5005	0.098
12:00 - 12:30	19	5005	0.073	19	5005	0.087	19	5005	0.160
12:30 - 13:00	19	5005	0.073	19	5005	0.084	19	5005	0.157
13:00 - 13:30	19	5005	0.085	19	5005	0.086	19	5005	0.171
13:30 - 14:00	19	5005	0.104	19	5005	0.062	19	5005	0.166
14:00 - 14:30	19	5005	0.068	19	5005	0.103	19	5005	0.171
14:30 - 15:00	19	5005	0.065	19	5005	0.075	19	5005	0.140
15:00 - 15:30	19	5005	0.041	19	5005	0.106	19	5005	0.147
15:30 - 16:00	19	5005	0.050	19	5005	0.081	19	5005	0.131
16:00 - 16:30	19	5005	0.046	19	5005	0.156	19	5005	0.202
16:30 - 17:00	19	5005	0.037	19	5005	0.183	19	5005	0.220
17:00 - 17:30	19	5005	0.032	19	5005	0.145	19	5005	0.177
17:30 - 18:00	19	5005	0.027	19	5005	0.237	19	5005	0.264
18:00 - 18:30	19	5005	0.018	19	5005	0.126	19	5005	0.144
18:30 - 19:00	19	5005	0.008	19	5005	0.037	19	5005	0.045
19:00 - 19:30	1	11375	0.035	1	11375	0.044	1	11375	0.079
19:30 - 20:00	1	11375	0.009	1	11375	0.088	1	11375	0.097
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.255			2.141			4.396

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:	150 - 20000 (units: sqm)
Survey date date range:	01/01/12 - 20/06/19
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-662801-200716-0739

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
	HC	HAMPSHIRE	1 days
	KC	KENT	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	2 days
09	NORTH		
	CB	CUMBRIA	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 190 to 13200 (units: sqm)
Range Selected by User: 190 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 29/03/19

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

Selected survey days:

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

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	7

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

Selected Location Sub Categories:

Industrial Zone	6
Commercial Zone	2
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

B8	9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	6 days

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

Travel Plan:

No	9 days

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

PTAL Rating:

No PTAL Present	9 days

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

LIST OF SITES relevant to selection parameters

1 CB-02-F-01 DOMINO'S PIZZA CUMBRIA
COWPER ROAD
PENRITH
GILWILLY IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 2950 sqm
Survey date: TUESDAY 10/06/14 Survey Type: MANUAL

2 DV-02-F-01 OPTICS WAREHOUSE DEVON
ALDERS WAY
PAIGNTON

Edge of Town
Industrial Zone
Total Gross floor area: 190 sqm
Survey date: FRIDAY 29/03/19 Survey Type: MANUAL

3 EX-02-F-01 SPORTS SUPPLEMENTS ESSEX
BRUNEL WAY
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 6560 sqm
Survey date: FRIDAY 18/05/18 Survey Type: MANUAL

4 HC-02-F-02 LOGISTICS HAMPSHIRE
RUTHERFORD ROAD
BASINGSTOKE

Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Gross floor area: 13200 sqm
Survey date: THURSDAY 16/06/16 Survey Type: MANUAL

5 KC-02-F-02 COMMERCIAL WAREHOUSING KENT
MILLS ROAD
AYLESFORD
QUARRY WOOD
Edge of Town
Industrial Zone
Total Gross floor area: 11200 sqm
Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

6 SF-02-F-03 ROAD HAULAGE SUFFOLK
CENTRAL AVENUE
IPSWICH
WARREN HEATH
Edge of Town
Industrial Zone
Total Gross floor area: 4700 sqm
Survey date: FRIDAY 18/09/15 Survey Type: MANUAL

7 WM-02-F-02 LOGISTICS FIRM WEST MIDLANDS
SOVEREIGN ROAD
BIRMINGHAM
KINGS NORTON
Edge of Town
Commercial Zone
Total Gross floor area: 3625 sqm
Survey date: MONDAY 09/11/15 Survey Type: MANUAL

8 WY-02-F-01 ELECTRONICS DISTRIBUTION WEST YORKSHIRE
MORTIMER STREET
CLECKHEATON

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 1507 sqm
Survey date: MONDAY 19/09/16 Survey Type: MANUAL

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	3	4529	0.081	3	4529	0.044	3	4529	0.125
05:30 - 06:00	3	4529	0.213	3	4529	0.088	3	4529	0.301
06:00 - 06:30	3	4529	0.147	3	4529	0.118	3	4529	0.265
06:30 - 07:00	3	4529	0.317	3	4529	0.081	3	4529	0.398
07:00 - 07:30	9	6042	0.132	9	6042	0.079	9	6042	0.211
07:30 - 08:00	9	6042	0.166	9	6042	0.081	9	6042	0.247
08:00 - 08:30	9	6042	0.125	9	6042	0.103	9	6042	0.228
08:30 - 09:00	9	6042	0.167	9	6042	0.070	9	6042	0.237
09:00 - 09:30	9	6042	0.125	9	6042	0.063	9	6042	0.188
09:30 - 10:00	9	6042	0.123	9	6042	0.072	9	6042	0.195
10:00 - 10:30	9	6042	0.086	9	6042	0.086	9	6042	0.172
10:30 - 11:00	9	6042	0.094	9	6042	0.090	9	6042	0.184
11:00 - 11:30	9	6042	0.094	9	6042	0.097	9	6042	0.191
11:30 - 12:00	9	6042	0.096	9	6042	0.103	9	6042	0.199
12:00 - 12:30	9	6042	0.086	9	6042	0.085	9	6042	0.171
12:30 - 13:00	9	6042	0.096	9	6042	0.079	9	6042	0.175
13:00 - 13:30	9	6042	0.092	9	6042	0.101	9	6042	0.193
13:30 - 14:00	9	6042	0.107	9	6042	0.121	9	6042	0.228
14:00 - 14:30	9	6042	0.070	9	6042	0.114	9	6042	0.184
14:30 - 15:00	9	6042	0.096	9	6042	0.103	9	6042	0.199
15:00 - 15:30	9	6042	0.086	9	6042	0.121	9	6042	0.207
15:30 - 16:00	9	6042	0.066	9	6042	0.085	9	6042	0.151
16:00 - 16:30	9	6042	0.090	9	6042	0.145	9	6042	0.235
16:30 - 17:00	9	6042	0.055	9	6042	0.121	9	6042	0.176
17:00 - 17:30	9	6042	0.088	9	6042	0.186	9	6042	0.274
17:30 - 18:00	9	6042	0.057	9	6042	0.134	9	6042	0.191
18:00 - 18:30	8	6609	0.044	8	6609	0.127	8	6609	0.171
18:30 - 19:00	8	6609	0.034	8	6609	0.064	8	6609	0.098
19:00 - 19:30	3	4529	0.081	3	4529	0.162	3	4529	0.243
19:30 - 20:00	3	4529	0.037	3	4529	0.074	3	4529	0.111
20:00 - 20:30	3	4529	0.022	3	4529	0.044	3	4529	0.066
20:30 - 21:00	3	4529	0.081	3	4529	0.052	3	4529	0.133
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.254			3.093			6.347

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

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

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Parameter summary

Trip rate parameter range selected:	190 - 13200 (units: sqm)
Survey date date range:	01/01/12 - 29/03/19
Number of weekdays (Monday-Friday):	9
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.