



Indurent Management Ltd

Plot H4, Heywood Distribution Park

Transport Assessment

July 2024

Project Code: 07290

Document Reference: R-01

PJA
3rd Floor
TW12VE
12 Forbury Road
Reading
RG1 1SB
UK
pja.co.uk

Version Control and Approval

Version	Date	Main Contributor	Issued by	Approved by
A	12 June 2024	LK/SB	LK	MF
B	22 July 2024	LK	LK	MF

Prepared for

Indurent Management Ltd

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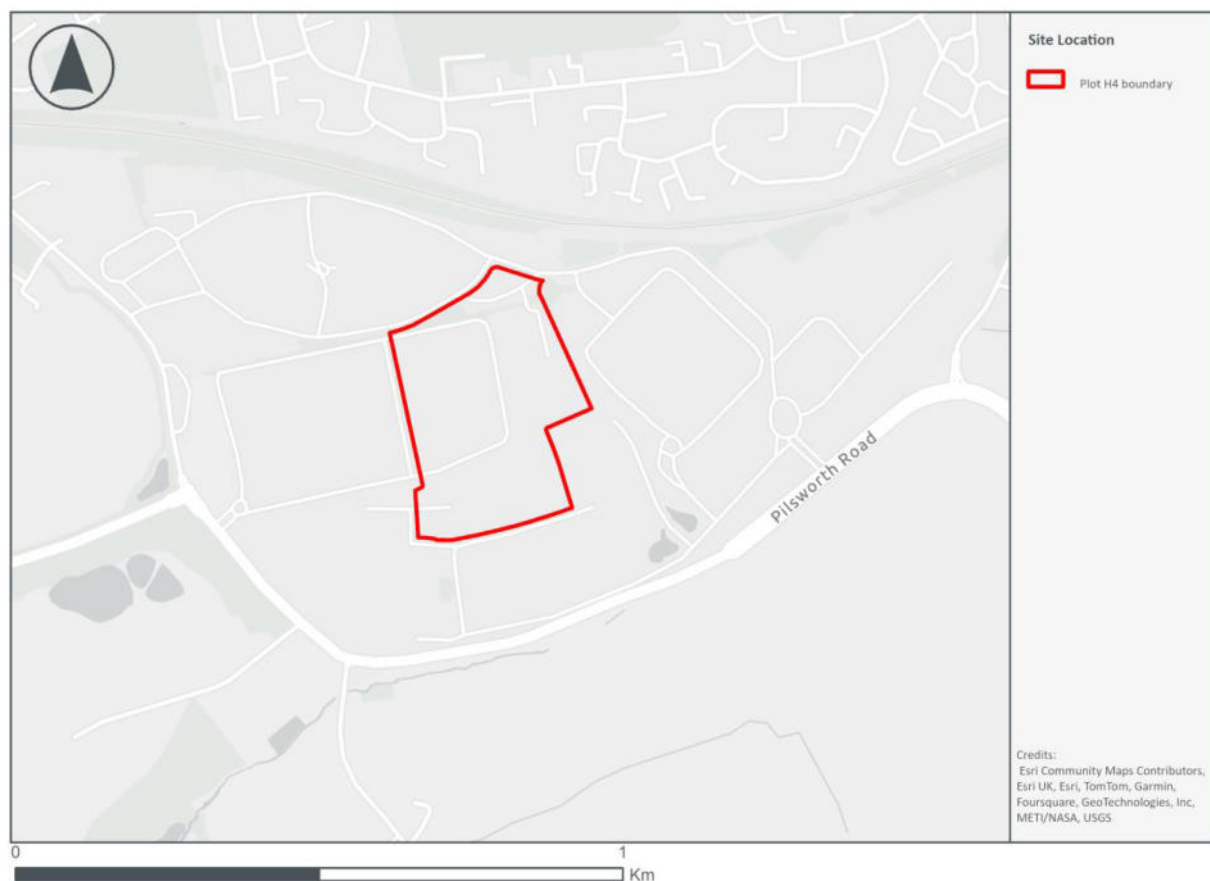
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I Introduction

- 1.1.1 This Transport Assessment (TA) has been prepared by PJA on behalf of Indurent Management Ltd, in relation to the proposed development at Plot H4 within Heywood Distribution Park. The location of this site is shown in Figure 1-1.

Figure 1-1: Site Location Plan



- 1.1.2 The application site is located approximately 1.5km southwest of Heywood and 3.8km southeast of Bury, within the Metropolitan Borough of Rochdale, Greater Manchester.
- 1.1.3 The site currently comprises areas of existing hard standing which are used for vehicle storage, cleared land where former buildings have been demolished, concrete access tracks and a large area of raised scrub land. Access to the site is achieved via the internal estate roads to the north and south.
- 1.1.4 The site will be subject to an outline planning application for employment development providing up to 52,000 sqm of floorspace within Use Classes E(g)(iii), B2, and B8. The development will be constructed to specific parameters as detailed within any accompanying plans and the Design and



Access Statement. Plot H4 will take access from the internal road network at the distribution park which takes access from Pilsworth Road. The access onto Pilsworth Road will be retained as existing.

I.2 Scoping Correspondence

1.2.1 A Scoping Note was issued to Rochdale Borough Council (RBC, **Appendix A**), following which a pre-application meeting was held on the 5th June 2024. Key points raised during this meeting included:

- RBC confirmed that there are no firm timescales for the Northern Gateway development, and there is currently no committed scheme in place for this.
- RBC would not be supportive of the emergency access into Heywood Distribution Park being opened to general traffic, as this may compromise the potential for future mitigation works at the Pilsworth Road / Moss Hall Road junction.
- RBC requested that modelling should be prepared for the following scenarios
 - Opening year: 2026, including proportion of South Heywood development
 - Opening year + 5 years: 2031, including proportion of South Heywood development
 - Full South Heywood build out: 2038, including full South Heywood development flows
- RBC suggested that a contribution to wider highway works and sustainable travel improvements may be more appropriate than the development implementing stand alone, likely abortive, works.

I.3 Report Structure

1.3.1 The remainder of this report is structured as follows:

- **Chapter 2** provides an overview of the planning context of the site;
- **Chapter 3** establishes the policy context within which the site sits, including national, regional and local transport related policy;
- **Chapter 4** considers the existing conditions in the vicinity of the site, providing an overview of the local highway network as well as the sustainable accessibility;
- **Chapter 5** summarises the development proposals;
- **Chapter 6** sets out details of the travel demand model, covering the trip generation, distribution and assignment;
- **Chapter 7** discusses the provision for active travel and impact on the existing infrastructure;
- **Chapter 8** provides an overview of the methodology used to assess the development impact on the highway network, following which **Chapter 9** then sets out the results of this assessment; and
- **Chapter 10** summarises and concludes this TA.



2 Planning Context

2.1 Land at South Heywood

- 2.1.1 Hybrid planning permission was granted by RBC for a mixed-use scheme, providing for up to 135,460sqm of employment space and 1,000 houses, on 'Land at South Heywood' in 2020 (under reference 16/01399/HYBR; Allocation AL/EMP/33). The 'Land at South Heywood' site is located to the south of Heywood Distribution Park, and forms part of a wider mixed-use allocation in the adopted Development Plan.
- 2.1.2 The Transport Assessment undertaken to support that planning application for Land at South Heywood was prepared by AXIS and dated November 2016. A further TA for Land at South Heywood was prepared by FOCUS Transport Planning dated October 2022 to support a separate outline planning application (reference 22/01569/OUT), for an additional 40,000sqm of B8 distribution and warehousing floorspace to that permitted under the original 2020 hybrid planning permission. That outline planning application was approved in November 2023.
- 2.1.3 To support the South Heywood development, recent infrastructure improvements have been undertaken. These have focussed around the South Heywood Link Road, connecting the Heywood Distribution Park and the M62 at Junction 19. A second phase has subsequently upgraded Pilsworth Road from the current extent of the Link Road to the Moss Hall Road junction. This includes the provision of a shared use footway/cycleway connection.

Pilsworth Road / Moss Hall Road Junction

- 2.1.4 The 2022 TA included modelling of a number of junctions, including the Pilsworth Road / Moss Hall Road signalised junction. The document concluded:

"The existing traffic signal layout will operate with a level of spare capacity under 2020 'Do-Something' demand conditions. Indeed, the junction is predicted to operate with slightly improved performance under 'Do-Something' conditions when compared to 'Do-Minimum' forecasts, due to the traffic reducing effects in this locality associated with the delivery of the South Heywood Link Road. During maximum PM peak 'Do-Something' network conditions, the layout is predicted to operate with circa 16% PRC, with maximum approach lane RFC of circa 77.5% for the Moss Hall Road southern approach. Maximum queuing on individual approaches to the junction is predicted to be of the order of 14 – 15 vehicles."

- 2.1.5 The TA continued to state that:

"The existing traffic signal layout is still predicted to operate with a limited degree of spare capacity for 2038 'Do-Something' conditions. During maximum PM peak 'Do-Something' network conditions the layout is predicted to operate with circa 3.5% PRC, with maximum approach lane RFC of circa



87.0% for the Pilsworth Road (W) approach. Maximum predicted queuing is predicted to be 18 – 19 pcus and is similar to forecasted ‘Do-Minimum’ junction operation.”

M66 J3 Traffic Signal Linked Crossroads

- 2.1.6 The 2022 TA also modelled the M66 J3 Traffic Signal Linked Crossroads junction. The results concluded that there is potential for significant congestion and queuing during peak periods in this location.

Pilsworth Road / Moss Hall Lane (3-arrows) - Ghost Island T-Junction

- 2.1.7 Pilsworth Road / Moss Hall Lane was modelled using PICADY and the 2022 TA concluded that:

2.1.8 “This junction could be expected to operate with a good level of spare capacity. Maximum RFC (0.39) is predicted to take place on the Pilsworth Road (W) mainline under AM peak conditions (trips to Birch Industrial Estate) and on the Moss Hall Lane side road under PM peak demand conditions (associated with employment exit trips from the Birch Industrial Estate– served off Moss Hall Lane) with only limited predicted queuing.”

Proposed Transport Improvements

- 2.1.9 The 2016 TA proposed the following improvements to the local transport infrastructure, with no further detail or amendments in the 2022 TA:
- *“Introduction of a new 30-minute frequency Heywood ‘circular’ minibs along the new Link Road and looping through the new employment area. Any such service would provide a direct connection to Heywood Town Centre and bus station.*
 - *Introduction of a ‘peak commuter hours’ limited stopping bus service between Heywood Town Centre and Manchester Piccadilly Gardens (also serving Birch village) with bus stops on A6045 Manchester Road either side of the proposed new Link Road.*
 - *Funding of additional vehicles to expand the existing South Heywood ‘Local Link’ bus service to fully incorporate the proposed mixed use residential and employment parcels*
 - *Segregated walk / cycle routes in parallel to the proposed new Link Road - linking the mixed use development to key existing employment and residential areas and providing a direct segregated link to the cycle corridor improvement works between Heywood and Middleton being delivered by RBC as part of the Cycle City Ambition Grant funding process.*
 - *Provision of regular ‘central island’ crossing points of the South Heywood Link Road in the vicinity of proposed residential / local centre areas, along with dedicated pedestrian / cycle phasing at the major traffic signal-controlled junctions along the Link Road route.*



- *Improved walk cycle connections across through the proposed new residential areas, including the green wedge / linear park / landscape buffers.*
- *Direct and more convenient walk / cycle connections between the proposed residential and employment areas.*
- *Retention and enhancement of existing public rights of way through the proposed mixed use development areas and the improvement of off-site connections from these links."*

2.2 Northern Gateway

2.2.1 Potential local improvements that may come forward to support planned growth in the surrounding area are set out in the July 2021 Transport Locality Assessments Addendum, Table 15, which relates to the Northern Gateway (formerly GMA1.1, now JPA1.1) allocation in the adopted Development Plan. Part of the allocation covers Land at South Heywood.

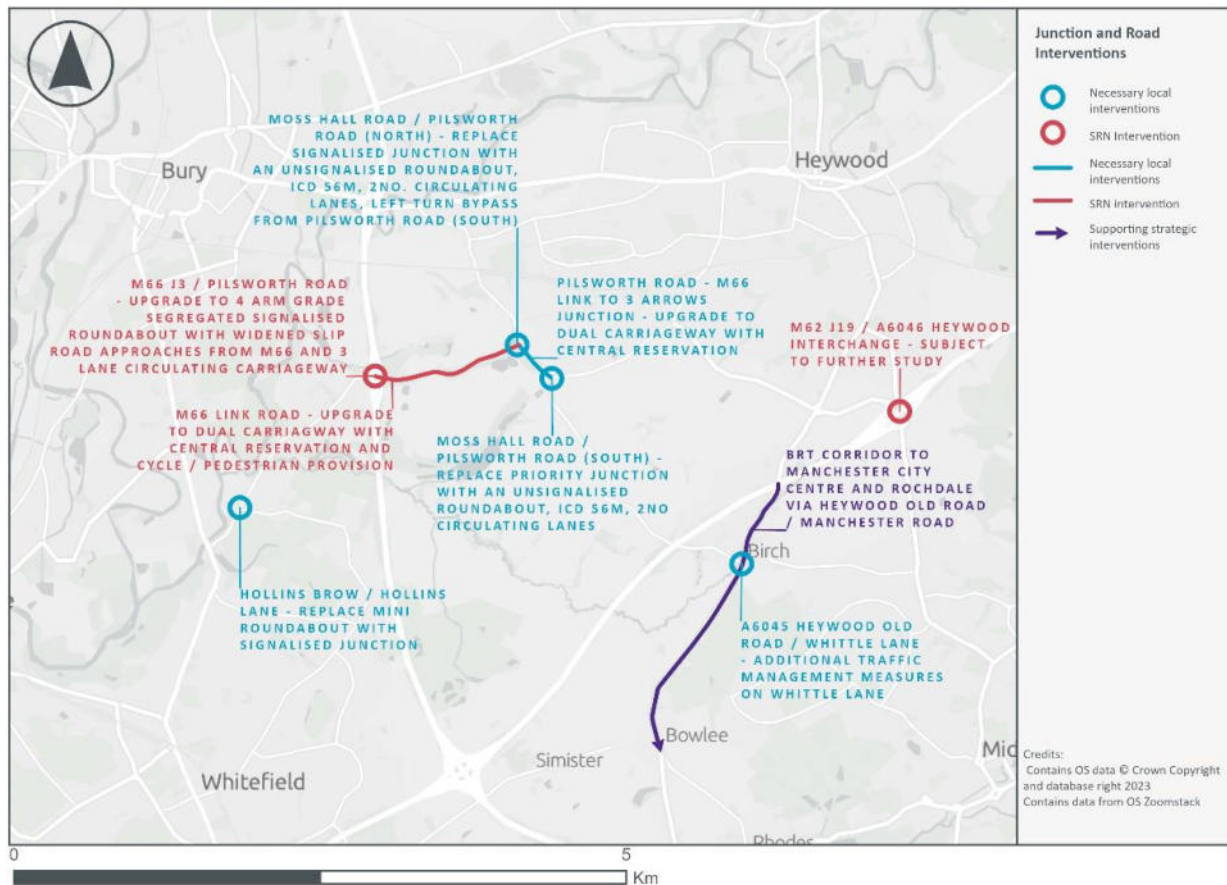
2.2.2 This specifies the following list of interventions:

- Bus Rapid Transit (BRT) corridor to Manchester city centre, via Heywood Old Road / Manchester Road
- Permeable network for pedestrian and cyclist priority to / from / within the Northern Gateway development
- Introduction of local bus services to / from / within the Northern Gateway allocation
- Moss Hall Road / Pilsworth Road (South) – installing a three arm roundabout in place of the three arm priority junction
- A6045 Heywood Old Rd / Whittle Lane – additional traffic management measures on Whittle Lane
- Moss Hall Road / Pilsworth Road (North) – *"Replace existing three arm signalised junction with a three arm unsignalised roundabout. New roundabout will include a 56m (inscribed circle diameter) with two circulating lanes and a left turn bypass from Pilsworth Road South"*
- Hollins Brow / Hollins Lane – replace mini-roundabout with a three arm signalised junction
- M66 Link Road – upgrade Pilsworth Road between M66 Junction 3 and Moss Hall Lane to a dual carriageway
- Pilsworth Road between the M66 Junction 3 and Moss Hall Lane – *"Upgrading existing Pilsworth Road between M66 Junction 3 and Moss Hall Lane to dual carriageway - two traffic lanes in each direction, with a central reservation & cycle/pedestrian provision"*
- Pilsworth Road between the M66 Link and the '3 Arrows' junction – *"Upgrading to dual carriageway standard – two lanes in each direction with a central reserve"*



- M66 Junction 3 / Pilsworth Road – upgrade to a four arm grade separated signalised configuration, with widened slip road approaches
- M62 Junction 19 / A6046 Heywood Interchange – subject to further study to confirm required improvements

Figure 2-1: Summary of potential transport improvements that may come forward to support planned growth in the surrounding area (Northern Gateway)



2.2.3 Whilst such improvements would not be appropriate to support the limited scale of development Plot H4 in isolation, this does indicate scope for more significant improvements in the locality, if further development is brought forward.



3 Policy Context

3.1 National Planning Policy Framework

3.1.1 The National Planning Policy Framework (NPPF), as updated in December 2023, sets out the government's planning policies for England and how these are expected to be applied.

3.1.2 Paragraph 117 notes that *"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 transport statement or transport assessment so that the likely impacts of the proposal can be assessed."* This TA and Travel Plan have been prepared to satisfy this requirement.

3.1.3 Paragraph 115 states 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 would be severe."* This TA seeks to demonstrate that the cumulative residual impact of the development proposals would not be severe, and that the impact on highway safety would not be unacceptable.

3.1.4 Paragraph 114 of the NPPF sets out that:

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

- *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *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; and*
- *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."*

3.1.5 As set out in Paragraph 116, 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.”*

3.2 Greater Manchester Transport Strategy (2040)

3.2.1 The Greater Manchester Transport Strategy 2040 sets out Greater Manchester’s long-term ambition for transport. The vision of the strategy is to obtain: *“World-class connections that support long-term sustainable economic growth and access to opportunity for all”*.

3.2.2 It sets out commitments aimed 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 the environment and supports the target to be net zero carbon by 2038;*
- *Develops an Innovative City Region.”*

3.3 Places for Everyone (2024)

3.3.1 The Places for Everyone Joint Development Plan Document (PfE) covers the period from 2022 to 2039 and was adopted in March 2024. PfE is based on the vision: *“to make Greater Manchester one of the best places in the world to grow up, get on and grow old:*

- *A place where all children are given the best start in life and young people grow up inspired to exceed expectations.*
- *A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm. But if you need a helping hand, you’ll get it.*
- *A place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent.*
- *A place where people live healthy lives and older people are valued.*
- *A place at the forefront of action on climate change with clean air and a flourishing natural environment.*
- *A place where all voices are heard and where, working together, we can shape our future.”*



- 3.3.2 The plan sets out the need to boost the competitiveness of the northern part of the region. This area has been selected for large-scale development given the presence of well-known established employment locations, including Heywood, as well as the access to the M62.
- 3.3.3 The Northern Gateway allocation forms one of the interventions proposed for the northern part of the region, and is covered by Policy JP Allocation 1.1 (JPA1.1). The plan sets out that: *“The allocation at Heywood/Pilsworth provides an opportunity for a substantial and high-quality employment-led development. The scale and location of this allocation will help to rebalance the Greater Manchester economy, ensure the joint plan plays its part in driving growth within the north of England and enable Greater Manchester to be competitive both nationally and international”*.
- 3.3.4 To support the development of the Northern Gateway and other schemes in the area, PfE sets out that:
- “Works to improve the capacity of Simister Island (the junction of the M62, M60 and M66 motorways) are already planned, but additional investment in the motorway network will be required to support the scale of development proposed within the North-East Growth Corridor, including improvements to Junction 3 of the M66. The area may also be the subject of proposals to improve the performance of the whole length of the M62/M60 through Greater Manchester. Major public transport improvements will be required to ensure that surrounding communities can take advantage of the new jobs, and new residents can access key locations such as the City Centre, nearby main town centres and key employment locations. This provides an opportunity to deliver a more extensive and integrated public transport network in the northeast of Greater Manchester, connecting existing communities that are currently poorly served. Improvements to the Calder Valley Line have received commitments to be delivered and the North-East Growth Corridor will also benefit from additional local bus services as well as proposed Bus Rapid Transit to serve the new developments. Work is also on-going into the future development of Bus Rapid Transit connections from the North-East Growth Corridor and surrounding towns to the City Centre.”*
- 3.3.5 PfE also addresses the requirement for an accessible, low carbon Greater Manchester in Policy JP-C1. This specifies that development should be located and designed *“to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport”*. Following this, Policy JP-C8 establishes the transport requirements of new development, to *“help deliver high quality, attractive, liveable and sustainable environments”*.

3.4 Rochdale Core Strategy (2016)

- 3.4.1 Rochdale’s Core Strategy (2016) overarching vision is:

“To become a prosperous borough: to grow our economy and develop our place through cooperation and partnership, improving the lives of local people.”



3.4.2 In order to achieve this, Rochdale's Strategic Objective 05 aims to improve accessibility and sustainable travel, seeking to:

- *“Deliver transport improvements at a strategic, borough-wide and local level to support development proposals;*
- *Ensure that development is in the most appropriate and accessible locations;*
- *Minimise trips, especially single occupancy car journeys, and trip length;*
- *Promote wider travel choice and increase trips made by sustainable forms of travel, including public transport, cycling and walking;*
- *Support measures that enhance safety and access for people with impaired mobility, protect traffic-sensitive town centres and residential communities; and*
- *Reduce emissions from traffic (particularly NOx gases, PM10 particulates and CO2 levels) contributing to Greater Manchester Local Transport Plan (GMLTP) and national targets by encouraging more sustainable travel choices and forms of travel, more active and healthier travel behaviour and take advantage of technological innovations.”*

3.5 Rochdale Borough Transport Strategy (2014)

3.5.1 The Rochdale Transport Strategy (2014) outlines a vision for the transport network across the Rochdale region, which aims for the following:

“By 2026 Rochdale Borough will have an affordable, sustainable, reliable, accessible and integrated transport network that offers travel choice for all, serves its communities, tackles air quality and climate change, enhances social inclusion, public health and supports economic growth and regeneration of the local area.”

3.5.2 This vision is aiming to be achieved by long term objectives which improve the following:

- Strategic rail
- Better buses
- More and safer cycling
- Walking
- Tackling congestion
- Effective and efficient freight
- Connecting people and places.



Parking Standards

3.5.3 Rochdale's Core Strategy (2016) sets out the following parking standards for B2 and B8 site uses, as outlined in Table 3-1.

Table 3-1: Rochdale's Core Strategy Parking Standards

Use	Max. Parking Spaces	Accessible Car Parking (in addition to general parking provision)	Cycles	Two-Wheeled Vehicles
B2	1 space per 60sqm	12 to 200 spaces: 3 bays or 6% of total capacity Over 200 spaces: 4 bays plus 4% of total capacity	1 space per 700sqm minimum of 2 spaces	1 space per 2,800sqm minimum of 2 spaces
B8	1 space per 100sqm		1 space per 850sqm minimum of 2 spaces	1 space per 4,000sqm minimum of 2 spaces

3.5.4 Accessible parking will be located in a convenient location with access into the building supported by step-free access and tactile paving for provision varying levels and types of disability, including visual impairment.

3.6 BREEAM Compliance

3.6.1 BREEAM is a sustainability assessment that evaluates the environmental credentials of a development. The TA forms part of this assessment process (Tra 01 Transport Assessment and Travel Plan and Tra 02 Sustainable Transport Measures).

3.6.2 The following is required to demonstrate compliance of Tra 01 to achieve two credits towards the BREEAM 2018 New Construction Assessment of the development:

- 1 *"No later than Concept Design stage, undertake a site-specific transport assessment and draft travel plan, which can demonstrably be used to influence the site layout and built form.*
- 2 *The site-specific travel assessment shall cover as a minimum:*
 - a *If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities;*
 - b *Predicted travel patterns and transport impact of future building or site users;*
 - c *Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors;*
 - d *Reporting of the number and type of existing Accessible Amenities... within 500m of the site;*
 - e *Disabled access accounting for varying levels and types of disability, including visual impairment;*
 - f *Calculation of the existing public transport Accessibility Index (AI); and*
 - g *Current facilities for cyclists."*

3.6.3 Alongside this TA, a site-specific travel plan that provides a long-term management strategy has been developed to encourage more sustainable travel.



4 Existing Conditions

- 4.1.1 Plot H4 is located within the Heywood Distribution Park, which takes access from Pilsworth Road. The distribution park comprises circa 80ha of land, providing large distribution centres for logistics companies.
- 4.1.2 Plot H4 currently comprises areas of hard standing which are used for vehicle storage; cleared land where former buildings have been demolished; concrete access tracks; and a large area of raised scrub land. Access to the site is achieved via the internal estate roads to the north and south.

4.2 Sustainable Accessibility

- 4.2.1 It is noted that a significant proportion of trips generated by the site will be operational in nature, and it is therefore vital that the site has very good access to the strategic highway network. In particular, suitable provision for HGVs to travel to and from the site is essential. Nonetheless, there is good potential for non-operational trips to this location to be made by sustainable modes.

BREEAM Compliance - Access to Amenities

- 4.2.2 Amenities in the area are summarised in Table 4-1. Whilst these are all in excess of 500m from the site, the distribution park itself is advertised as having an “*attractive landscaped environment with on-site amenities*”. There is additionally scope for the site to accommodate amenities within the proposed development such as vending machines or a canteen, subject to the occupier preferences.

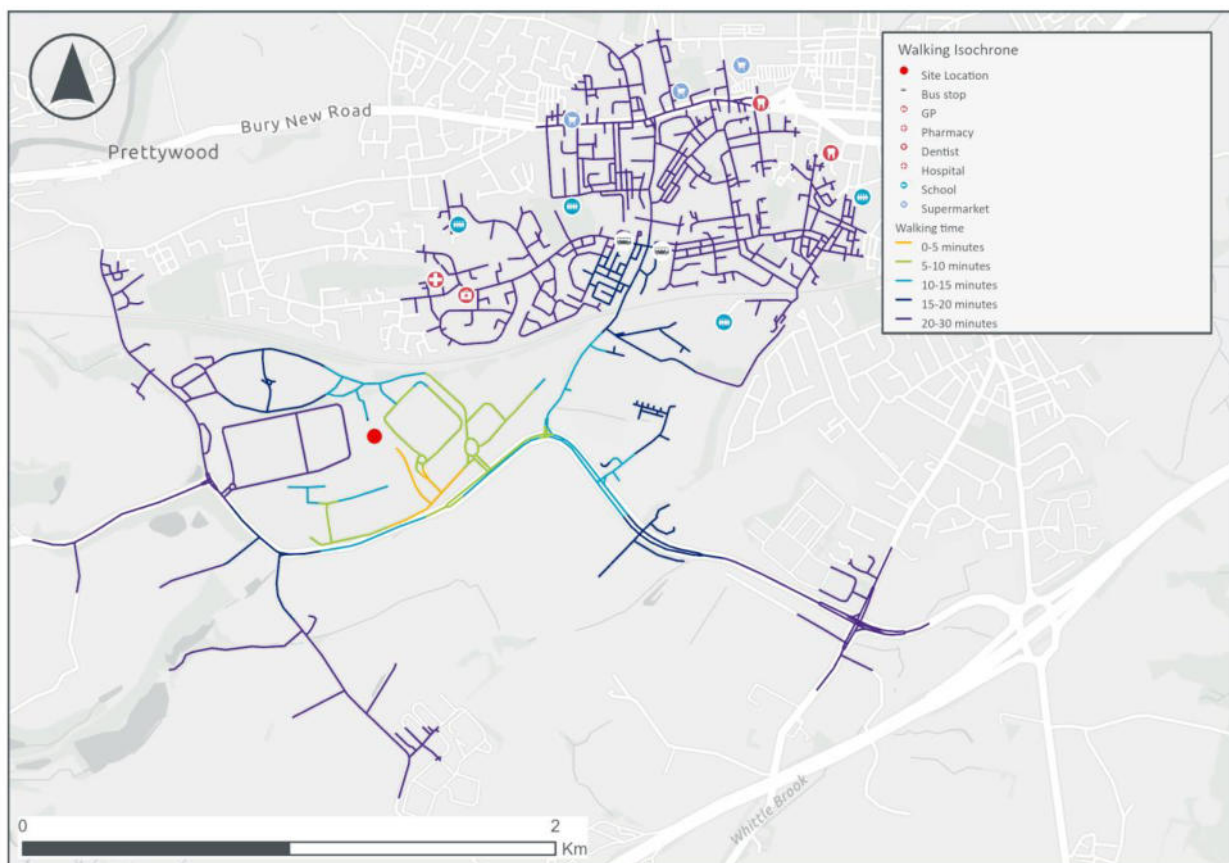
Table 4-1: Local Amenities Within Walk and Cycle Distance of the Site

Amenity	Location	Distance from Site
Food outlet	The Bungalow Shop, with potential for food provision (e.g. a canteen or vending machine) within the development	1.8km
Access to cash	At The Bungalow Shop (charges for withdrawals) / Tesco Express in Heywood (free cash withdrawals)	1.8km / 2.5km
Outdoor open space	Green bordered by Argyle Street, as well as some green space within the wider Heywood Distribution Park	1.9km
Recreation/leisure facility	Berwick Fitness and JACKOS Gym / Heywood Sports Village	Both 2.8km
Postal facility	Within Heywood Distribution Park	0.6km
Community facility	St Margarets C of E Church Hall	2.7km
Pharmacy	Cohen’s Pharmacy	2.6km
GP Surgery or Medical Centre	Heywood Health	2.5km
Childcare/School	Woodland Community Primary School	2.0km

Walking

- 4.2.3 Within Heywood Distribution Park, there are footways and crossings which allow for pedestrian access. The access from Pilsworth Road incorporates a footway, whilst in the vicinity of the site access Pilsworth Road itself benefits from a shared footway / cycleway.
- 4.2.4 Heywood town centre can be reached by routing northeast along Pilsworth Road from the site, a walk of approximately 30 minutes.
- 4.2.5 Recent infrastructure improvements have been undertaken as part of the South Heywood Link Road, including the provision of the Pilsworth Road shared use footway/cycleway.
- 4.2.6 The local amenities accessible within a 30-minute walk from the site are highlighted in Figure 4-1. It is also worth noting that the site is within walking distance of dwellings within southern and western Heywood, providing a good opportunity for staff to travel to the site on foot.

Figure 4-1: Walk Isochrones



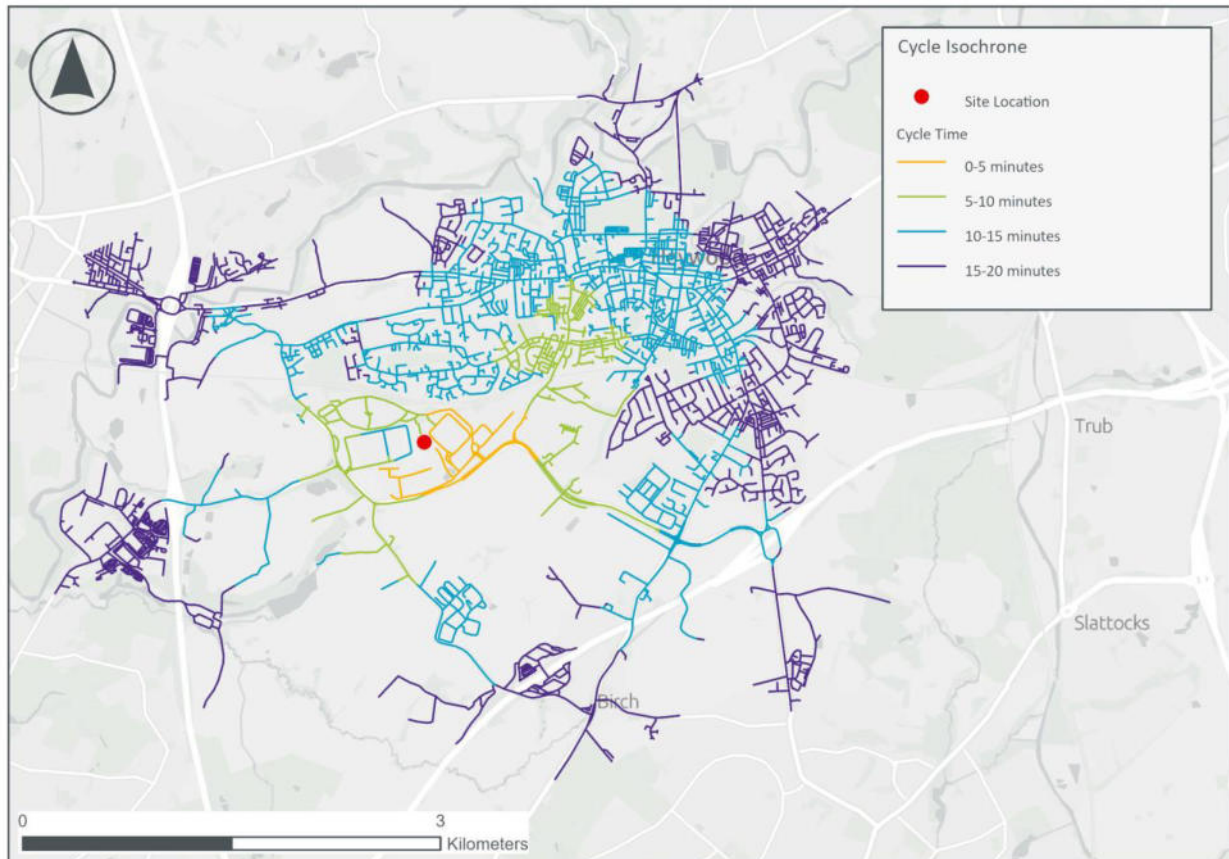
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Cycling

- 4.2.7 The proximity of the development site to Heywood town centre would allow for local trips to be undertaken by cycle, as it can be accessed within a circa seven-minute cycle. The closest railway station the site, Castleton, also can be reached within approximately a 21-minute cycle. Further details of the cycle provision in the vicinity of the site is provided in Section 7.

Figure 4-2: Cycle Isochrones



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Public Transport

Bus

- 4.2.8 The closest bus stop to the site is located approximately 2.4km away at 'Birnam Grove'. The service available from this stop is summarised in Table 4-2. Given that this bus stop is located further than 650 metres from the site (alongside the distance to the railway station), this gives an Accessibility Index of 0. However, it is worth noting that the site does benefit from being within the area covered by the Heywood Local Link service. This is a demand response service which operates Monday to Friday between 05:30 and 22:30, and on weekends and bank holidays between 09:00 and 17:00.

**Table 4-2: Summary of Local Bus Services**

Bus No	Route	Hours of Operation	Peak Hour Frequency	Days of Operation
163	Bury - Heywood - Langley - Middleton - Piccadilly Gardens	04:31-00:54	4-5	Monday-Sunday

4.2.9 As summarised in Chapter Two, the South Heywood development is proposing enhancements to the local bus network which would also benefit the proposed development at Plot H4. This includes:

- Introduction of a new 30-minute frequency Heywood ‘circular’ minibus connecting to Heywood town centre and bus station.
- Introduction of a ‘peak commuter hours’ limited stopping bus service between Heywood town centre and Manchester Piccadilly Gardens with bus stops on Manchester Road.
- Funding of additional vehicles to expand the existing South Heywood ‘Local Link’ bus service.

4.2.10 No improvements would be required to support the development of Plot H4 in isolation, which can be expected to generate a relatively small number of non-operational vehicle trips and which benefits from being within walking and cycling distance of Heywood.

Rail

4.2.11 The closest railway station to the site is Castleton, located approximately 5.5km from the site, a circa 21-minute cycle. The railway station contains cycle stands and ticket machines. Castleton Railway Station is served by Northern Railways Calder Valley line. The following key locations can be accessed from Castleton:

- Manchester Victoria
- Salford Central
- Bolton
- Blackburn
- Rochdale
- Clitheroe

4.2.12 Manchester Victoria offers onward connections to a range of wider destinations such as Liverpool, Leeds, and Newcastle.

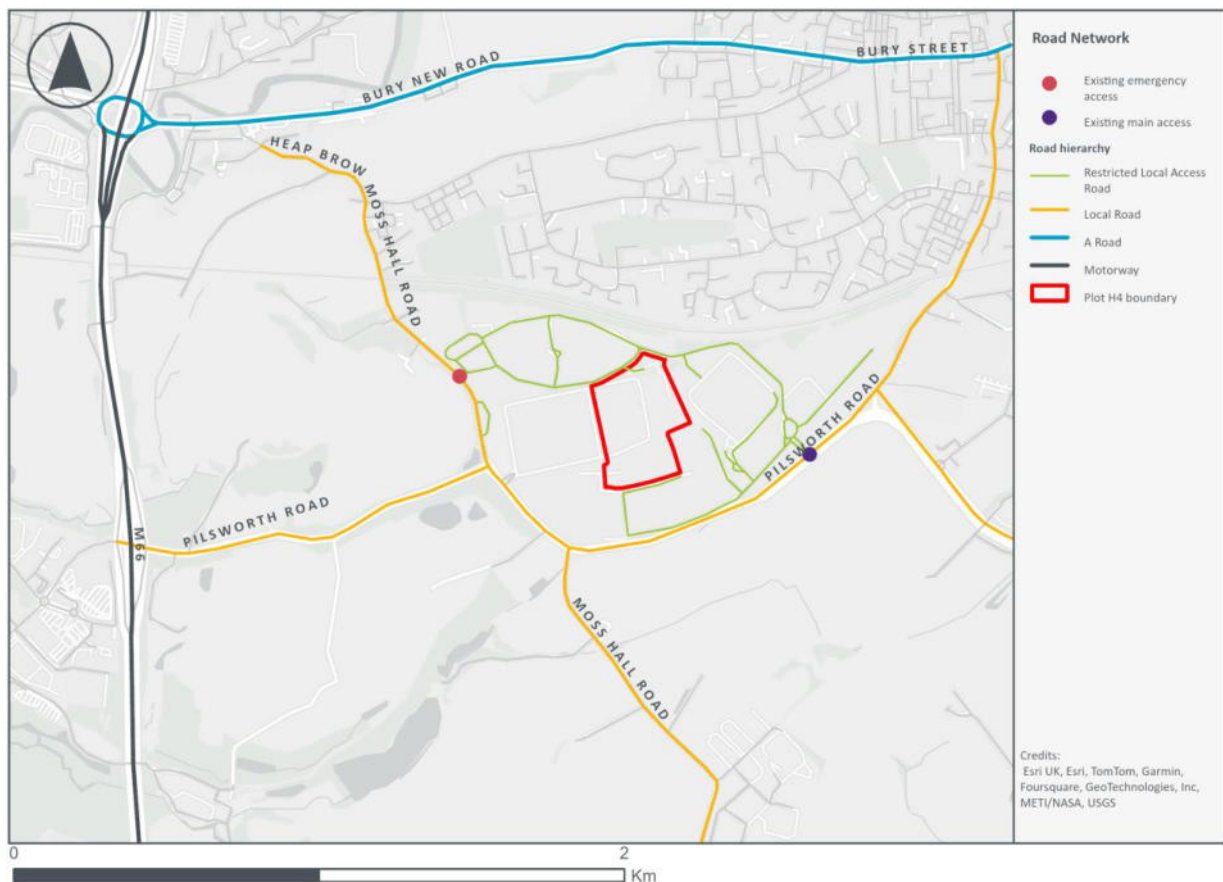
4.3 Local Highway Network

4.3.1 Figure 4-3 illustrates the local highway network in the vicinity of the site. Pilsworth Road is a two-way single carriageway road which is subject to a 40mph speed limit. To the east, this connects via a new link road, Queen Elizabeth II Way, to junction 19 of the M62. This link road was constructed to support the Land at South Heywood development.



- 4.3.2 To the west of the distribution park, Pilsworth Road forms a signalised junction with Moss Hall Road: Pilsworth Road forms the southern and western arms, whilst Moss Hall Road forms the northern arm. The western Pilsworth Road arm subsequently links to the M66 junction 3.
- 4.3.3 To the north of the emergency access on Moss Hall Road, there is a restriction in place preventing use by HGVs of 18 tonnes or over between 20:00 and 06:00. Further north, Moss Hall Road becomes Heap Brow, which then forms the minor arm of a ghost island priority junction with the A58 Bury New Road.

Figure 4-3: Local Highway Network



Traffic Surveys

- 4.3.4 Traffic surveys have been undertaken as follows:
- Turning count and queue length surveys, covering two neutral weekdays (Tuesday 16th and Wednesday 17th April 2024) between 07:00-10:00 and 16:00-19:00:
 - Pilsworth Road / Moss Hall Road / Great Bear Distribution Park access
 - Pilsworth Road / Main entrance to Heywood Distribution Park
 - Pilsworth Road / M66 Junction 3 (double signalised junction)

- Moss Hall Road / Pilsworth Road junction
- Automated Traffic Count (ATC) surveys (Monday 15th April to Sunday 21st April 2024):
 - Total four surveys, located in the vicinity of the Pilsworth Road / Moss Hall Road junction
- 24 hour count survey (Tuesday 16th April 2024), recording entry and exit movements:
 - Undertaken across the main entrance to the Heywood Distribution Park

Figure 4-4: Survey Locations



Turning Count and Queue Length Surveys

4.3.5 Appendix B provides the 2024 base network diagrams. These are based on the peaks identified from the turning count surveys, as follows:

- AM Peak: Wednesday 07:30-08:30
- PM Peak: Wednesday 16:30-17:30

Automatic Traffic Count Surveys

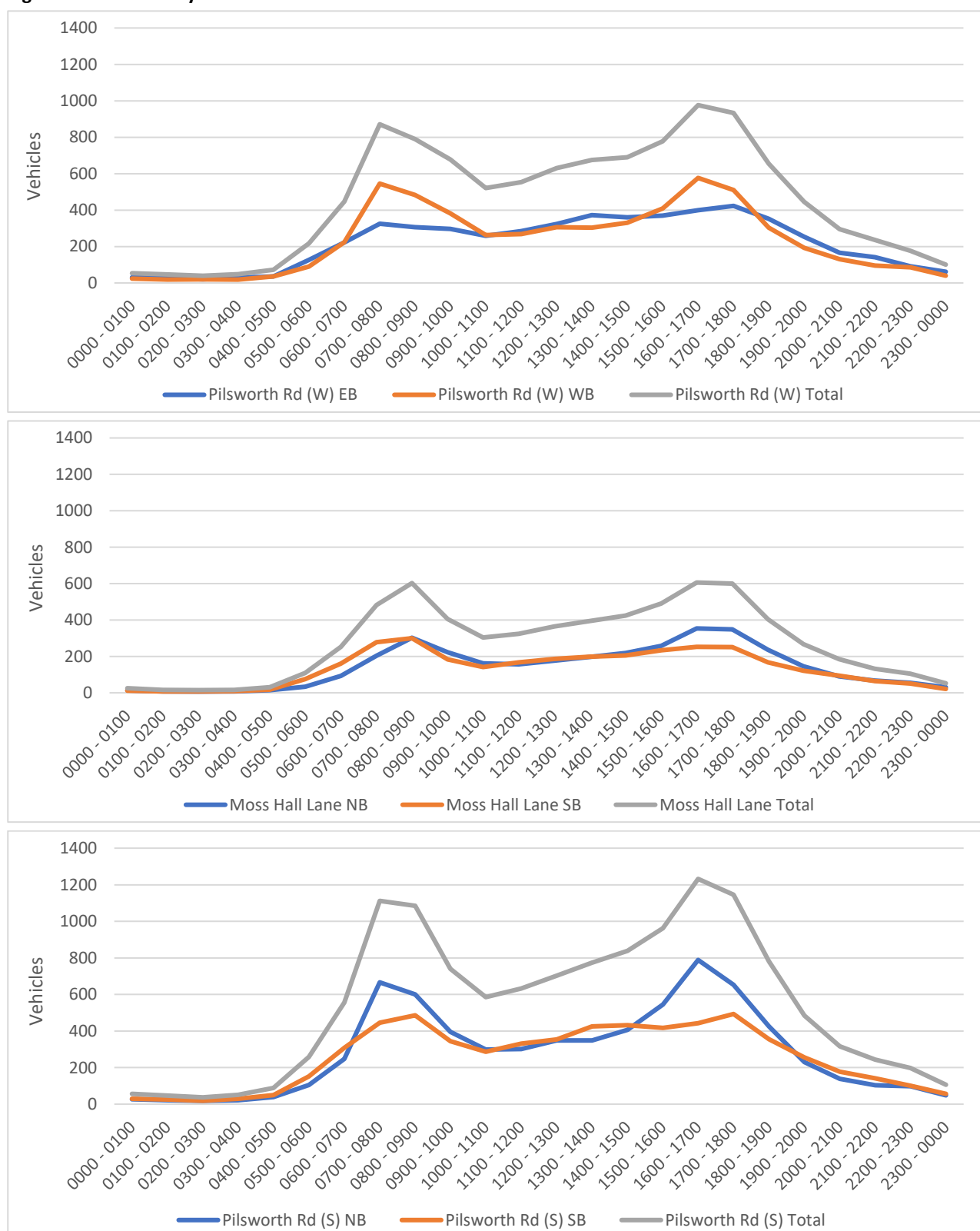
4.3.6 The average weekday traffic flows recorded by the Automatic Traffic Count (ATC) surveys are shown in Figure 4-5. These surveys were installed in the vicinity of the Pilsworth Road / Moss Hall Lane



signalised junction. The graphs indicate that the local highway network operates with a typical peak profile, with the highest flows observed on the southern approach. The peak times can be seen to be 07:00-09:00, and 16:00-18:00.



Figure 4-5: ATC survey traffic flows

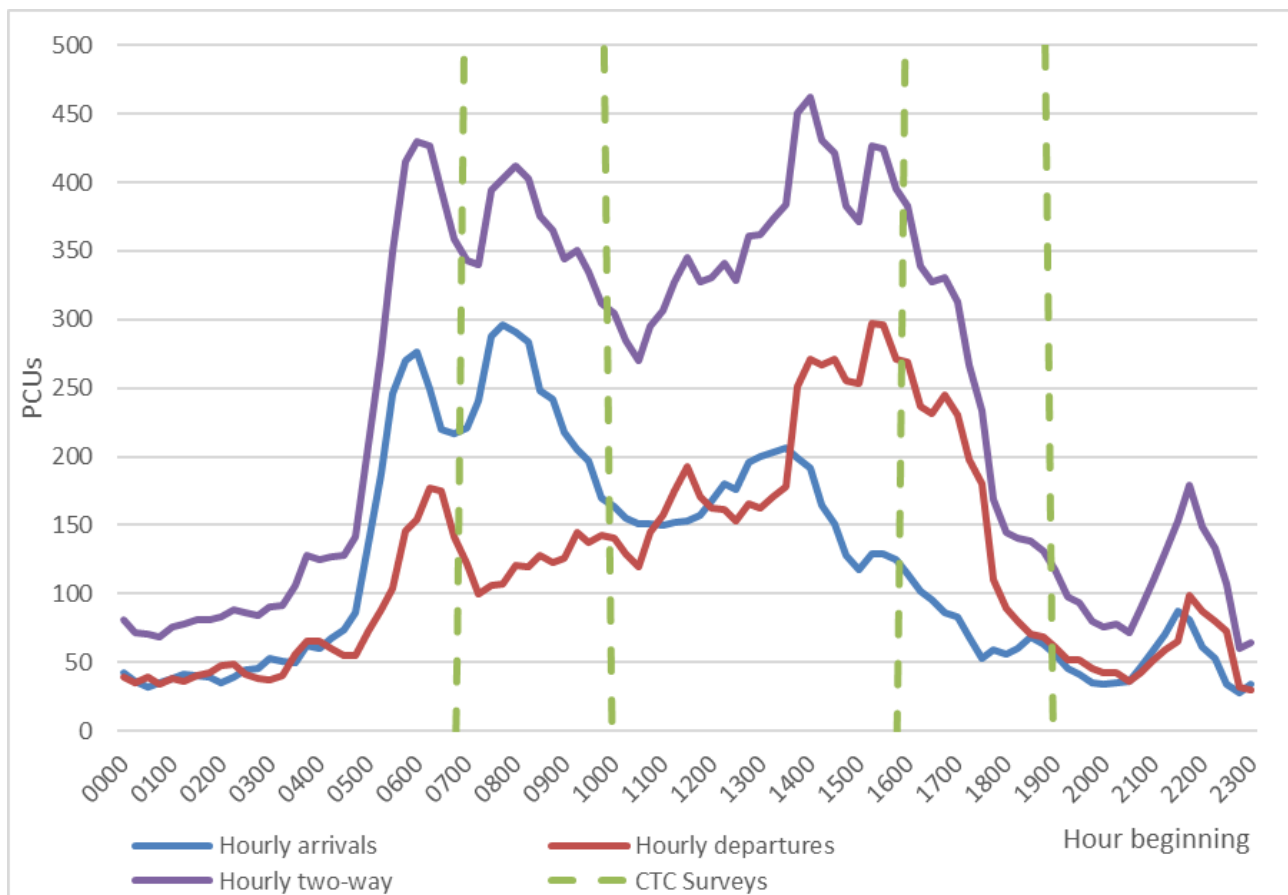




24 Hour Count Survey

- 4.3.7 To supplement the wider surveys, a 24 hour count survey was conducted on the existing Heywood Distribution Park access road. The arrival and departure profiles (PCUs per hour) are shown in Figure 4-6.
- 4.3.8 This illustrates that whilst the peak for vehicle movements at the distribution park during the AM period does in part align with the network peak (noting that it does commence earlier), the PM Distribution Park peak is shown to occur early afternoon, prior to the network peak.

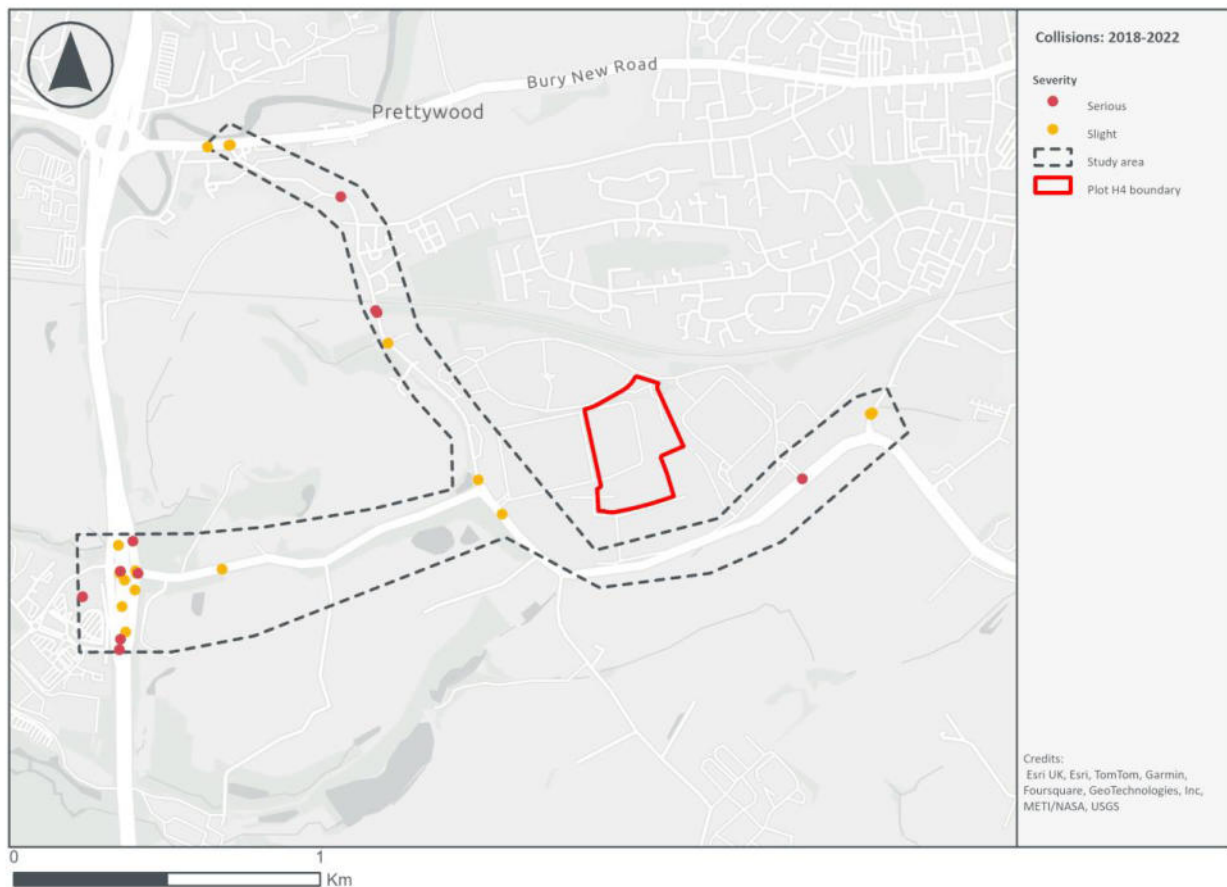
Figure 4-6: 24 Hour Count Survey



Highway Safety

- 4.3.9 Personal injury collision (PIC) data is shown in Figure 4-7. This data was obtained from the STATS19 data set, covering the period from 2018 to 2022 (the most recent five year period for which data has been published).

Figure 4-7: Collision analysis study area



- 4.3.10 A PIC was recorded on Pilsworth Road at the Heywood Distribution Park access. This collision occurred in 2019, prior to the recent improvement works at this junction, and involved a taxi / private hire car and a motorcycle of 125cc or under. The taxi was turning right, whilst the motorcyclist was continuing ahead and left the carriageway on the nearside. The motorcyclist suffered serious injury.
- 4.3.11 Additionally, three collisions were recorded at the eastern part of the M66 Junction 3 / Pilsworth Road junction, of which two resulted in injuries of slight severity and one resulted in injuries of serious severity. All three of these collisions occurred in 2018, as follows:
- 12/01/2018, 15:25 – This collision involved two cars, one turning right (leaving the carriageway on the offside and hitting a permanent object) and one continuing ahead (leaving the carriageway on the nearside and hitting a road sign or traffic signal). Both vehicles were first impacted on the front. The driver of both cars suffered slight injuries.
 - 05/03/2018, 06:05 – This collision involved a motorcycle of 125cc and under and a car, with the former going ahead and the latter turning right. The motorcyclist suffered from serious injury.



- 31/05/2018, 20:05 – This collision involved two cars, one turning right and one continuing ahead. The driver and four passengers of the car continuing ahead all suffered slight injury.

4.3.12 Further to this, two collisions resulting in serious injury were recorded on Moss Hall Road in 2022, to the south of the railway bridge.

- 01/07/2022, 07:20 – This collision involved a motorcycle of 125cc and under, going ahead around the right-hand bend. The motorcycle skidded and overturned, hitting the kerb. The motorcyclist suffered serious injury.
- 23/07/2022, 14:10 – This collision involved a car, going ahead around the right-hand bend. The car skidded and overturned, hitting the side of the bridge and leaving the carriageway on the offside.

4.3.13 It is also worth noting that two collisions were recorded in the vicinity of the Pilsworth Road / Moss Hall Road junction involving goods vehicles, both in 2018. Each of these collisions resulted in injuries of slight severity, with one to the north of the junction and one to the south.

4.3.14 Overall, the collisions recorded do not indicate any significant trends, and none of the collisions resulted in fatalities. Furthermore, the road network in this area has undergone significant recent improvement works. It is therefore concluded that the proposals would not have a significant impact on highway safety.



5 Development Proposals

5.1 Proposed Development

- 5.1.1 This outline planning application seeks to define the parameters for the proposed employment development which will include a floorspace limit of 52,000 sqm within use classes E(g)(iii), B2 and B8. Illustrative layout options for the 10.69ha site have been prepared to demonstrate how development could be delivered within these parameters, provided in **Appendix C**. This includes an option with one single larger unit and an option with two smaller units.

5.2 Proposed Vehicular Access

- 5.2.1 Vehicular access to Plot H4 will be taken from the internal Heywood Distribution Park highway network, as follows:
- Primary access taken from northwest corner of the site
 - Potential secondary access in southwest corner of the site
 - Potential emergency access in southeast corner of the site
 - Potential open storage access from the northeast corner of the site
- 5.2.2 There is currently one point of access from the wider highway network to the main distribution park: from Pilsworth Road. The access was recently upgraded (Application Ref. 21/01144/FUL), and now benefits from four entry lanes and two exit lanes as well as automatic number plate recognition (ANPR) cameras which remove the need for vehicles to stop at the gatehouse. Plot H4 is accessed from Entry Lanes 2 and 3.
- 5.2.3 At this access, Pilsworth Road benefits from a westbound ghost island right turn lane and an eastbound turning lane. For pedestrians and cyclists, there is a crossing immediately adjacent to the access, benefitting from dropped kerbs with tactile paving and a central refuge island.
- 5.2.4 There is additionally an emergency access for the distribution park, onto Moss Hall Road. This emergency access is gated and does not permit general vehicular use.

5.3 Proposed Parking

Car Parking

- 5.3.1 The proposed development will incorporate on-site car parking. Rochdale's Core Strategy (2016) sets out the following parking standards for B2 and B8 site uses, as outlined in Table 5-1. In total, 10% of spaces will be fitted with active electric vehicle charging provision, with a further 10% benefitting from passive provision.

**Table 5-1: Rochdale's Core Strategy Parking Standards**

Use	Max. Parking Spaces	Accessible Car Parking (in addition to general parking provision)	Cycles	Two-Wheeled Vehicles
B2	1 space per 60sqm	12 to 200 spaces: 3 bays or 6% of total capacity Over 200 spaces: 4 bays plus 4% of total capacity	1 space per 700sqm minimum of 2 spaces	1 space per 2,800sqm minimum of 2 spaces
B8	1 space per 100sqm		1 space per 850sqm minimum of 2 spaces	1 space per 4,000sqm minimum of 2 spaces

5.3.2 Accessible parking will be provided in line with the Core Strategy requirements. This will be located in a convenient location with access into the building supported by step-free access and tactile paving to accommodate varying levels and types of disability, including visual impairment.

Cycle Parking

5.3.3 Appropriate cycle parking will be provided within the site, in a convenient and secure location.

5.3.4 The amount of cycle parking provided will be the greater of:

- One space per 10 staff, in line with the BREEAM requirements for an office or industrial land use; or
- One space per 700sqm, in line with the requirements of the Rochdale Core Strategy. Based on the maximum floor area of 52,000sqm, this would equate to a requirement for 75 cycle parking spaces.

5.3.5 The cycle parking will be compliant with BREEAM, as follows:

- Racks to be secured to a permanent structure with appropriate surveillance and an overhead covering
- Spacing between racks / to other obstructions to be allow for easy storage and access to cycles
- Cycle parking to be in a prominent location
- Facility to have adequate lighting, which must be controlled to avoid out-of-hours use and operation during daylight hours, when there is sufficient daylight in / around the facility

5.4 Cyclists' Facilities

5.4.1 To further support cycle travel, there is scope for the development to provide facilities to support cyclists. This may include:

- Changing spaces, of sufficient size and with appropriate complementary facilities such as bench seating or hooks for storing clothing.
- Drying spaces, equipped with adequate heating and ventilation with the means to hang wet clothes
- Lockers, appropriately sized and located in or adjacent to changing rooms



- Showers, with one shower per 10 cycle storage spaces (maximum eight showers required)

5.5 Provision for Active Travel

- 5.5.1 As the proposed uses are associated with high number of HGV movements, cyclists will need to be separated from the carriageway, where reasonably practical. Given the low level of pedestrian flows in the area, it is proposed that this would predominantly take the form of shared use paths. Where appropriate, crossings will be provided at side roads to give priority to cyclists and pedestrians, ensuring that pedestrians and cyclists can travel through the site without the need to stop and also clearly warning drivers of cyclists and pedestrians crossing side road, where reasonably practical.
- 5.5.2 Further, to minimise the need for off-site travel and maximise the potential for walking and cycling, on-site facilities for staff to use during break periods will be provided. This will include tea and coffee making facilities, facilities to heat up food etc.



6 Travel Demand Model

6.1 Vehicular Trip Attraction

Existing Trip Attraction

- 6.1.1 There are currently no buildings on Plot H4, and therefore no consideration has been given to any potential existing trip attraction within the junction assessments. Whilst the hardstanding on the site does provide for lorry storage, the trips generated by this can be expected to be low, particularly at peak times. Notwithstanding this, it is worth noting that the site formerly included 904sqm GFA industrial space. The trip attraction of this was established based on a TRICS assessment, with the selection criteria in line with those used for the proposed parcel distribution land use. The resulting trip attraction is summarised in Table 6-1.

Table 6-1: Vehicular Trip Attraction Summary – Existing Land Use

	AM Peak (06:00-07:00)			AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Depart	Two-way	Arrivals	Depart	Two-way	Arrivals	Depart	Two-way
Vehicle Trip Rate	0.481	0.616	1.097	1.104	0.398	1.502	0.514	1.027	1.541
Vehicle Trips	14	18	32	32	12	44	15	30	45
HGV Trip Rate	0.077	0.142	0.219	0.077	0.039	0.116	0.039	0.065	0.104
HGV Trips	2	4	6	2	1	3	1	2	3

Proposed Trip Attraction

- 6.1.2 Given that the application is in outline, a robust position has been adopted at this stage, with the inclusion of an element of parcel distribution allowing for the future flexible use of the site, as these rates would be comparable to or higher than B2 or E(g)(iii) use. The following areas were assumed:
- B8 warehousing land use: 39,000sqm (75%)
 - B8 parcel distribution land use: 13,000sqm (25%)
- 6.1.3 To establish the likely trip attraction associated with this, the TRICS database was interrogated. The TRICS outputs are provided as Appendix D, with the selection criteria summarised in Table 6-2.

Table 6-2: TRICS Site Selection Criteria

Criteria	B8 parcel distribution (TRICS v7.10.3)	B8 warehousing (TRICS v7.11.1)
Land use type	G – parcel distribution centres	F – warehousing (commercial)
Region	England, excluding Greater London	England, excluding Greater London
Location type	Suburban Area / Edge of Town	Suburban Area / Edge of Town
Floor area	>10,000sqm	4,000sqm – 50,000sqm
Days	Weekdays	Weekdays

6.1.4 Table 6-3 summarises the results of the trip attraction exercise. Traffic flow estimates for 08:00-09:00 and 17:00-18:00 were used within the modelling. Whilst these times do not match the modelled network peaks (07:30-08:30 and 16:30-17:30), the flows recorded were marginally higher at these ‘traditional’ peak times and therefore this provides a robust assessment. It is worth noting that based on the ATC surveys the development peak of 06:00-07:00 would not coincide with the overall traffic peak on the local highway network, and this time period has therefore not been subject to modelling.

Table 6-3: Vehicular Trip Attraction Summary – Proposed Development

	AM Peak (06:00-07:00)			AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Depart	Two-way	Arrivals	Depart	Two-way	Arrivals	Depart	Two-way
B8 Warehouse Vehicle Trip Rate	0.206	0.12	0.326	0.164	0.102	0.266	0.091	0.164	0.255
B8 Warehouse Vehicle Trips	80	47	127	64	40	104	35	64	99
B8 Warehouse HGV Trip Rate	0.037	0.066	0.103	0.041	0.056	0.097	0.056	0.04	0.096
B8 Warehouse HGV Trips	14	26	40	16	22	38	22	16	37
B8 Parcel Distribution Vehicle Trip Rate	0.481	0.616	1.097	1.104	0.398	1.502	0.514	1.027	1.541
B8 Parcel Distribution Vehicle Trips	63	80	143	144	52	195	67	134	200
B8 Parcel Distribution HGV Trip Rate	0.077	0.142	0.219	0.077	0.039	0.116	0.039	0.065	0.104
B8 Parcel Distribution HGV Trips	10	18	28	10	5	15	5	8	14
Total Vehicle Trips	143	127	270	207	92	299	102	197	300
Of Which HGVs	24	44	69	26	27	53	27	24	51
Of Which Car and LGV	118	83	201	181	65	246	75	173	249

6.2 Vehicular Trip Distribution and Assignment

- 6.2.1 Car and LGV trips associated with the proposed Plot H4 development were assigned onto the highway network based on the existing junction turning counts, based on the surveys undertaken in April 2024. For HGV trips, a similar approach was taken, although it was assumed that all HGVs would route to the motorway (either the M66 junction 3 or the M62 junction 19).
- 6.2.2 Network diagrams illustrating the assignment of traffic associated with the proposals are provided within **Appendix E**.



7 Active Travel Impact Assessment

7.1 Distribution and Assignment of Walking and Cycling Trips

Walking and Cycling Trip Attraction

7.1.1 The first stage of this assessment entailed determining the likely demand for walking and cycling trips associated with the development, as well as identifying the likely key routes and destinations. Two approaches were undertaken for this:

- The use of multi-modal surveys from the TRICS database
- Census data for those employed locally

TRICS Walking and Cycling Trip Attraction

7.1.2 Multi-modal surveys from the TRICS database, version 7.11.1, were used to estimate the likely pedestrian and cycle trips associated with the proposals. Where possible, similar selection criteria were applied as for the vehicular trip generation. Floor areas were assumed as for the vehicular trip attraction assessment.

7.1.3 The TRICS outputs are provided as Appendix F, with the selection criteria summarised in Table 7-1.

Table 7-1: TRICS Site Selection Criteria

Criteria	B8 parcel distribution	B8 warehousing
Land use type	G – parcel distribution centres	F – warehousing (commercial)
Region	England, excluding Greater London	England, excluding Greater London
Location type	Suburban Area / Edge of Town	Suburban Area / Edge of Town
Floor area	>10,000sqm	4,000sqm – 100,000sqm
Days	Weekdays	Weekdays

7.1.4 Table 7-2 summarises the results of the trip attraction exercise. It is worth noting that there can additionally be expected to be some walking and / or cycling trips to access public transport. However, given the distances to the nearest bus and rail stops, the number of such trips would be expected to be relatively low. Such trips were not extracted from TRICS, as the volume was much greater than would be expected in this location.

**Table 7-2: Pedestrian and Cycle Trip Attraction Summary, TRICS – Proposed Development**

	AM Peak (06:00-07:00)			AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Depart	Two-way	Arrivals	Depart	Two-way	Arrivals	Depart	Two-way
B8 Warehouse Cycle Trip Rate	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.000	0.001
B8 Warehouse Cycle Trips	0	0	0	0	0	0	0	0	0
B8 Warehouse Pedestrian Trip Rate	0.015	0	0.015	0.004	0	0.004	0.007	0.002	0.009
B8 Warehouse Pedestrian Trips	6	0	6	2	0	2	3	1	4
B8 Parcel Distribution Cycle Trip Rate	0.000	0.006	0.006	0.000	0.006	0.006	0.006	0.013	0.019
B8 Parcel Distribution Cycle Trips	0	1	1	0	1	1	1	2	2
B8 Parcel Distribution Pedestrian Trip Rate	0.006	0	0.006	0.032	0.000	0.032	0.000	0.006	0.006
B8 Parcel Distribution Pedestrian Trips	1	0	1	4	0	4	0	1	1
Total Cycle Trips	0	1	1	0	1	1	1	2	3
Total Pedestrian Trips	7	0	7	6	0	6	3	2	4

Census Walking and Cycling Trip Attraction

7.1.5 As an alternative methodology, the modal split for those employed within Middle Super Output Area (MSOA) Rochdale 019 in the 2011 Census was established. The census recorded:

- 72.03% of trips were undertaken by driving a car or van;
- 1.88% of trips were undertaken by cycle;
- 8.16% of trips were undertaken on foot; and
- 7.84% of trips were undertaken by train, bus, minibus or coach.

7.1.6 Based on the multi-modal TRICS surveys, the proportion of vehicles which are cars was determined, and applied to the total vehicle trip rates:

- Warehouse, cars as a proportion of vehicles: 0.565
- Parcel distribution, cars as a proportion of vehicles: 0.511

7.1.7 The resulting number of walking and cycling trips which would be expected is shown in Table 7-3. This is higher than was established from the TRICS data, and is more likely to be representative of the actual demand as it is based on location-specific data. Furthermore, there would again be expected to be a number of additional multi-modal public transport trips, with an estimate of the volume of such trips included in the table.

**Table 7-3: Pedestrian and Cycle Trip Attraction Summary, Census 2011 – Proposed Development**

	AM Peak (06:00-07:00)			AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Depart	Two-way	Arrivals	Depart	Two-way	Arrivals	Depart	Two-way
Car trips	77	67	145	109	49	158	54	104	158
Total person trips	107	93	201	152	68	220	75	145	220
Walking trips	9	8	16	12	6	18	6	12	18
Cycling trips	2	2	4	3	1	4	1	3	4
Public transport trips	8	7	16	12	5	17	6	11	17

Summary

- 7.1.8 The outputs from both assessment methodologies indicate that the number of pedestrian and cycle trips to and from the site is expected to be relatively low. This is not unexpected for a site which primarily requires excellent motorway accessibility to support the industrial land use proposed.
- 7.1.9 Nonetheless, it is important that the site is well connected to the existing local active travel network, to ensure that the forecast trips can be accommodated and to seek to maximise the uptake of walking and cycling. To this end, the following section considers the likely distribution of walking and cycling trips from the site across the local network.

Walking and Cycling Trip Distribution

- 7.1.10 The Census 2011 journey to work data for those employed within MSOA Rochdale 019 was also interrogated to establish the likely distribution of walking and cycling trips from the site.

Pedestrian Trip Distribution

- 7.1.11 The resulting pedestrian trip distribution is summarised in Table 7-4. Destinations which attracted just one trip have been excluded from this assessment.

Table 7-4: Pedestrian Trip Distribution

MSOA	MSOA Code	Proportion of total pedestrian trips
Rochdale 019	E02001150	45.2%
Rochdale 018	E02001149	19.5%
Bury 008	E02001026	9.2%
Rochdale 020	E02001151	8.6%
Bury 007	E02001025	4.1%
Bury 013	E02001031	2.4%
Bury 011	E02001029	1.7%
Bury 004	E02001022	1.4%
Bury 021	E02001039	1.4%
Other origins		6.5%



Cycle Trip Distribution

7.1.12 Table 7-5 summarises the cycle trip distribution. Destinations which attracted just one trip have been excluded from this assessment.

Table 7-5: Cycle Trip Distribution

MSOA	MSOA Code	Proportion of total cycle trips
Bury 016	E02001034	14.3%
Rochdale 018	E02001149	14.3%
Rochdale 019	E02001150	12.2%
Bury 007	E02001025	10.2%
Bury 011	E02001029	8.2%
Rochdale 017	E02001148	8.2%
Rochdale 020	E02001151	8.2%
Bury 006	E02001024	4.1%
Bury 008	E02001026	4.1%
Bury 014	E02001032	4.1%
Rochdale 021	E02001152	4.1%
Rossendale 010	E02006884	4.1%
Sefton 036	E02001464	4.1%

Route Assignment

7.1.13 The likely assignment of trips was determined by origin, based on the distribution as detailed above.

Pedestrian Route Assignment

7.1.14 The pedestrian route assignment is provided in Table 7-6. The majority of trips are forecast to route:

- North along Moss Hall Road, either turning right onto Bury Old Road to access the western side of Heywood, or continuing to the A58 and crossing the M66 at the roundabout junction.
- Northeast along Pilsworth Road, predominantly connecting to destinations within the central and eastern areas of Heywood.

Table 7-6: Pedestrian Route Assignment

Route	Proportion of Pedestrian Trips
Moss Hall Road North	27.8%
Pilsworth Road North-East	61.0%
Hareshill Road East	3.8%
Pilsworth Road West	7.5%



Cycle Route Assignment

7.1.15 The cycle route assignment is summarised in Table 7-7. A much greater proportion of cyclists are forecast to use Pilsworth Road west than was predicted for pedestrian trips.

Table 7-7: Cycle Route Assignment

Route	Proportion of Cycle Trips
Moss Hall Road North	15.7%
Pilsworth Road North-East	36.1%
Hareshill Road East	9.0%
Pilsworth Road West	39.2%

7.2 Audit of Walking and Cycling Routes

7.2.1 An audit of the three main walking and cycling routes from the site has been undertaken, namely:

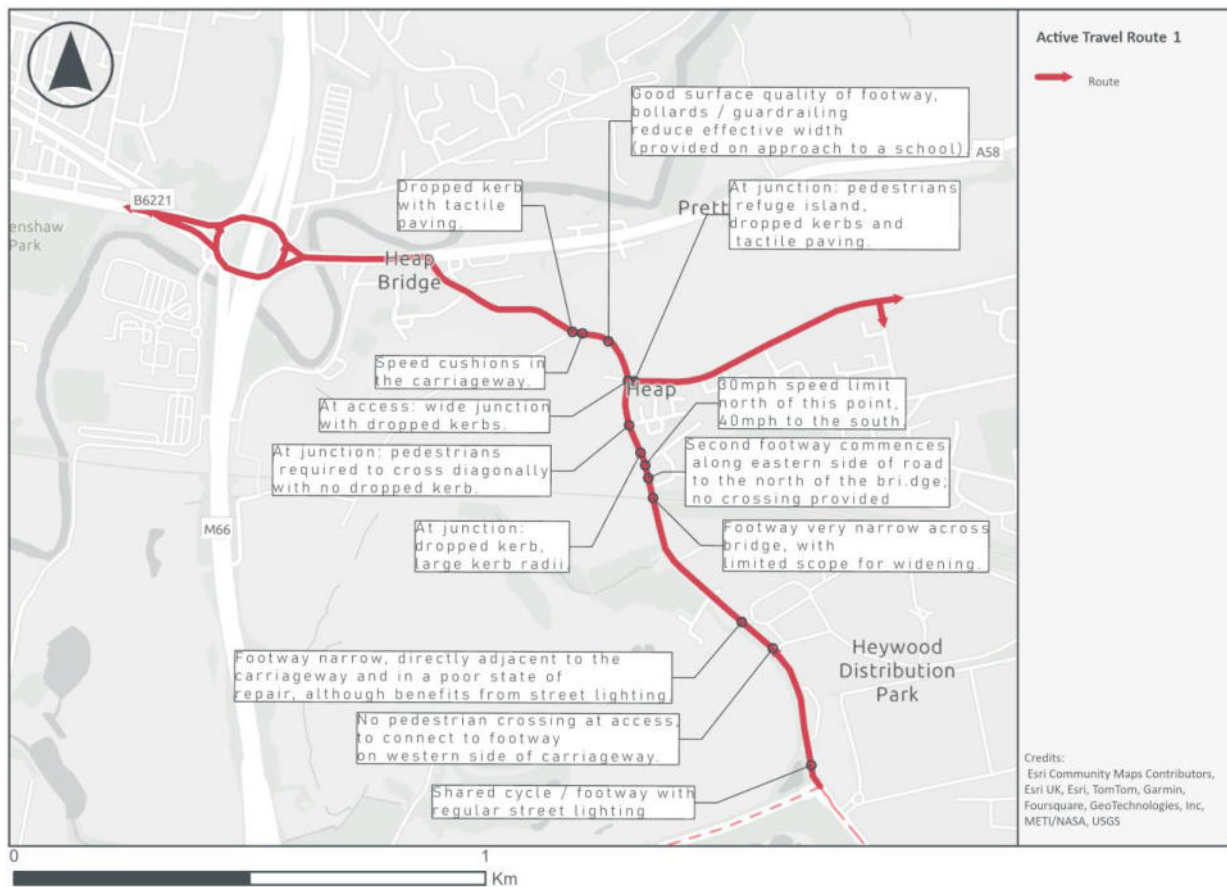
- Moss Hall Road North
- Pilsworth Road North-East
- Pilsworth Road West

7.2.2 Additionally, consideration has been given to the walking and cycling provision within the existing Heywood Distribution Park.

Moss Hall Road North

7.2.3 The key characteristics of the route along Moss Hall Road North are shown in Figure 7-1. This link is generally of moderate quality for pedestrians, although the section over the railway bridge is very narrow with very limited scope for improvement given the restricted width of the bridge. It is understood from conversations with RBC that there is an aspiration to down grade Moss Hall Road North to discourage its use by any inappropriate through traffic. Reducing the volume of vehicles using this route and in particular reinforcing the weight restrictions, will help to improve the pedestrian environment on this section of road. The access strategy for the site has been derived in discussion with RBC to ensure that it does not prejudice the delivery of future changes to Moss Hall Road.

Figure 7-1: Moss Hall Road North

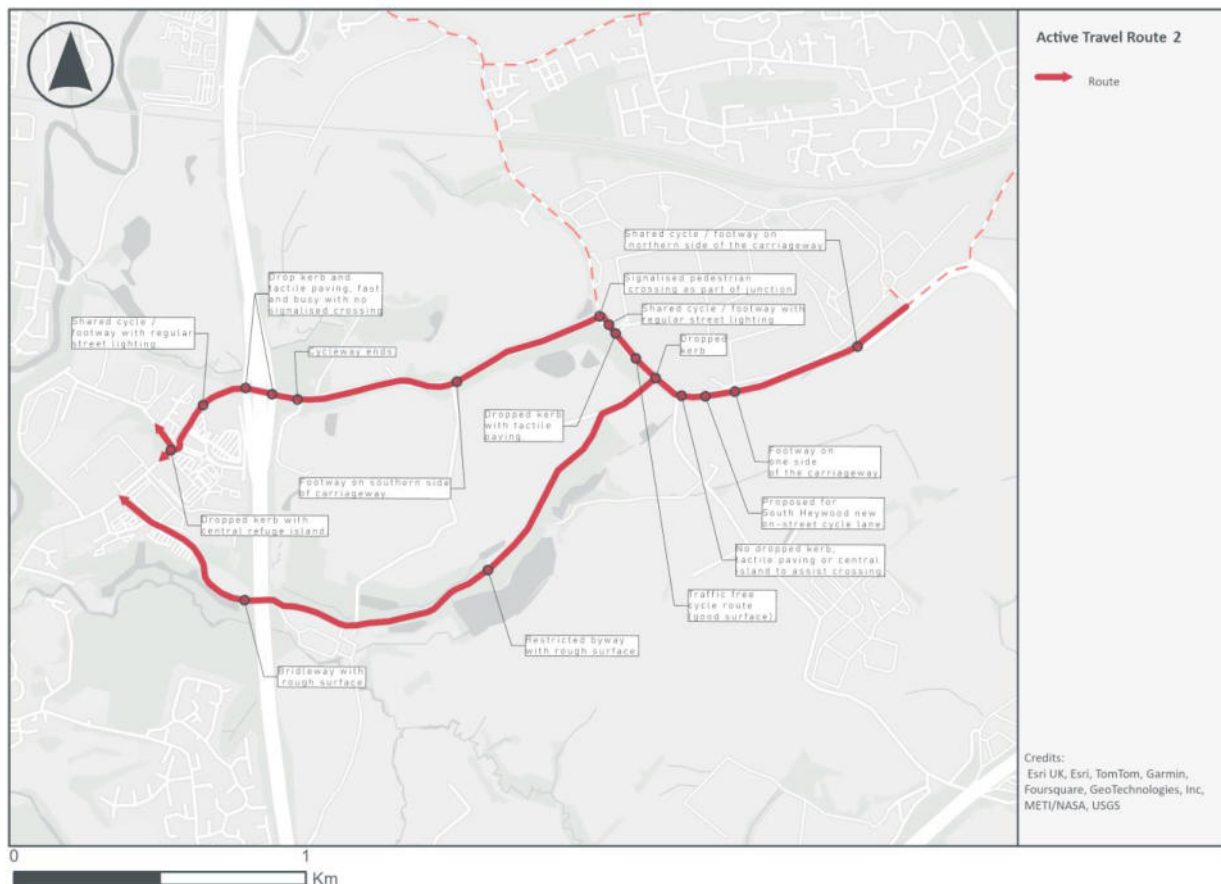


Pilsworth Road West

- 7.2.4 Pilsworth Road West is expected to attract predominantly cycle trips, routing to destinations in Bury. The key characteristics of this route can be seen in the plan provided as Figure 7-2. In addition to the route along Pilsworth Road an off-carriageway route is available along a Bridleway which connects Moss Hall Road in the vicinity of the site, under the M66 to Pilsworth Road within Bury.



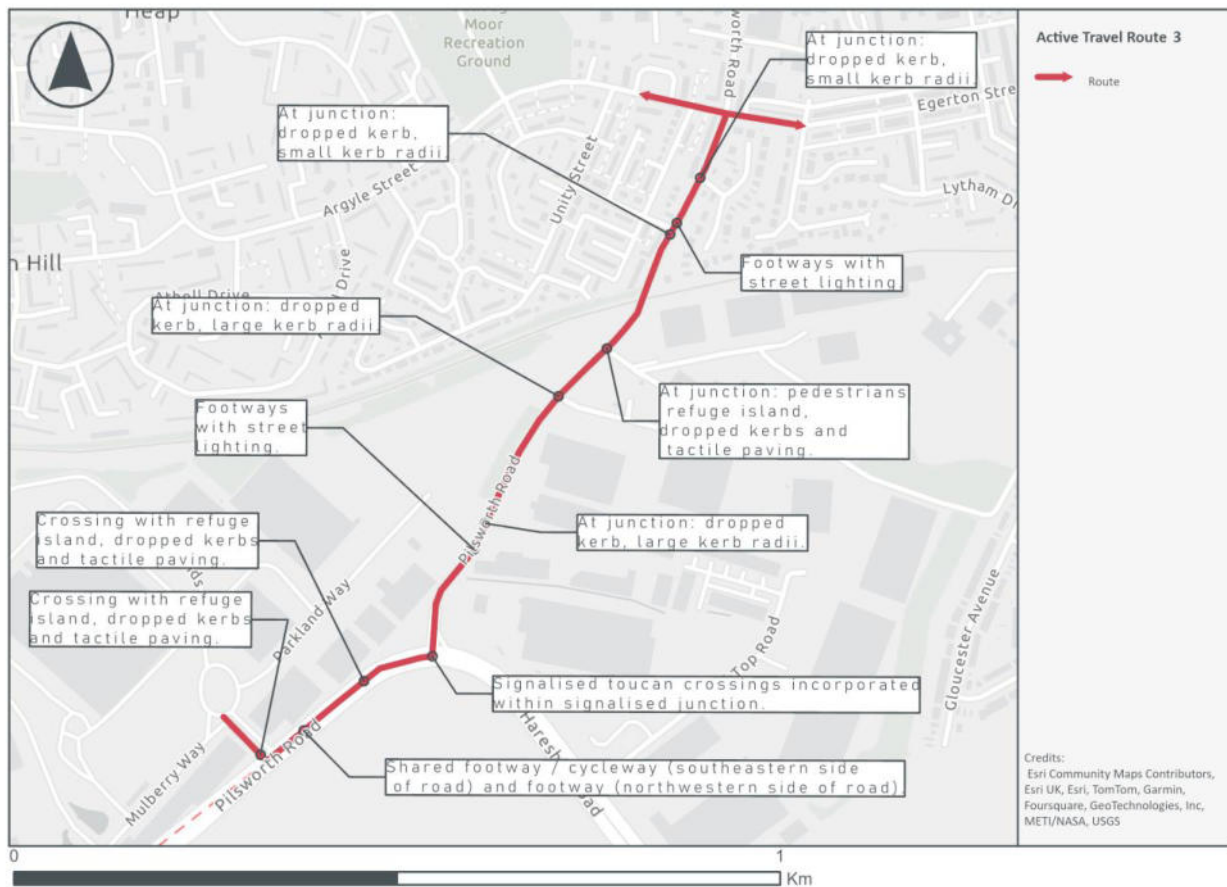
Figure 7-2: Pilsworth Road West



Pilsworth Road North-East

- 7.2.5 Figure 7-3 shows the key characteristics of the Pilsworth Road route, north-east from the site. This provides a link into Heywood town centre, and can therefore be expected to be relatively highly used, particularly by pedestrians.
- 7.2.6 The route is generally of good quality, although would benefit from improvements at the side road junctions including tactile paving provision and potentially reduced kerb radii, where appropriate.

Figure 7-3: Pilsworth Road North-East



Within Heywood Distribution Park

- 7.2.7 The walking and cycling infrastructure within Heywood Distribution Park can be seen in the plan provided in Appendix G. There is a good level of provision, particularly for pedestrians, at and in the vicinity of the access onto Pilsworth Road. Within the park, the provision is more limited and a new footway / cycleway connection would need to be provided to link to the main access to Plot H4. This would also benefit the existing premises within this area of the distribution park.

7.3 Potential for Improvement

- 7.3.1 During the pre-application meeting with RBC, the current status of the local walking and cycling network and the need for improvements was discussed. Given the potential for wider development in the vicinity, it was agreed that the most appropriate approach would likely be for the proposals to provide a contribution towards walking and cycling improvements rather than implementing standalone improvements.



8 Highways Impact Assessment Methodology

8.1 Scope of Assessment

8.1.1 Junction modelling has been undertaken for the following locations:

- Pilsworth Road / Moss Hall Road / Great Bear Distribution Park access – LINSIG model
- Pilsworth Road / Main entrance to Heywood Distribution Park – PICADY model
- Pilsworth Road / M66 Junction 3 (double signalised junction) – LINSIG model

8.1.2 As detailed previously, it is understood that there are potential improvements planned for the surrounding highway network to support wider redevelopment proposals, in particular in relation to the Northern Gateway allocation. For the purposes of this assessment however, the junction assessments have been undertaken on the basis of the current junction arrangements.

8.2 Assessment Scenarios

8.2.1 Junction modelling has been undertaken for the following assessment scenarios (covering the AM and PM peak periods):

- 2024 Base
- 2026 Base + Committed Development (opening year)
- 2026 Base + Proposed Development (opening year)
- 2026 Base + Committed Development + Proposed Development (opening year)
- 2031 Base + Committed Development (opening year + five)
- 2031 Base + Proposed Development (opening year + five)
- 2031 Base + Committed Development + Proposed Development (opening year + five)

8.2.2 In addition, and at the request of RBC, a further sensitivity assessment has been undertaken of a 2038 assessment horizon which represents the forecast completion of the committed Land at South Heywood development.

- 2038 Base + Committed Development
- 2038 Base + Proposed Development
- 2038 Base + Committed Development + Proposed Development

8.2.3 In line with the identified network peak periods, the following hours were modelled:

- AM Peak: 07:30-08:30
- PM Peak: 16:30-17:30



8.2.4 Network diagrams for each of the future modelled scenarios are provided in **Appendix H**.

Committed Developments

8.2.5 Land at South Heywood (Allocation AL/EMP/33) has been included within the assessment as a committed development. The proposals for this site include 1,000 dwellings and 175,460sqm of industrial space (18,920sqm of B2 and 156,500sqm of B8), providing circa 600 jobs.

8.2.6 Trip generation data for Land at South Heywood is provided within the Transport Assessment prepared by FOCUS Transport Planning dated October 2022 (application reference 22/01569/OUT), which incorporates an additional 40,000sqm of B8 distribution and warehousing floorspace compared to the original application (16/01399/HYBR).

8.2.7 The trips split by the two main access points are summarised in Table 8-1.

Table 8-1: Land at South Heywood Trip Generation by Access

	AM Arrivals	AM Departs	AM Two-Way	AM Arrivals	AM Departs	AM Two-Way
Predicted Traffic via Main Site Access (Hareshill Road (SHLR) Access): 116,500sqm of B8, 18,960sqm of B2 and 1,000 dwellings						
Vehicle Trips	533	707	1239	641	638	1224
HGV Trips	120	84	205	82	81	164
Car or LGV	413	623	1035	559	557	1061
Predicted Traffic via Secondary Access (Pilsworth Road – Plot 3): 40,000sqm of B8						
Vehicle Trips	76	48	124	43	80	123
HGV Trips	36	25	61	27	24	51
Car or LGV	40	23	62	16	56	72

8.2.8 Within the FOCUS Transport Planning Transport Assessment, the distribution and assignment of trips for Land at South Heywood was carried out for a future year of 2038, based on Saturn modelling. Given that development traffic data is not available within the associated Transport Assessment at an individual junction level, it was not possible to extract this information. Thus, trip distribution and assignment was undertaken by PJA as follows, for both of the identified access points:

- Car and LGV trips distributed based on the existing junction turning counts; and
- HGV trips distributed based on the existing junction turning counts, although with all HGV assumed to route to the motorway (either the M66 junction 3 or the M62 junction 19).

8.2.9 Based on the scoping discussions with RBC, a uniform build out between 2024 and 2038 has been assumed, allowing for the assessment of the intermediate years (i.e. 2026 and 2031).

8.2.10 No consideration has been given to the wider Northern Gateway allocation (JPA 1.1, formerly GMA1.1) at this stage, of which Land at South Heywood forms a part, given the lack of detailed information. The Northern Gateway allocation comprises:



- 1,200 new homes
- 1,200,000sqm of industrial and warehousing space
- Supporting and ancillary services and facilities

Baseline Traffic Growth

8.2.11 TEMPro v8.1 was used to determine the likely baseline traffic growth from 2024, for the Middle Super Output Area (MSOA) Rochdale 019. All employment and dwelling growth within TEMPro was removed, as this has been accounted for within the explicit inclusion of Land at South Heywood. The calculated growth factors are shown in Table 8-2.

Table 8-2: Growth Factors

	AM Peak	PM Peak
2024 -> 2026		
Motorway	1.0159	1.0153
Minor Road	1.0071	1.0065
2024 -> 2031		
Motorway	1.0773	1.0765
Minor Road	1.0416	1.0408
2024 -> 2038		
Motorway	1.1438	1.1408
Minor Road	1.0778	1.0750



9 Impact Assessment Results

9.1 Moss Hall Road / Pilsworth Road Junction

Existing Signalised Junction

- 9.1.1 The outputs of the LinSig modelling of the Moss Hall Road / Pilsworth Road junction based on the existing junction layout and signal timings are provided in Appendix I. A summary of the key results illustrating the impact of the development relative to the current baseline is provided in Table 9-1. This has been undertaken for an opening year of 2026 and an assessment horizon of 2031. This modelling was undertaken on the basis of a 70 second cycle time. No pedestrian stage was included, as it is anticipated that this would be called infrequently.

Table 9-1: Moss Hall Road / Pilsworth Road Junction Modelling Results

Arm	AM Peak				PM Peak			
	MMQ (pcu)	Delay (s/pcu)	DoS	PRC	MMQ (pcu)	Delay (s/pcu)	DoS	PRC
2024 Base								
Moss Hall Rd NB	14	18.1	77.5%	12.8%	13	18.0	75.3%	19.5%
Moss Hall Rd SB	8	38.6	79.8%		3	19.7	49.7%	
Pilsworth Rd EB	8	37.4	76.2%		8	34.4	73.3%	
2026 Base + Proposed Development								
Moss Hall Rd NB	16	19.3	81.3%	-7.0%	17	21.0	83.0%	8.1%
Moss Hall Rd SB	14	83.2	96.2%		4	27.7	68.1%	
Pilsworth Rd EB	16	81.0	96.3%		10	43.5	83.3%	
2031 Base + Proposed Development								
Moss Hall Rd NB	19	19.5	79.6%	-11.9%	21	23.7	83.4%	7.9%
Moss Hall Rd SB	16	88.6	96.3%		5	38.3	74.1%	
Pilsworth Rd EB	24	124.0	100.7%		12	46.9	81.7%	

- 9.1.2 The information presented in Table 9-1 indicates that there is some queuing on the southern arm of the junction in the current situation although the junction does operate with practical reserve capacity. Solely with the addition of traffic associated with the proposed H4 development, the junction then operates slightly in excess of its theoretical capacity in the AM peak although there is minimal change in the pattern of queuing on the Pilsworth Road eastbound and Moss Hall Road southbound approaches. In the PM peak there is forecast to be a slight increase in queuing, however, overall the junction remains within its theoretical capacity. On this basis, the impact of the proposed development would not be severe. It is further worth noting that such impacts would likely be temporary, prior to additional improvement works being undertaken at this junction resulting from the wider development of the distribution park or the Northern Gateway.



9.1.3 The addition of traffic associated with the South Heywood committed development does have a significant impact on the overall operation of the junction based on the assumptions made within this TA. This is illustrated by the modelling results summarised in Table 9-2.

Table 9-2: Moss Hall Road / Pilsworth Road Junction Modelling Results – Cumulative South Heywood Impacts

Arm	AM Peak				PM Peak			
	MMQ (pcu)	Delay (s/pcu)	DoS	PRC	MMQ (pcu)	Delay (s/pcu)	DoS	PRC
2026 Base + Committed Development								
Moss Hall Rd NB	15	17.5	79.2%	-1.1%	15	20.2	80.3%	12.0%
Moss Hall Rd SB	9	48.3	86.3%		3	24.7	61.4%	
Pilsworth Rd EB	12	61.7	91.0%		9	36.9	77.4%	
2026 + Committed Development + Proposed Development								
Moss Hall Rd NB	18	20.3	84.2%	-20.5%	19	24.6	87.4%	3.0%
Moss Hall Rd SB	28	214.0	108.5%		5	47.9	84.9%	
Pilsworth Rd EB	33	202.6	107.6%		11	49.2	87.3%	
2031 Base + Committed Development								
Moss Hall Rd NB	20	20.7	87.4%	-53.4%	21	26.5	89.6%	-9.3%
Moss Hall Rd SB	61	562.0	138.1%		10	106.2	98.2%	
Pilsworth Rd EB	73	493.0	130.1%		18	94.1	98.3%	
2031 + Committed Development + Proposed Development								
Moss Hall Rd NB	23	23.2	90.2%	-84.2%	24	27.4	91.8%	-38.0%
Moss Hall Rd SB	93	793.1	165.7%		21	232.2	109.7%	
Pilsworth Rd EB	128	771.0	160.7%		65	423.8	124.2%	
2038 Base + Committed Development								
Moss Hall Rd NB	30	29.9	95.0%	-173.9%	30	35.6	95.6%	-73.7%
Moss Hall Rd SB	132	1178.6	246.5%		60	617.9	144.4%	
Pilsworth Rd EB	200	1161.8	238.1%		120	737.6	156.3%	
2038 + Committed Development + Proposed Development								
Moss Hall Rd NB	97	200.8	110.1%	-180.9%	95	210.1	110.6%	-75.0%
Moss Hall Rd SB	146	1196.5	252.8%		73	726.7	157.5%	
Pilsworth Rd EB	174	889.7	178.6%		96	550.8	135.8%	

9.1.4 In these scenarios the junction will operate over capacity without the addition of H4 development traffic. Whilst the development of H4 would exacerbate the capacity issue at this location the modelling results clearly indicate that there will be significant congestion in this location regardless of the development which will need to be addressed as part of the wider highways interventions planned for the area.

9.1.5 It is further worth noting that this LinSig modelling was validated based on the queue length surveys, as shown in Table 9-3. This illustrates that the modelled queues are comparable to the observed queues, with the model providing a good representation of the actual junction operation.

**Table 9-3: Moss Hall Road / Pilsworth Road Junction Queue Length Comparison**

	Great Bear Access	Moss Hall Rd S right turn	Moss Hall Rd S at signals	Pilsworth Rd W	Moss Hall Rd N
AM Peak					
Surveyed Average Queue	0.9	0.3	16.3	9.7	9.3
Surveyed Max Queue	2	1	23	15	20
Modelled MMQ	0.0	0.4	14.3	8.3	7.9
PM Peak					
Surveyed Average Queue	1.1	0.1	11.6	10.1	3.8
Surveyed Max Queue	3	1	25	18	8
Modelled MMQ	0.0	0.4	13.2	8.1	2.9

Mitigation Strategy

- 9.1.6 Whilst it has been demonstrated that the proposals for H4 will not result in a severe impact on the surrounding highway network in isolation and that future capacity issues in this location will result from mainly from the committed development at South Heywood a potential mitigation scheme has been identified that could be brought forward to address the cumulative impacts of the H4 proposals alongside those arising from the committed development.

Additional Northbound Lane

- 9.1.7 The primary mitigation strategy considered the addition of the following:
- An additional northbound approach lane, such that traffic turning left towards the motorway can run alongside traffic entering the junction from Pilsworth Road west.
 - The addition of an indicative arrow right turn stage for vehicles travelling from the north.
- 9.1.8 The full model outputs are provided in **Appendix I**, whilst a summary can be seen in Table 9-4. This modelling was undertaken on the basis of a 90 second cycle time, again with no pedestrian stage. The additional lane will fully mitigate the impact of the proposed development, whilst also significantly reducing the impact of the Land at South Heywood development.

Table 9-4: Moss Hall Road / Pilsworth Road Junction – With Mitigation Modelling Results

Arm	AM Peak				PM Peak			
	MMQ (pcu)	Delay (s/pcu)	DoS	PRC	MMQ (pcu)	Delay (s/pcu)	DoS	PRC
2026 Base + Proposed Development + Mitigation								
Moss Hall Rd NB	6	11.6	73.6%	22.3%	5	9.8	68.5%	30.3%
Moss Hall Rd SB	7	19.4	50.9%		4	14.0	31.1%	
Pilsworth Rd EB	11	35.9	73.5%		10	34.8	69.1%	
2026 + Committed Development + Proposed Development + Mitigation								
Moss Hall Rd NB	8	12.5	77.3%	15.7%	6	10.1	71.4%	24.3%



Arm	AM Peak				PM Peak			
	MMQ (pcu)	Delay (s/pcu)	DoS	PRC	MMQ (pcu)	Delay (s/pcu)	DoS	PRC
Moss Hall Rd SB	7	21.9	57.2%		4	14.7	34.3%	
Pilsworth Rd EB	13	38.4	77.8%		11	36.3	72.4%	
2031 Base + Proposed Development + Mitigation								
Moss Hall Rd NB	7	12.2	76.0%	18.4%	6	10.1	70.5%	26.4%
Moss Hall Rd SB	8	21.7	56.6%		4	14.7	34.2%	
Pilsworth Rd EB	12	37.0	75.6%		11	35.7	71.2%	
2031 + Committed Development + Proposed Development + Mitigation								
Moss Hall Rd NB	18	22.7	90.9%	-3.7%	8	12.9	81.8%	10.0%
Moss Hall Rd SB	14	67.0	92.4%		5	19.1	50.2%	
Pilsworth Rd EB	19	63.4%	93.3%		13	39.8	79.9%	
2038 Base + Proposed Development + Mitigation								
Moss Hall Rd NB	9	13.0	78.4%	14.8%	6	10.5	72.6%	22.8%
Moss Hall Rd SB	9	25.0	63.7%		4	15.1	36.7%	
Pilsworth Rd EB	13	38.4	77.8%		11	36.7	73.3%	
2038 + Committed Development + Proposed Development + Mitigation								
Moss Hall Rd NB	117	238.6	112.3%	-24.8%	24	30.3	95.4%	-6.0%
Moss Hall Rd SB	36	246.7	110.5%		12	63.8	91.0%	
Pilsworth Rd EB	58	252.6	111.1%		19	59.9	92.7%	

Summary

9.1.9 The preferred mitigation strategy for the Pilsworth Road / Moss Hall Lane junction entails the provision of an additional lane northbound from the southern arm, to separate left turners from those continuing ahead. It should however be noted that the proposed scheme does not fully address the capacity issues that are forecast to arise following the completion of the South Heywood development and would not provide sufficient capacity for any further development as part of the Northern Gateway scheme.

9.1.10 Given the wider highway works anticipated to support planned and potential growth in the surrounding area, and the uncertainty regarding some of the assumptions made in relation to the South Heywood committed development, the mitigation works identified for the signal junction should be held in abeyance as part of a monitor and manage strategy. These can then be delivered at the future assessment horizon if the H4 development impact triggers a need and there is also no realistic timescale for wider improvements to be brought forward.

9.2 Pilsworth Road / Main Entrance to Heywood Distribution Park

9.2.1 A PICADY model was prepared for the Heywood Distribution Park junction. The full output is provided as **Appendix J**, with the results summarised in Table 9-5.

9.2.2 It is worth noting that it is not possible to fully replicate the junction layout within PICADY, which does not allow for consideration of the left turn lane or the four entry lanes. It can therefore be expected that the actual junction operation would be better than that indicated by the modelling. Nonetheless, both the recorded queues and modelled queues in the 2024 base scenario are minimal indicating that the modelling is a reasonable approximation of reality.

Table 9-5: Heywood Distribution Park Access Modelling Results

	AM Peak			PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
2024 Base						
Access (left)	0	0.15	0.10	0	0.13	0.19
Access (right)	0	0.27	0.17	0	0.20	0.27
Pilsworth Rd E	0	0.13	0.23	0	0.15	0.10
2026 + Committed Development						
Access (left)	0	0.16	0.10	0	0.13	0.19
Access (right)	0	0.30	0.18	0	0.21	0.29
Pilsworth Rd E	0	0.13	0.24	0	0.16	0.10
2026 + Proposed Development						
Access (left)	0	0.18	0.22	1	0.21	0.43
Access (right)	1	0.48	0.44	2	0.40	0.60
Pilsworth Rd E	1	0.19	0.45	0	0.17	0.23
2026 + Committed Development + Proposed Development						
Access (left)	0	0.19	0.22	1	0.22	0.44
Access (right)	1	0.55	0.48	2	0.45	0.63
Pilsworth Rd E	1	0.20	0.45	0	0.17	0.23
2031 + Committed Development						
Access (left)	0	0.16	0.11	0	0.14	0.20
Access (right)	0	0.38	0.22	1	0.26	0.33
Pilsworth Rd E	0	0.14	0.25	0	0.16	0.10
2031 + Proposed Development						
Access (left)	0	0.18	0.22	1	0.21	0.44
Access (right)	1	0.50	0.46	2	0.41	0.61
Pilsworth Rd E	1	0.19	0.45	0	0.17	0.23
2031 + Committed Development + Proposed Development						
Access (left)	1	0.21	0.24	1	0.25	0.48
Access (right)	2	0.93	0.61	3	0.71	0.73
Pilsworth Rd E	1	0.21	0.47	1	0.18	0.24
2038 + Committed Development						
Access (left)	0	0.18	0.12	0	0.16	0.22
Access (right)	1	0.60	0.31	1	0.36	0.41
Pilsworth Rd E	0	0.15	0.26	0	0.18	0.11
2038 + Proposed Development						
Access (left)	1	0.33	0.49	1	0.22	0.44
Access (right)	8	1.92	0.90	2	0.43	0.62
Pilsworth Rd E	1	0.19	0.45	0	0.17	0.23
2038 + Committed Development + Proposed Development						
Access (left)	1	0.26	0.28	1	0.33	0.55
Access (right)	8	3.89	0.98	8	2.08	0.94
Pilsworth Rd E	1	0.24	0.50	1	0.19	0.25



- 9.2.3 Whilst the junction is forecast to operate at practical capacity by 2038 (i.e. with an RFC close to 1.0), the queuing and delays would predominantly be confined to the Heywood Distribution Park access road with very little impact on the wider highway network. Furthermore, in all scenarios the Ratio of Flow to Capacity (RFC) is forecast to remain below 1.0, indicating that the junction is expected to remain within its theoretical capacity. It is therefore reasonable to conclude that the junction would operate acceptably in the 2038 future year with the full build out of South Heywood and the proposed development.
- 9.2.4 In addition to the above, it is also worth noting that there is future scope for the traffic flows at this junction to be reduced as part of the potential wider redevelopment of sections of the Heywood Distribution Park which may include a new access onto Pilsworth Road. However, the modelling demonstrates that such works would not be necessary to support the development of Plot H4 in isolation.

9.3 Pilsworth Road / M66 Junction 3 (double signalised junction)

- 9.3.1 The double signalised junction between Pilsworth Road and the M66 Junction 3 slip roads was modelled in LinSig. The full model outputs are provided in **Appendix K**, with a summary of the results illustrating the impact of the development relative to the current baseline provided in Table 9-6.
- 9.3.2 A cycle time of 80 seconds was used for the modelling. Negative bonus greens were applied to ensure that the baseline queuing, particularly on the internal link within the junction, reflected the recorded queues.

Table 9-6: Pilsworth Road / M66 Junction 3 Modelling Results

Arm	AM Peak				PM Peak			
	MMQ (pcu)	Delay (s/pcu)	DoS	PRC	MMQ (pcu)	Delay (s/pcu)	DoS	PRC
2024 Base								
M66 Nbound Offslip Ahead Left	13	39.1	81.6%	-8.7%	11	42.3	79.8%	3.5%
M66 Nbound Offslip Ahead Right	3	22.9	25.0%		3	26.3	25.5%	
M66 Sbound Offslip Ahead Left	1	16.8	20.6%		1	20.3	10.8%	
M66 Sbound Offslip Ahead Right	13	84.5	97.5%		6	37.8	77.6%	
Pilsworth Road W	9	24.6	71.4%		13	34.4	85.6%	
Pilsworth Road E	18	76.9	97.9%		8	27.4	80.4%	
2026 Base								
M66 Nbound Offslip Ahead Left	13	40.3	82.8%	-10.1%	11	43.3	80.9%	1.7%
M66 Nbound Offslip Ahead Right	3	22.9	25.3%		3	26.4	25.9%	
M66 Sbound Offslip Ahead Left	1	16.9	21.0%		1	20.3	11.0%	
M66 Sbound Offslip Ahead Right	15	94.9	98.9%		6	39.2	78.9%	
Pilsworth Road W	10	24.9	72.2%		13	35.3	86.6%	
Pilsworth Road E	20	85.8	99.1%		8	28.0	81.2%	



Arm	AM Peak				PM Peak			
	MMQ (pcu)	Delay (s/pcu)	DoS	PRC	MMQ (pcu)	Delay (s/pcu)	DoS	PRC
2026 + Proposed Development								
M66 Nbound Offslip Ahead Left	13	40.3	82.8%	-16.0%	11	43.3	80.9%	-3.9%
M66 Nbound Offslip Ahead Right	3	23.5	29.7%		3	26.7	28.1%	
M66 Sbound Offslip Ahead Left	2	17.3	25.4%		1	20.4	11.8%	
M66 Sbound Offslip Ahead Right	15	94.9	98.9%		6	39.2	78.9%	
Pilsworth Road W	10	25.9	75.6%		15	37.5	88.9%	
Pilsworth Road E	32	142.9	104.4%		11	37.3	89.6%	
2031 + Proposed Development								
M66 Nbound Offslip Ahead Left	15	46.6	87.9%	-20.8%	13	49.0	85.9%	-12.2%
M66 Nbound Offslip Ahead Right	4	23.7	31.2%		3	26.9	29.7%	
M66 Sbound Offslip Ahead Left	2	17.4	26.6%		1	20.5	12.6%	
M66 Sbound Offslip Ahead Right	24	161.7	105.0%		7	45.7	83.6%	
Pilsworth Road W	11	27.4	79.4%		18	44.4	93.1%	
Pilsworth Road E	45	200.7	108.7%		14	46.2	93.5%	

- 9.3.3 The information presented in Table 9-6 indicates that the junction currently operates over its theoretical capacity, which will be further intensified in the future years with the addition of development traffic. However, the impact of the proposed development is not forecast to be severe particularly as forecast queuing would not extend back to the mainline of the M66 which would cause a significant highway safety issue, and therefore mitigation would not be required in this location solely as a result of the H4 proposals. This is particularly the case given that there are proposals for this junction to be upgraded as part of the Northern Gateway development, which identifies potential for the junction to be converted to a four-arm grade separated signalised roundabout.
- 9.3.4 The addition of traffic associated with the South Heywood committed development does have an impact on the overall operation of the junction based on the assumptions made within this TA. This is illustrated by the modelling results summarised in Table 9-7. As above, for the opening year and future assessment horizon for the H4 application, the impact of the proposed development is limited and the queues on the off-slip arms of the junction would not extend back to the mainline. Ultimately, a mitigation scheme for this junction will likely be necessary to accommodate the cumulative impacts of the future developments however, as noted previously upgrades to the junction are proposed as part of the Northern Gateway development to address issues in this location.



Table 9-7: Pilsworth Road / M66 Junction 3 Modelling Results

Arm	AM Peak				PM Peak			
	MMQ (pcu)	Delay (s/pcu)	DoS	PRC	MMQ (pcu)	Delay (s/pcu)	DoS	PRC
2026 + Committed Development								
M66 Nbound Offslip Ahead Left	13	40.3	82.8%	-15.8%	11	43.3	80.9%	-0.3%
M66 Nbound Offslip Ahead Right	3	23.2	27.5%		3	26.6	27.7%	
M66 Sbound Offslip Ahead Left	1	17.1	23.0%		1	20.4	11.8%	
M66 Sbound Offslip Ahead Right	15	94.9	98.9%		6	39.2	78.9%	
Pilsworth Road W	10	24.9	72.5%		14	36.1	87.5%	
Pilsworth Road E	31	140.5	104.2%		9	30.0	84.1%	
2026 + Committed Development + Proposed Development								
M66 Nbound Offslip Ahead Left	13	40.3	82.8%	-21.9%	11	43.3	80.9%	-5.8%
M66 Nbound Offslip Ahead Right	4	23.8	31.8%		3	26.9	29.9%	
M66 Sbound Offslip Ahead Left	2	17.5	27.4%		1	20.5	12.9%	
M66 Sbound Offslip Ahead Right	15	94.9	98.9%		6	39.2	78.9%	
Pilsworth Road W	11	26.1	76.0%		15	38.7	89.8%	
Pilsworth Road E	49	214.5	109.7%		13	43.0	92.5%	
2031 + Committed Development								
M66 Nbound Offslip Ahead Left	15	46.6	87.9%	-35.3%	13	49.0	85.9%	-14.1%
M66 Nbound Offslip Ahead Right	4	24.1	34.5%		4	27.5	34.1%	
M66 Sbound Offslip Ahead Left	2	17.7	29.6%		1	20.7	14.5%	
M66 Sbound Offslip Ahead Right	24	161.7	105.0%		7	45.7	83.6%	
Pilsworth Road W	11	26.4	77.1%		19	46.7	94.0%	
Pilsworth Road E	90	374.1	121.7%		16	50.7	95.3%	
2031 + Committed Development + Proposed Development								
M66 Nbound Offslip Ahead Left	15	46.6	87.9%	-41.4%	13	49.0	85.9%	-18.2%
M66 Nbound Offslip Ahead Right	5	24.8	38.8%		4	27.8	36.3%	
M66 Sbound Offslip Ahead Left	2	18.2	34.0%		1	20.8	15.5%	
M66 Sbound Offslip Ahead Right	24	161.7	105.0%		7	45.7	83.6%	
Pilsworth Road W	12	27.9	80.5%		23	54.5	96.2%	
Pilsworth Road E	110	439.8	127.2%		37	123.3	103.7%	
2038 + Committed Development								
M66 Nbound Offslip Ahead Left	18	59.3	93.3%	-61.3%	15	58.8	90.9%	-23.0%
M66 Nbound Offslip Ahead Right	5	25.6	43.8%		5	28.8	42.2%	
M66 Sbound Offslip Ahead Left	3	18.7	38.3%		1	21.0	17.9%	
M66 Sbound Offslip Ahead Right	37	250.6	111.5%		8	55.9	88.6%	
Pilsworth Road W	12	28.7	82.2%		41	98.3	101.8%	
Pilsworth Road E	176	623.1	145.2%		63	202.5	109.4%	
2038 + Committed Development + Proposed Development								
M66 Nbound Offslip Ahead Left	18	59.3	93.3%	-67.2%	15	58.8	90.9%	-31.1%
M66 Nbound Offslip Ahead Right	6	26.4	48.2%		5	29.2	44.4%	
M66 Sbound Offslip Ahead Left	3	19.4	42.9%		1	21.1	18.9%	
M66 Sbound Offslip Ahead Right	37	250.6	111.5%		8	55.9	88.6%	
Pilsworth Road W	14	31.1	85.7%		52	127.5	104.0%	
Pilsworth Road E	197	670.5	150.5%		102	322.0	118.0%	



9.3.5 This LinSig modelling was validated based on the queue length surveys, as shown in Table 9-8. This illustrates that the modelled queues are comparable to the observed queues, with the model providing a good representation of the actual junction operation.

Table 9-8: Pilsworth Road / M66 Junction 3 Queue Length Comparison

	M66 Nbound Offslip Ahead Left	M66 Nbound Offslip Ahead Right	M66 Sbound Offslip Ahead Left	M66 Sbound Offslip Ahead Right	Pilsworth Road W	Pilsworth Road E	Pilsworth Rd Internal Wbound Ahead	Pilsworth Rd Internal Wbound Right	Pilsworth Rd Internal Ebound Ahead	Pilsworth Rd Internal Ebound Right
AM Peak										
Surveyed Average Queue	17	4	2	16	24	19	11	3	4	11
Surveyed Max Queue	22	6	4	21	32	27	12	6	7	13
Modelled MMQ	13	3	1	13	9	18	12	2	3	10
PM Peak										
Surveyed Average Queue	14	4	2	10	35	15	9	6	5	12
Surveyed Max Queue	19	6	3	17	38	18	12	10	7	14
Modelled MMQ	11	3	1	6	13	8	9	2	2	10



10 Summary and Conclusions

10.1 Development Proposals

- 10.1.1 This Transport Assessment has been prepared by PJA on behalf of Indurent Management Ltd in relation to proposals for development at Plot H4 within the Heywood Distribution Park. The outline planning application seeks to define the parameters for the proposed employment development which will include a floorspace limit of 52,000 sqm within use classes E(g)(iii), B2 and B8.
- 10.1.2 Vehicular access to Plot H4 will be taken from the internal Heywood Distribution Park highway network. The distribution park then takes access from Pilsworth Road, via a recently upgraded ghost island junction. At this junction, pedestrians and cyclists benefit from a crossing with dropped kerbs, tactile paving and a central refuge island.

10.2 Accessibility

- 10.2.1 The assessment within this TA demonstrates that there is good provision for non-operational trips to the site to be made by sustainable modes of travel, with the site located close to Heywood residential areas. There have been a number of recent improvement works which the site would benefit from, including a new shared use path along Pilsworth Road.
- 10.2.2 For operational trips, for which vehicle use is essential, there is good connectivity from the site to the strategic highway network, including for HGVs. Furthermore, no significant collision trends have been identified in the surrounding area, and no collisions within the study area resulted in fatalities.

10.3 Impact Assessment

Trip Attraction

- 10.3.1 The trip attraction assessment was prepared on the basis of 25% of the building floor space being in use as parcel distribution, with the remainder being warehousing. This provides a robust assessment, predicting 299 two-way vehicle trips in the AM peak and 300 two-way vehicle trips in the PM peak. These trips were subsequently distributed across the network based on the junction turning count survey proportions.

Junction Modelling

- 10.3.2 Junction modelling has been undertaken for key junctions in the vicinity of the development, with baseline traffic growth established from TEMPro. The modelling incorporates the South Heywood site as a committed development, which proposes 1,000 dwellings and 175,460sqm of industrial space.



Pilsworth Road / Moss Hall Road / Great Bear Distribution Park Access

- 10.3.3 The Pilsworth Road / Moss Hall Road modelling indicates that this junction can be expected to operate over capacity with the addition of traffic associated with the proposed development and / or the addition of traffic associated with Land at South Heywood. In isolation, the H4 scheme would not result in a severe impact on the operation of the highway network, particularly if this forms part of an early phase of a wider comprehensive redevelopment. However the cumulative impact with the committed South Heywood Development is significant.
- 10.3.4 To address this, an interim mitigation strategy has been identified which can potentially be implemented to address the impacts of the H4 scheme. By providing an additional lane northbound from the southern arm, to separate left turners from those continuing ahead, the impact of the proposed development would be fully mitigated. Given the wider highway works anticipated to support planned growth in the surrounding area, the interim mitigation works identified for the signal junction should be held in abeyance as part of a monitor and manage strategy and only delivered if the H4 development impact triggers a need and there is also no realistic timescale for the wider improvements to be brought forward.

Pilsworth Road / Main entrance to Heywood Distribution Park

- 10.3.5 The Heywood Distribution Park access is forecast to remain within capacity to 2031. However, by 2038 the junction would be expected to operate above its practical capacity with the addition of the proposed development, with a maximum RFC of 0.98 associated with a queue of eight PCUs on the park exit arm. In this future year scenario, the delays and queuing would predominantly be confined to the Heywood Distribution Park access arm, with very little impact on the wider highway network. On this basis, it can be concluded that the junction would be expected to operate acceptably in the 2038 future year with the full build out of South Heywood and the proposed development.

Pilsworth Road / M66 Junction 3 (double signalised junction)

- 10.3.6 The modelling results identify that the double signalised junction between Pilsworth Road and the M66 Junction 3 slip roads currently operates over capacity. As can be expected, this would worsen as the traffic flows increase in future years. However, the impact of the proposed development is not forecast to be severe, and therefore it is not considered that any mitigation would be required in this location to support the development of Plot H4.

10.4 Overall Conclusions

- 10.4.1 Overall, it can be concluded that the development of Plot H4 would bring forward employment development in an area where the principle of such a use has already been established and



supported and the scheme would not have an unacceptable impact on highway safety, or result in a severe residual cumulative impact on the highway network. Therefore, in line with paragraph 115 of the NPPF the development would be acceptable in highways terms.

- 10.4.2 Alongside this, the location appropriately balances the need for excellent access to the strategic highway network for operational trips, whilst also enabling trips by sustainable modes for journeys to work, particularly walking and cycling.



Appendix A Scoping Note

Technical Note

Project: Heywood Distribution Park - H4 Plot

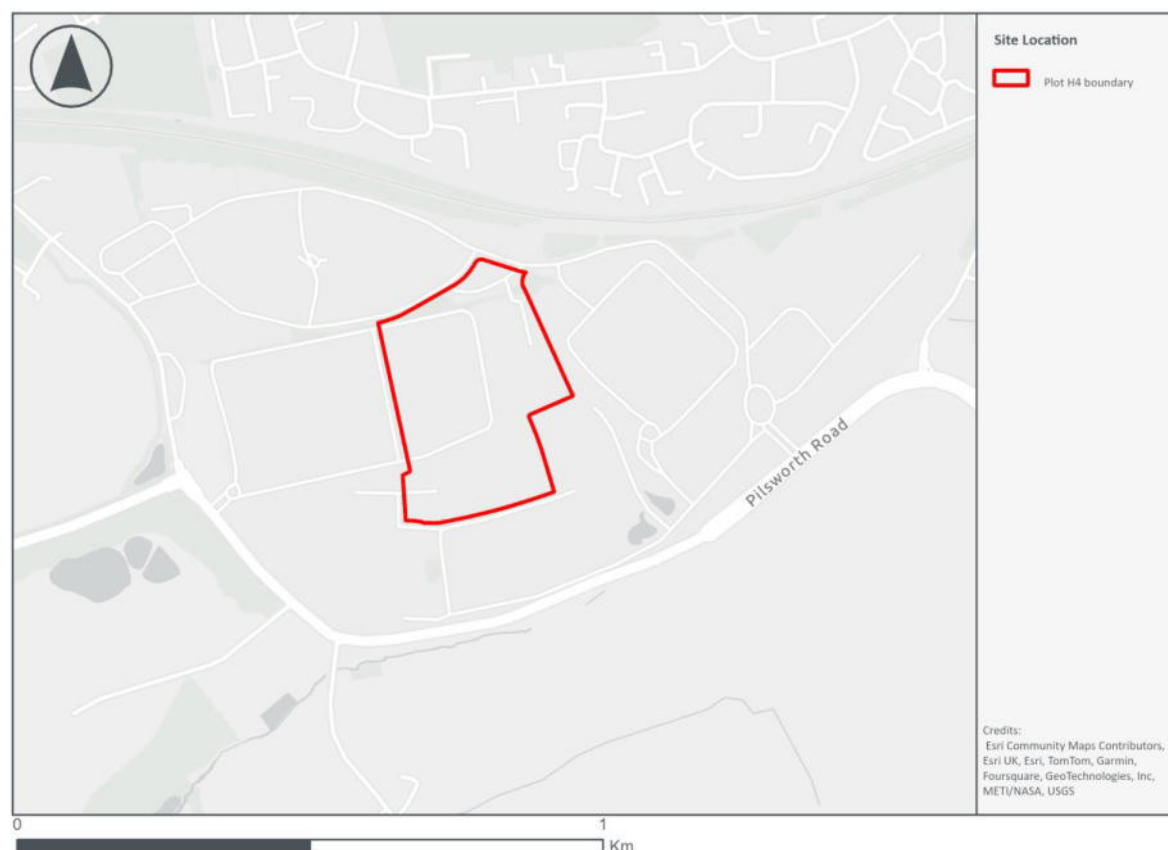
Subject: Transport Scoping Note

Client:	St Modwen Logistics Limited	Version:	B
Project No:	07290	Author:	LK
Date:	15/03/2024	Approved:	MF

I Introduction

- 1.1.1 This Scoping Note has been prepared by PJA on behalf of St Modwen Logistics Limited, in relation to the proposed development at Plot H4 within Heywood Distribution Park. The location of this plot is shown within Figure 1. The Note has been prepared to support a request for pre-application advice to Rochdale Borough Council (RBC).

Figure 1: Site Location Plan



- 1.1.2 It is proposed that the site will be subject to an outline planning application for employment development providing up to 52,000 sqm of floorspace within Use Classes E(g)(iii), B2, and B8. Illustrative plans have been prepared to demonstrate how the proposed development could be delivered as a single unit or two smaller units. The development will be constructed to specific parameters as detailed within any accompanying plans and Design and Access Statement. It is proposed that any future development will take access from the internal road network at the distribution park (which currently takes access from Pilsworth Road), supplemented by the opening of the existing emergency access for egress onto Moss Hall Road for all vehicles.
- 1.1.3 The site currently comprises areas of existing hard standing which are used for vehicle storage , cleared land where former buildings have demolished , concrete access tracks and a large area of raised scrub land. Access to the site is currently achieved via the internal estate roads to the north and south.

1.2 Purpose of Scoping Note

- 1.2.1 The purpose of this Scoping Note is to establish and agree the principles for assessing the transport impacts of the proposed development in Heywood with RBC.

2 Proposed Development

2.1 Proposed Development

- 2.1.1 The outline planning application will seek to define the parameters for the proposed employment development which will include a floorspace limit of 52,000 sqm with use classes E(g)(iii), B2 and B8. Illustrative layout options for the 10.67ha site have been prepared to demonstrate how development could be delivered within these parameters. This includes an option with one single larger unit and an option with two smaller units. The two current options are as summarised in Table 1.

Table 1: Summary of Current Options

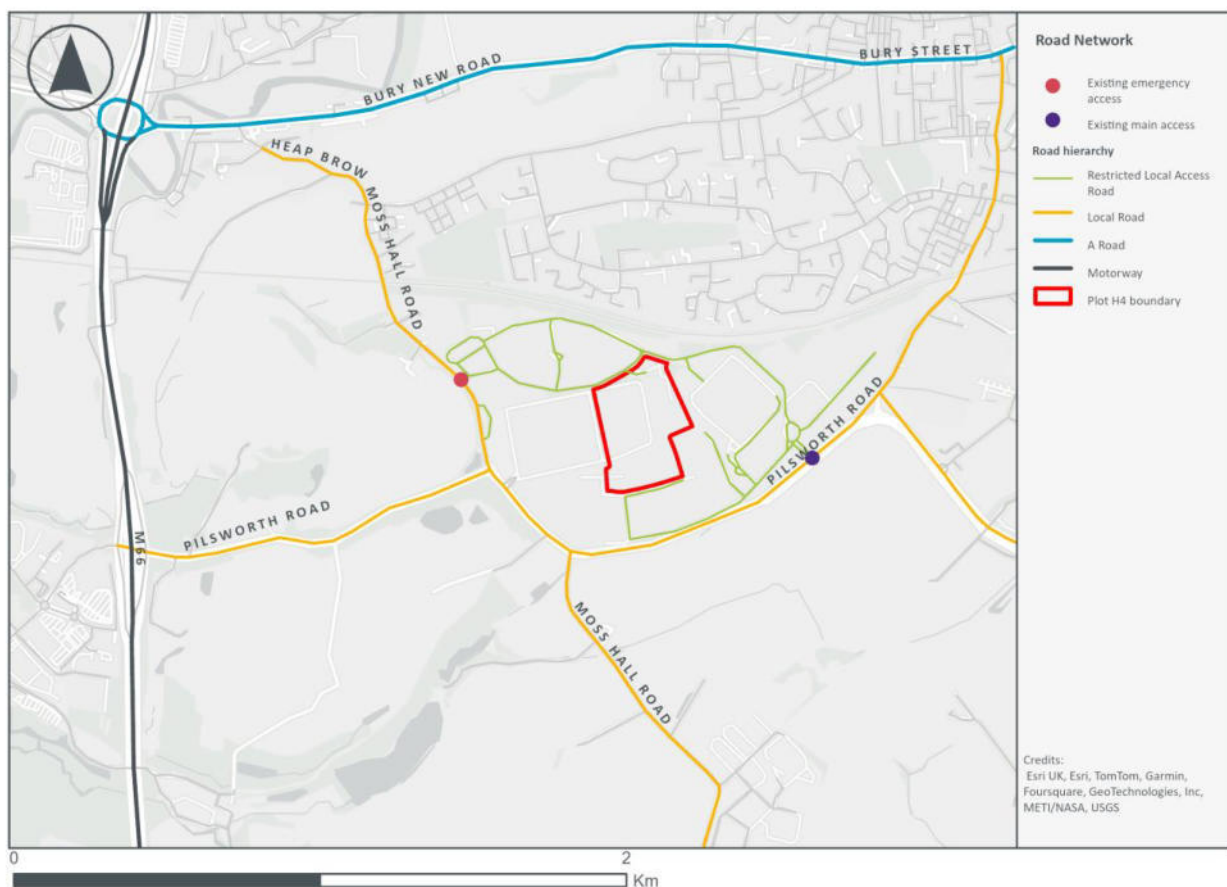
	Warehouse Area (sqm)	Office Area (sqm)	Transport Office (sqm)	Gatehouse (sqm)
H492	42,861	2,230	557	28
H359 and H184	31,386 16,157	1,757 959	279 0	28 0

2.2 Proposed Vehicular Access

- 2.2.1 Vehicular access to Plot H4 will be taken from the internal Heywood Distribution Park highway network. There is currently one point of access to the main distribution park: from Pilsworth

Road. The access was recently upgraded (Application Ref. 21/01144/FUL), and now benefits from four entry lanes and two exit lanes as well as ANPR cameras which remove the need for vehicles to stop at the gatehouse. Plot H4 is accessed from Entry Lanes 2 and 3. This access will be retained as existing, although will be supplemented by the opening of the existing emergency access for egress onto Moss Hall Road for all vehicles. Plans of the Moss Hall Road egress will be prepared to demonstrate that appropriate visibility splays are achievable.

Figure 2: Local Highway Network



2.3 Provision for Active Travel

- 2.3.1 Appropriate cycle parking will be provided within the site, in a convenient and secure location.
- 2.3.2 As the proposed uses are associated with high number of HGV movements, cyclists will need to be separated from the carriageway, where reasonably practical. Given the low level of pedestrian flows in the area, it is proposed that this would predominantly take the form of shared use paths. Where appropriate, crossings will be provided at side roads to give priority to cyclists and pedestrians, ensuring that pedestrians and cyclists can travel through the site

without the need to stop and also clearly warning drivers of cyclists and pedestrians crossing side road, where reasonably practical.

- 2.3.3 Further, to minimise the need for off-site travel and maximise the potential for walking and cycling, on-site facilities for staff to use during break periods will be provided. This will include tea and coffee making facilities, facilities to heat up food, showers, lockers etc.

3 Potential Local Transport Improvements

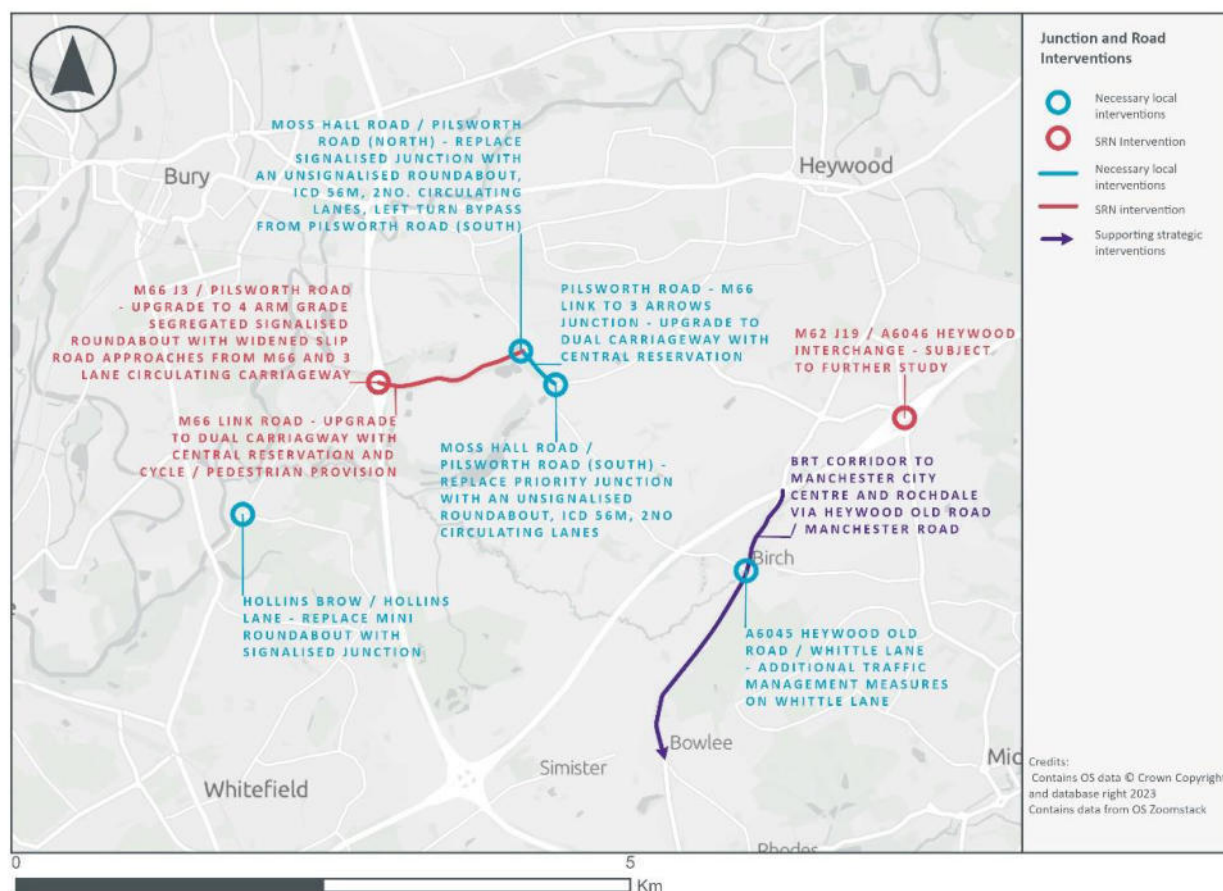
- 3.1.1 Recent infrastructure improvements have been undertaken as part of the South Heywood Link Road, connecting the Heywood Distribution Park and the M62 at Junction 19. A second phase is currently under construction which upgrades Pilsworth Road from the current extent of the Link Road to the Moss Hall Road junction. This includes the provision of a shared use footway/cycleway connection. Work on this section is scheduled for completion in April 2024.

- 3.1.2 Other potential local improvements that may come forward to support planned growth in the surrounding area have been extracted from the July 2021 Transport Locality Assessments Addendum, Table 15, which relates to the Northern Gateway (GMA1.1) development. This specifies the following list of interventions:

- Bus Rapid Transit (BRT) corridor to Manchester city centre, via Heywood Old Road / Manchester Road
- Permeable network for pedestrian and cyclist priority to / from / within the Northern Gateway development
- Introduction of local bus services to / from / within the Northern Gateway allocation
- Moss Hall Road / Pilsworth Road (South) – installing a three arm roundabout in place of the three arm priority junction
- A6045 Heywood Old Rd / Whittle Lane – additional traffic management measures on Whittle Lane
- Moss Hall Road / Pilsworth Road (North) – installing a three arm roundabout in place of the three arm priority junction
- Hollins Brow / Hollins Lane – replace mini-roundabout with a three arm signalised junction
- Pilsworth Road (Between M66 Link Road and “3-Arrows” Junction) – upgrade to dual carriageway standard
- M66 Junction 3 / Pilsworth Road – upgrade to a four arm grade separated signalised configuration, with widened slip road approaches

- M62 J19 / A6046 Heywood Interchange – subject to further study to confirm required improvements
- M66 Link Road – upgrade Pilsworth Road between M66 Junction 3 and Moss Hall Lane to a dual carriageway

Figure 3: Summary of potential transport improvements that may come forward to support planned growth in the surrounding area



4 Travel Demand Model

4.1 Trip Attraction

Previous Development

- 4.1.1 Plot H4 formerly included 2,904sqm GFA industrial space. The trip attraction of this was established based on a TRICS assessment, with the selection criteria in line with those used for the proposed parcel distribution land use. The resulting trip attraction is summarised in Table 2.

Table 2: Vehicular Trip Attraction Summary – Existing Land Use

	AM Peak (06:00-07:00)			AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Depart	Two-way	Arrivals	Depart	Two-way	Arrivals	Depart	Two-way
Vehicle Trip Rate	0.481	0.616	1.097	1.104	0.398	1.502	0.514	1.027	1.541
Vehicle Trips	14	18	32	32	12	44	15	30	45
HGV Trip Rate	0.077	0.142	0.219	0.077	0.039	0.116	0.039	0.065	0.104
HGV Trips	2	4	6	2	1	3	1	2	3

Proposed Development

4.1.2 Given the application is to be submitted in outline, a robust position has been adopted with the travel demand model prepared based on the H4 site being developed into two warehouse units as this is likely to result in a higher level of trip generation. The following assumptions have been made regarding the units. The use of an element of parcel distribution trip rates allows for the future flexible use of the site as these rates would be comparable to or higher than B2 or E(g)(iii) use.

- The 33,450sqm warehouse would be B8 warehousing land use
- The 17,116sqm warehouse would be B8 parcel distribution land use

4.1.3 To establish the likely trip attraction associated with this, the TRICS database v7.10.4 was interrogated. The TRICS outputs are provided as **Appendix A**, with the selection criteria summarised in Table 3.

Table 3: TRICS Site Selection Criteria

Criteria	B8 parcel distribution	B8 warehousing
Land use type	G – parcel distribution centres	F – warehousing (commercial)
Region	England, excluding Greater London	England, excluding Greater London
Location type	Suburban Area / Edge of Town	Suburban Area / Edge of Town
Floor area	>10,000sqm	4,000sqm – 50,000sqm
Days	Weekdays	Weekdays

4.1.4 Table 4 summarises the results of the trip attraction exercise.

Table 4: Vehicular Trip Attraction Summary – Proposed Development

	AM Peak (06:00-07:00)			AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Depart	Two-way	Arrivals	Depart	Two-way	Arrivals	Depart	Two-way
B8 Warehouse Vehicle Trip Rate	0.565	0.249	0.814	0.157	0.125	0.282	0.106	0.166	0.272
B8 Warehouse Vehicle Trips	189	83	272	53	42	94	35	56	91
B8 Warehouse HGV Trip Rate	0.086	0.163	0.249	0.045	0.067	0.112	0.066	0.045	0.111
B8 Warehouse HGV Trips	29	55	83	15	22	37	22	15	37
B8 Parcel Distribution Vehicle Trip Rate	0.481	0.616	1.097	1.104	0.398	1.502	0.514	1.027	1.541
B8 Parcel Distribution Vehicle Trips	82	105	188	189	68	257	88	176	264
B8 Parcel Distribution HGV Trip Rate	0.077	0.142	0.219	0.077	0.039	0.116	0.039	0.065	0.104
B8 Parcel Distribution HGV Trips	13	24	37	13	7	20	7	11	18
Total Vehicle Trips	271	189	460	241	110	351	123	231	355
Of Which HGVs	42	79	121	28	29	57	29	26	55

Net Change in Trip Attraction

4.1.5 The net change in vehicle trips attracted to Plot H4 is summarised in Table 5. A maximum net increase of 428 two-way vehicles is forecast between 06:00 and 07:00. At the traditional peak times, increases of circa 310 vehicles are forecast.

Table 5: Net Change in Vehicle Trip Attraction

	AM Peak (06:00-07:00)			AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Depart	Two-way	Arrivals	Depart	Two-way	Arrivals	Depart	Two-way
Previous Vehicle Trips	14	18	32	32	12	44	15	30	45
Proposed Vehicle Trips	271	189	460	241	110	351	123	231	355
Net Change	257	171	428	209	98	308	109	201	310
Previous HGV Trips	2	4	6	2	1	3	1	2	3
Proposed HGV Trips	42	79	121	28	29	57	29	26	55
Net Change	40	75	114	26	28	54	28	24	52

4.2 Trip Distribution and Assignment

4.2.1 The distribution and assignment of trips, both for vehicles and HGVs, will be undertaken based on the turning proportions identified from the turning count surveys. Details of the proposed scope of the surveys are provided in Section 5.1. The assignment will be adjusted to account for the opening of the emergency access to general traffic exiting the distribution park. Adjustments will also be made to the existing distribution park traffic assignment to account for this change.

5 Proposed Scope of Transport Assessment

5.1 Survey Specification

5.1.1 It is proposed to undertake traffic surveys within the period 15th April 2024 to 3rd May 2024, as this is outside of school holiday periods. It is understood that by this time the current roadworks would have been completed and further works would not yet have commenced. The surveys will comprise the following:

- Turning count and queue length surveys, covering two neutral weekdays between 07:00-10:00 and 16:00-19:00:
 - Pilsworth Road / Moss Hall Road / Great Bear Distribution Park access
 - Pilsworth Road / Main entrance to Heywood Distribution Park
 - Pilsworth Road / M66 Junction 3 (double signalised junction)
 - Moss Hall Road / Pilsworth Road junction
- Automated Traffic Count (ATC) surveys:
 - Total four surveys, located in the vicinity of the Pilsworth Road / Moss Hall Road junction
- 24 hour count survey:
 - Undertaken across the main entrance to the Heywood Distribution Park, recording entry and exit movements

Figure 4: Proposed Survey Locations



5.2 Extent of Junction Capacity Modelling

5.2.1 Junction modelling will be undertaken for the following locations:

- Pilsworth Road / Moss Hall Road / Great Bear Distribution Park access – LINSIG model
- Pilsworth Road / Main entrance to Heywood Distribution Park – PICADY model
- Pilsworth Road / M66 Junction 3 (double signalised junction) – LINSIG model
- Site egress / Moss Hall Road – PICADY model

5.2.2 As detailed previously, it is understood that there are potential improvements planned for the surrounding highway network to support wider redevelopment proposals. For the purposes of this assessment however, we have assumed that the junction assessments will be undertaken on the basis of the current junction arrangements.

5.3 Assessment Years

5.3.1 It is proposed that junction assessments will be undertaken for the following years:

- 2024 Base
- 2029 Base + Committed Development
- 2029 Base + Development + Committed Development

Committed Developments

5.3.2 It is proposed to include Land at South Heywood (Allocation AL/EMP/33) as a committed development within the Transport Assessment. A phased build out would be included, and it is requested that RBC provide details of the assumed build out period so that this can be reflected.

5.3.3 Trip generation data for Land at South Heywood is provided within the Transport Assessment prepared by FOCUS Transport Planning dated October 2022 (application reference 22/01569/OUT), which incorporates an additional 40,000sqm of B8 distribution and warehousing floorspace compared to the original application (16/01399/HYBR).

5.3.4 The distribution and assignment of trips for Land at South Heywood was carried out for a future year of 2038, based on Saturn modelling. Given that the proposed approach for the assessment of Plot H4 is to model individual junctions, it has been concluded that it would be most appropriate to apply the distribution and assignment model used for Plot H4 to Land at South Heywood also.

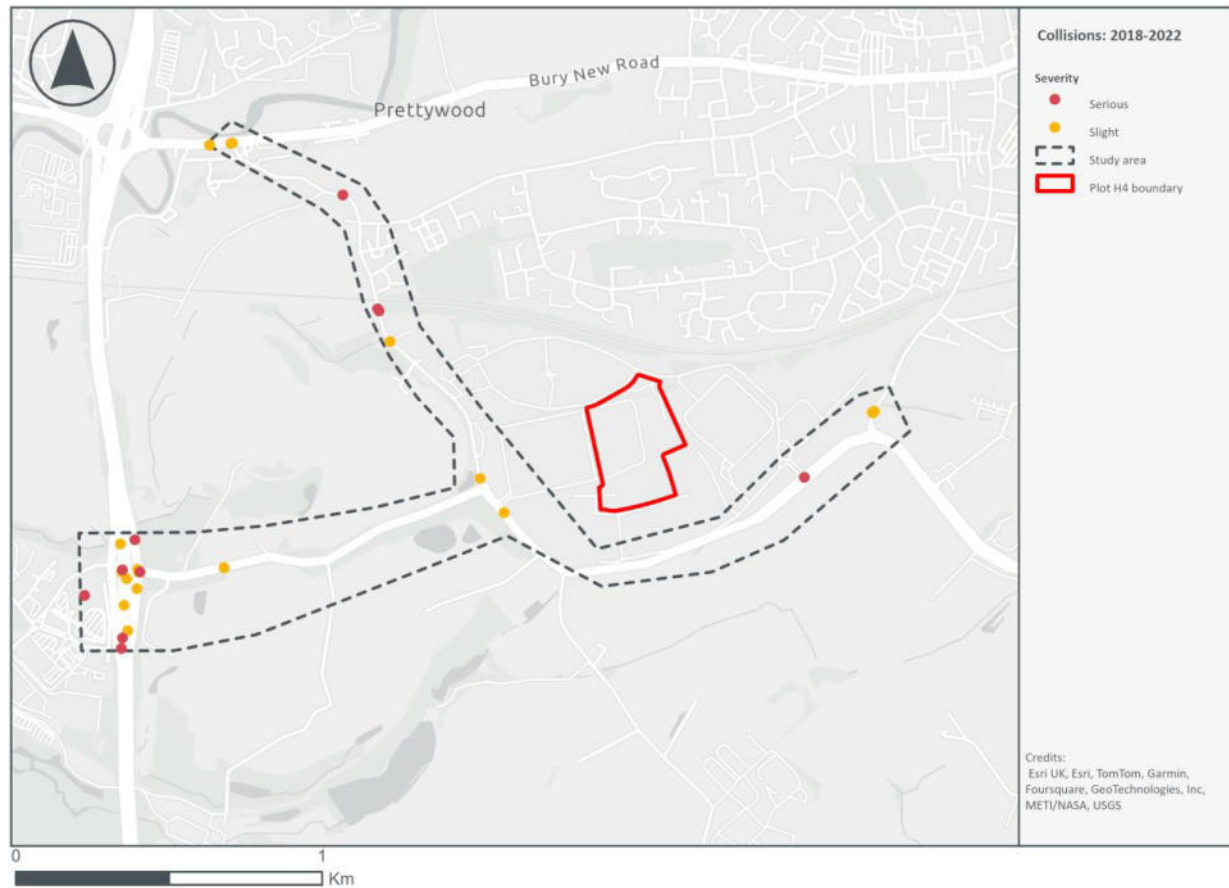
Baseline Traffic Growth

5.3.5 TEMPro v8.1 will be used to determine the 2028 Base traffic flows. The growth associated with Land at South Heywood will be removed from the TEMPro assumptions, to ensure that this is not double counted.

5.4 Extent of Collision Analysis

5.4.1 Personal injury collision (PIC) data will be obtained from Transport for Greater Manchester (TfGM) for the most recent five year period available. The proposed extent of the collision analysis is shown in Figure 5.

Figure 5: Proposed extent of PIC analysis



Appendix A TRICS Outputs

Calculation Reference: AUDIT-231601-240308-0318

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX	ESSEX
	HC	HAMPSHIRE
04	MW	MEDWAY
	EAST ANGLIA	
	SF	SUFFOLK
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BD	BRADFORD
09	NORTH	
	TW	TYNE & WEAR

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

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Licence No: 231601

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: 4700 to 31000 (units: sqm)
 Range Selected by User: 4000 to 50000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 22/11/21

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

Selected survey days:

Thursday 2 days
 Friday 4 days

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

Selected survey types:

Manual count 6 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
 Edge of Town 5

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 5
 Commercial Zone 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
 Servicing vehicles Excluded 5 days - Selected

Secondary Filtering selection:Use Class:

n/a 1 days
 B8 5 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

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Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	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	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 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	6 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	6 days
-----------------	--------

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

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

LIST OF SITES relevant to selection parameters

1	BD-02-F-01	DISTRIBUTION COMPANY	BRADFORD
	STAITHGATE LANE		
	BRADFORD		
	NEWHALL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	10446 sqm	
	Survey date: THURSDAY	14/03/19	Survey Type: MANUAL
2	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
3	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
4	MW-02-F-02	COMMERCIAL WAREHOUSING	MEDWAY
	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
5	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
6	TW-02-F-01	ASDA DISTRIBUTION CENTRE	TYNE & WEAR
	MANDARIN WAY		
	WASHINGTON		
	PATTISON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	31000 sqm	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	10446	0.105	1	10446	0.057	1	10446	0.162
05:30 - 06:00	1	10446	0.249	1	10446	0.115	1	10446	0.364
06:00 - 06:30	1	10446	0.182	1	10446	0.153	1	10446	0.335
06:30 - 07:00	1	10446	0.383	1	10446	0.096	1	10446	0.479
07:00 - 07:30	6	12851	0.093	6	12851	0.053	6	12851	0.146
07:30 - 08:00	6	12851	0.104	6	12851	0.058	6	12851	0.162
08:00 - 08:30	6	12851	0.069	6	12851	0.071	6	12851	0.140
08:30 - 09:00	6	12851	0.088	6	12851	0.054	6	12851	0.142
09:00 - 09:30	6	12851	0.071	6	12851	0.042	6	12851	0.113
09:30 - 10:00	6	12851	0.083	6	12851	0.051	6	12851	0.134
10:00 - 10:30	6	12851	0.064	6	12851	0.060	6	12851	0.124
10:30 - 11:00	6	12851	0.052	6	12851	0.053	6	12851	0.105
11:00 - 11:30	6	12851	0.054	6	12851	0.061	6	12851	0.115
11:30 - 12:00	6	12851	0.064	6	12851	0.065	6	12851	0.129
12:00 - 12:30	6	12851	0.060	6	12851	0.053	6	12851	0.113
12:30 - 13:00	6	12851	0.062	6	12851	0.047	6	12851	0.109
13:00 - 13:30	6	12851	0.054	6	12851	0.066	6	12851	0.120
13:30 - 14:00	6	12851	0.078	6	12851	0.086	6	12851	0.164
14:00 - 14:30	6	12851	0.047	6	12851	0.074	6	12851	0.121
14:30 - 15:00	6	12851	0.060	6	12851	0.067	6	12851	0.127
15:00 - 15:30	6	12851	0.058	6	12851	0.083	6	12851	0.141
15:30 - 16:00	6	12851	0.047	6	12851	0.065	6	12851	0.112
16:00 - 16:30	6	12851	0.060	6	12851	0.101	6	12851	0.161
16:30 - 17:00	6	12851	0.036	6	12851	0.079	6	12851	0.115
17:00 - 17:30	6	12851	0.064	6	12851	0.089	6	12851	0.153
17:30 - 18:00	6	12851	0.042	6	12851	0.077	6	12851	0.119
18:00 - 18:30	6	12851	0.027	6	12851	0.065	6	12851	0.092
18:30 - 19:00	6	12851	0.025	6	12851	0.039	6	12851	0.064
19:00 - 19:30	1	10446	0.057	1	10446	0.182	1	10446	0.239
19:30 - 20:00	1	10446	0.038	1	10446	0.067	1	10446	0.105
20:00 - 20:30	1	10446	0.019	1	10446	0.048	1	10446	0.067
20:30 - 21:00	1	10446	0.086	1	10446	0.038	1	10446	0.124
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:			2.581			2.315			4.896

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:	4700 - 31000 (units: sqm)
Survey date range:	01/01/15 - 22/11/21
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	10446	0.019	1	10446	0.029	1	10446	0.048
05:30 - 06:00	1	10446	0.057	1	10446	0.086	1	10446	0.143
06:00 - 06:30	1	10446	0.038	1	10446	0.096	1	10446	0.134
06:30 - 07:00	1	10446	0.048	1	10446	0.067	1	10446	0.115
07:00 - 07:30	6	12851	0.026	6	12851	0.030	6	12851	0.056
07:30 - 08:00	6	12851	0.014	6	12851	0.032	6	12851	0.046
08:00 - 08:30	6	12851	0.023	6	12851	0.035	6	12851	0.058
08:30 - 09:00	6	12851	0.022	6	12851	0.032	6	12851	0.054
09:00 - 09:30	6	12851	0.021	6	12851	0.019	6	12851	0.040
09:30 - 10:00	6	12851	0.036	6	12851	0.017	6	12851	0.053
10:00 - 10:30	6	12851	0.040	6	12851	0.031	6	12851	0.071
10:30 - 11:00	6	12851	0.026	6	12851	0.021	6	12851	0.047
11:00 - 11:30	6	12851	0.035	6	12851	0.030	6	12851	0.065
11:30 - 12:00	6	12851	0.022	6	12851	0.022	6	12851	0.044
12:00 - 12:30	6	12851	0.034	6	12851	0.022	6	12851	0.056
12:30 - 13:00	6	12851	0.027	6	12851	0.013	6	12851	0.040
13:00 - 13:30	6	12851	0.023	6	12851	0.026	6	12851	0.049
13:30 - 14:00	6	12851	0.026	6	12851	0.038	6	12851	0.064
14:00 - 14:30	6	12851	0.022	6	12851	0.019	6	12851	0.041
14:30 - 15:00	6	12851	0.021	6	12851	0.026	6	12851	0.047
15:00 - 15:30	6	12851	0.025	6	12851	0.029	6	12851	0.054
15:30 - 16:00	6	12851	0.027	6	12851	0.017	6	12851	0.044
16:00 - 16:30	6	12851	0.032	6	12851	0.030	6	12851	0.062
16:30 - 17:00	6	12851	0.023	6	12851	0.018	6	12851	0.041
17:00 - 17:30	6	12851	0.035	6	12851	0.013	6	12851	0.048
17:30 - 18:00	6	12851	0.031	6	12851	0.032	6	12851	0.063
18:00 - 18:30	6	12851	0.014	6	12851	0.014	6	12851	0.028
18:30 - 19:00	6	12851	0.021	6	12851	0.008	6	12851	0.029
19:00 - 19:30	1	10446	0.010	1	10446	0.048	1	10446	0.058
19:30 - 20:00	1	10446	0.010	1	10446	0.010	1	10446	0.020
20:00 - 20:30	1	10446	0.019	1	10446	0.029	1	10446	0.048
20:30 - 21:00	1	10446	0.010	1	10446	0.019	1	10446	0.029
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.837			0.958			1.795

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

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

Calculation Reference: AUDIT-231601-240308-0354

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : G - PARCEL DISTRIBUTION CENTRES
TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST
SO SLOUGH 1 days

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: Gross floor area
 Actual Range: 15583 to 15583 (units: sqm)
 Range Selected by User: 10000 to 37161 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 27/05/23

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

Selected survey days:

Tuesday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 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:

Development Zone 1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:Use Class:

B8 1 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

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Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000 1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

250,001 to 500,000 1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

1.1 to 1.5 1 days

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

Yes 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1

SO-02-G-01

HORTON ROAD
SLOUGH
COLNBROOK
Edge of Town
Development Zone
Total Gross floor area: 15583 sqm
Survey date: TUESDAY 06/03/18

DHL

SLOUGH

Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SO-02-G-02	Covid-19 restrictions

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Licence No: 231601

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	1	15583	0.019	1	15583	0.071	1	15583	0.090
00:30 - 01:00	1	15583	0.058	1	15583	0.026	1	15583	0.084
01:00 - 01:30	1	15583	0.051	1	15583	0.051	1	15583	0.102
01:30 - 02:00	1	15583	0.109	1	15583	0.032	1	15583	0.141
02:00 - 02:30	1	15583	0.058	1	15583	0.090	1	15583	0.148
02:30 - 03:00	1	15583	0.128	1	15583	0.058	1	15583	0.186
03:00 - 03:30	1	15583	0.077	1	15583	0.109	1	15583	0.186
03:30 - 04:00	1	15583	0.141	1	15583	0.058	1	15583	0.199
04:00 - 04:30	1	15583	0.058	1	15583	0.122	1	15583	0.180
04:30 - 05:00	1	15583	0.167	1	15583	0.096	1	15583	0.263
05:00 - 05:30	1	15583	0.193	1	15583	0.077	1	15583	0.270
05:30 - 06:00	1	15583	0.340	1	15583	0.109	1	15583	0.449
06:00 - 06:30	1	15583	0.186	1	15583	0.199	1	15583	0.385
06:30 - 07:00	1	15583	0.295	1	15583	0.417	1	15583	0.712
07:00 - 07:30	1	15583	0.237	1	15583	0.231	1	15583	0.468
07:30 - 08:00	1	15583	0.417	1	15583	0.154	1	15583	0.571
08:00 - 08:30	1	15583	0.443	1	15583	0.154	1	15583	0.597
08:30 - 09:00	1	15583	0.661	1	15583	0.244	1	15583	0.905
09:00 - 09:30	1	15583	0.359	1	15583	0.263	1	15583	0.622
09:30 - 10:00	1	15583	0.193	1	15583	0.103	1	15583	0.296
10:00 - 10:30	1	15583	0.160	1	15583	0.193	1	15583	0.353
10:30 - 11:00	1	15583	0.205	1	15583	0.148	1	15583	0.353
11:00 - 11:30	1	15583	0.173	1	15583	0.154	1	15583	0.327
11:30 - 12:00	1	15583	0.250	1	15583	0.263	1	15583	0.513
12:00 - 12:30	1	15583	0.180	1	15583	0.231	1	15583	0.411
12:30 - 13:00	1	15583	0.103	1	15583	0.148	1	15583	0.251
13:00 - 13:30	1	15583	0.148	1	15583	0.237	1	15583	0.385
13:30 - 14:00	1	15583	0.263	1	15583	0.237	1	15583	0.500
14:00 - 14:30	1	15583	0.180	1	15583	0.263	1	15583	0.443
14:30 - 15:00	1	15583	0.212	1	15583	0.193	1	15583	0.405
15:00 - 15:30	1	15583	0.167	1	15583	0.231	1	15583	0.398
15:30 - 16:00	1	15583	0.193	1	15583	0.237	1	15583	0.430
16:00 - 16:30	1	15583	0.205	1	15583	0.436	1	15583	0.641
16:30 - 17:00	1	15583	0.244	1	15583	0.372	1	15583	0.616
17:00 - 17:30	1	15583	0.289	1	15583	0.584	1	15583	0.873
17:30 - 18:00	1	15583	0.225	1	15583	0.443	1	15583	0.668
18:00 - 18:30	1	15583	0.237	1	15583	0.347	1	15583	0.584
18:30 - 19:00	1	15583	0.244	1	15583	0.289	1	15583	0.533
19:00 - 19:30	1	15583	0.225	1	15583	0.231	1	15583	0.456
19:30 - 20:00	1	15583	0.424	1	15583	0.212	1	15583	0.636
20:00 - 20:30	1	15583	0.212	1	15583	0.282	1	15583	0.494
20:30 - 21:00	1	15583	0.109	1	15583	0.135	1	15583	0.244
21:00 - 21:30	1	15583	0.071	1	15583	0.173	1	15583	0.244
21:30 - 22:00	1	15583	0.103	1	15583	0.148	1	15583	0.251
22:00 - 22:30	1	15583	0.128	1	15583	0.218	1	15583	0.346
22:30 - 23:00	1	15583	0.077	1	15583	0.064	1	15583	0.141
23:00 - 23:30	1	15583	0.032	1	15583	0.096	1	15583	0.128
23:30 - 24:00	1	15583	0.109	1	15583	0.116	1	15583	0.225
Total Rates:			9.358			9.345			18.703

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:	15583 - 15583 (units: sqm)
Survey date range:	01/01/15 - 27/05/23
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	1	15583	0.013	1	15583	0.006	1	15583	0.019
00:30 - 01:00	1	15583	0.039	1	15583	0.006	1	15583	0.045
01:00 - 01:30	1	15583	0.019	1	15583	0.006	1	15583	0.025
01:30 - 02:00	1	15583	0.039	1	15583	0.026	1	15583	0.065
02:00 - 02:30	1	15583	0.013	1	15583	0.039	1	15583	0.052
02:30 - 03:00	1	15583	0.019	1	15583	0.026	1	15583	0.045
03:00 - 03:30	1	15583	0.019	1	15583	0.045	1	15583	0.064
03:30 - 04:00	1	15583	0.019	1	15583	0.019	1	15583	0.038
04:00 - 04:30	1	15583	0.026	1	15583	0.045	1	15583	0.071
04:30 - 05:00	1	15583	0.032	1	15583	0.039	1	15583	0.071
05:00 - 05:30	1	15583	0.045	1	15583	0.039	1	15583	0.084
05:30 - 06:00	1	15583	0.083	1	15583	0.058	1	15583	0.141
06:00 - 06:30	1	15583	0.045	1	15583	0.039	1	15583	0.084
06:30 - 07:00	1	15583	0.032	1	15583	0.103	1	15583	0.135
07:00 - 07:30	1	15583	0.045	1	15583	0.032	1	15583	0.077
07:30 - 08:00	1	15583	0.039	1	15583	0.039	1	15583	0.078
08:00 - 08:30	1	15583	0.032	1	15583	0.013	1	15583	0.045
08:30 - 09:00	1	15583	0.045	1	15583	0.026	1	15583	0.071
09:00 - 09:30	1	15583	0.071	1	15583	0.045	1	15583	0.116
09:30 - 10:00	1	15583	0.039	1	15583	0.032	1	15583	0.071
10:00 - 10:30	1	15583	0.026	1	15583	0.064	1	15583	0.090
10:30 - 11:00	1	15583	0.051	1	15583	0.051	1	15583	0.102
11:00 - 11:30	1	15583	0.045	1	15583	0.026	1	15583	0.071
11:30 - 12:00	1	15583	0.039	1	15583	0.039	1	15583	0.078
12:00 - 12:30	1	15583	0.058	1	15583	0.039	1	15583	0.097
12:30 - 13:00	1	15583	0.013	1	15583	0.019	1	15583	0.032
13:00 - 13:30	1	15583	0.026	1	15583	0.032	1	15583	0.058
13:30 - 14:00	1	15583	0.039	1	15583	0.013	1	15583	0.052
14:00 - 14:30	1	15583	0.026	1	15583	0.045	1	15583	0.071
14:30 - 15:00	1	15583	0.026	1	15583	0.019	1	15583	0.045
15:00 - 15:30	1	15583	0.026	1	15583	0.026	1	15583	0.052
15:30 - 16:00	1	15583	0.026	1	15583	0.039	1	15583	0.065
16:00 - 16:30	1	15583	0.039	1	15583	0.058	1	15583	0.097
16:30 - 17:00	1	15583	0.032	1	15583	0.039	1	15583	0.071
17:00 - 17:30	1	15583	0.026	1	15583	0.026	1	15583	0.052
17:30 - 18:00	1	15583	0.013	1	15583	0.039	1	15583	0.052
18:00 - 18:30	1	15583	0.013	1	15583	0.039	1	15583	0.052
18:30 - 19:00	1	15583	0.039	1	15583	0.039	1	15583	0.078
19:00 - 19:30	1	15583	0.039	1	15583	0.039	1	15583	0.078
19:30 - 20:00	1	15583	0.013	1	15583	0.051	1	15583	0.064
20:00 - 20:30	1	15583	0.045	1	15583	0.039	1	15583	0.084
20:30 - 21:00	1	15583	0.051	1	15583	0.039	1	15583	0.090
21:00 - 21:30	1	15583	0.026	1	15583	0.026	1	15583	0.052
21:30 - 22:00	1	15583	0.039	1	15583	0.045	1	15583	0.084
22:00 - 22:30	1	15583	0.096	1	15583	0.039	1	15583	0.135
22:30 - 23:00	1	15583	0.032	1	15583	0.013	1	15583	0.045
23:00 - 23:30	1	15583	0.026	1	15583	0.013	1	15583	0.039
23:30 - 24:00	1	15583	0.058	1	15583	0.026	1	15583	0.084
Total Rates:			1.702			1.665			3.367

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.

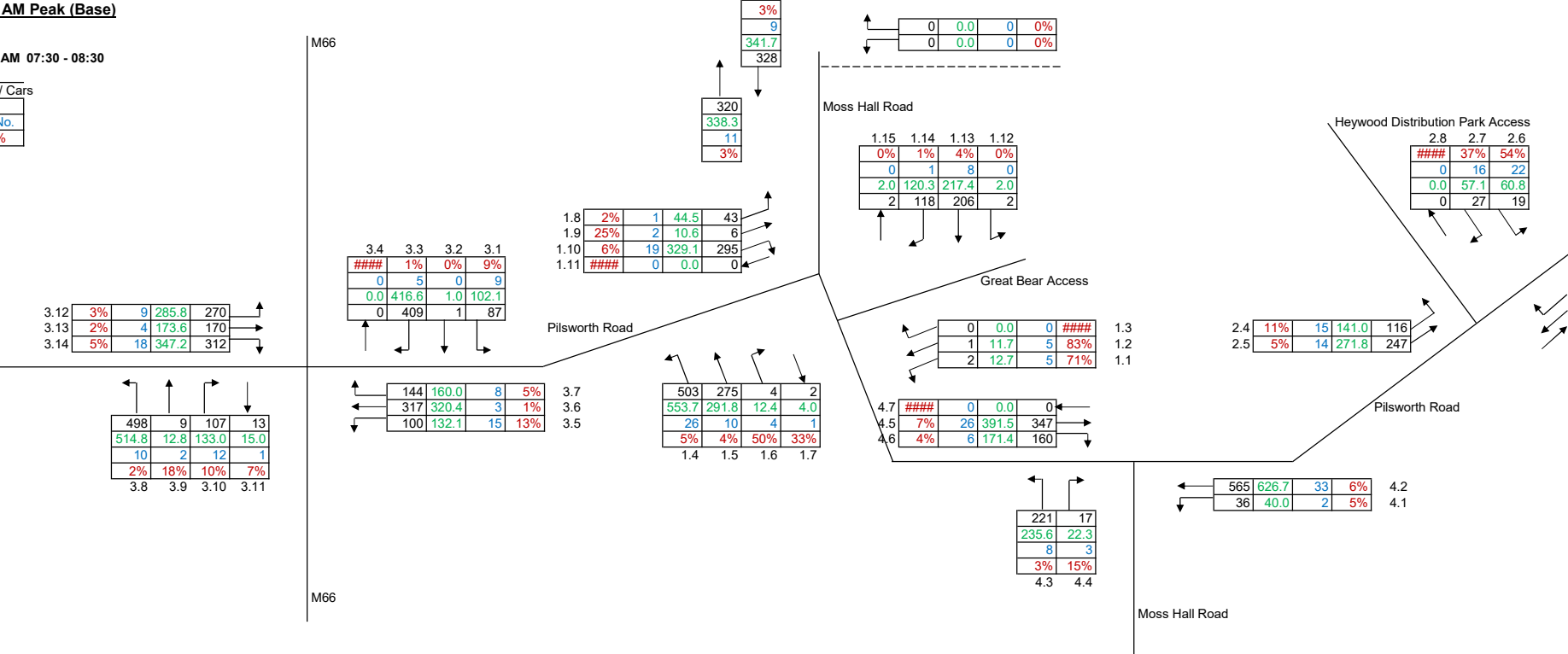


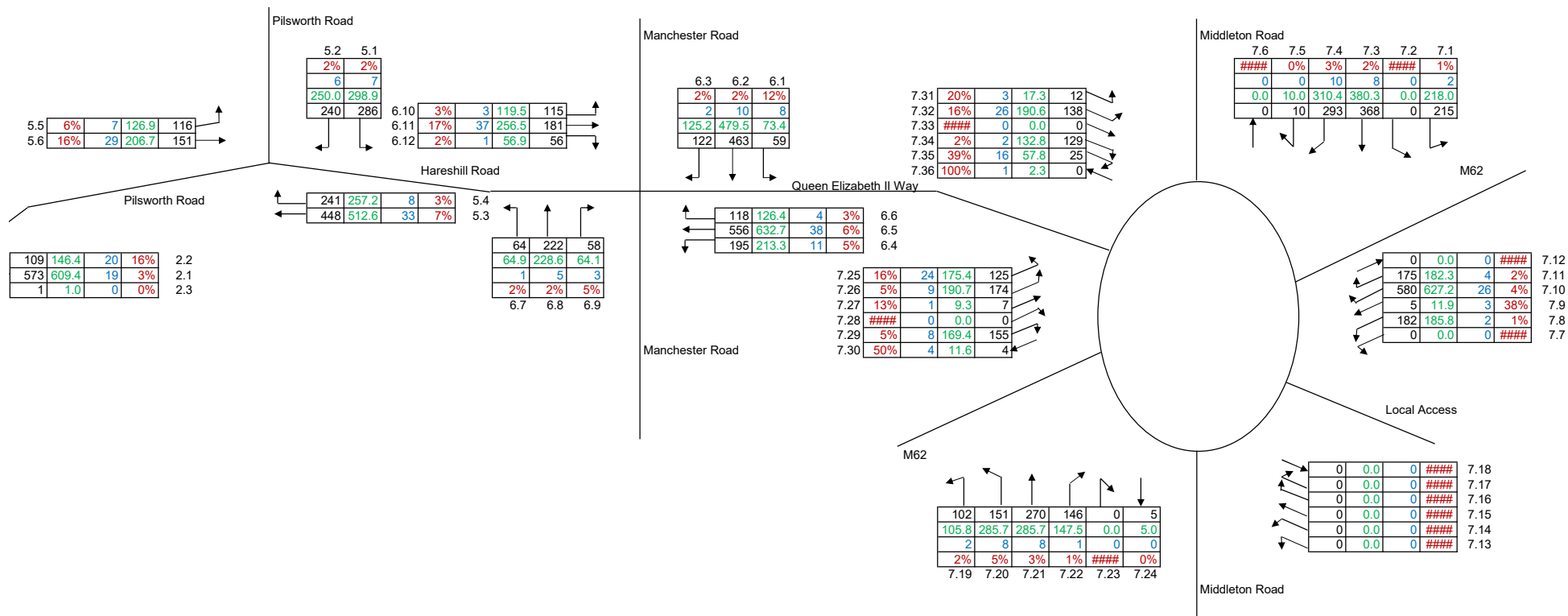
Appendix B 2024 Base Network Diagrams

2024 AM Peak (Base)

Weds AM 07:30 - 08:30

LGVs / Cars			
PCU			
HGV No.			
HGV %			

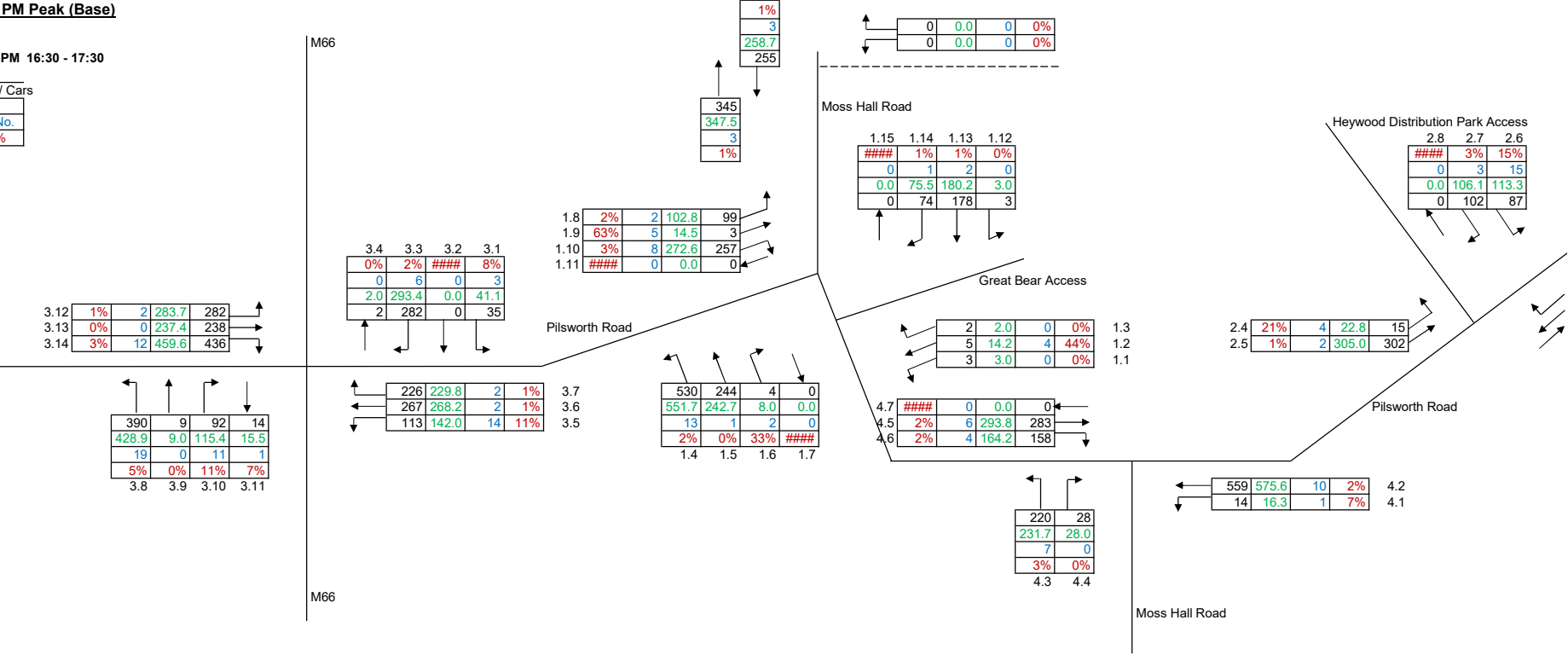


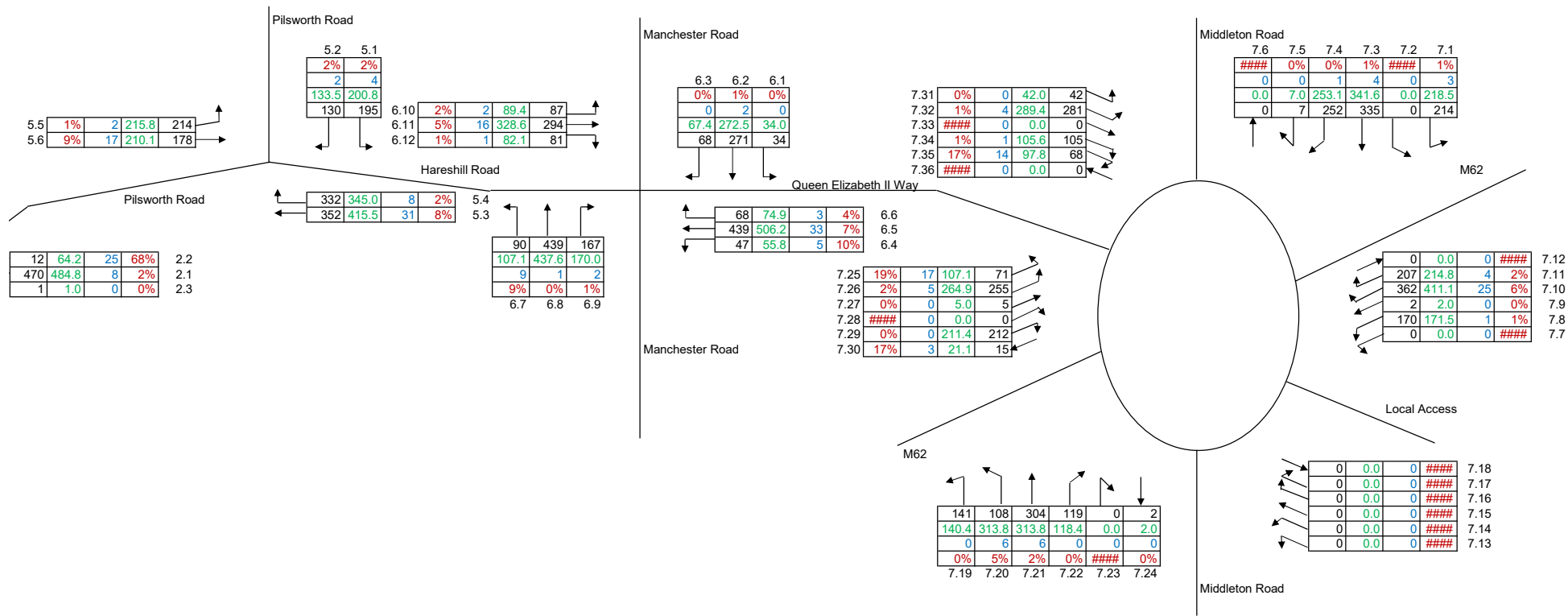


2024 PM Peak (Base)

Weds PM 16:30 - 17:30

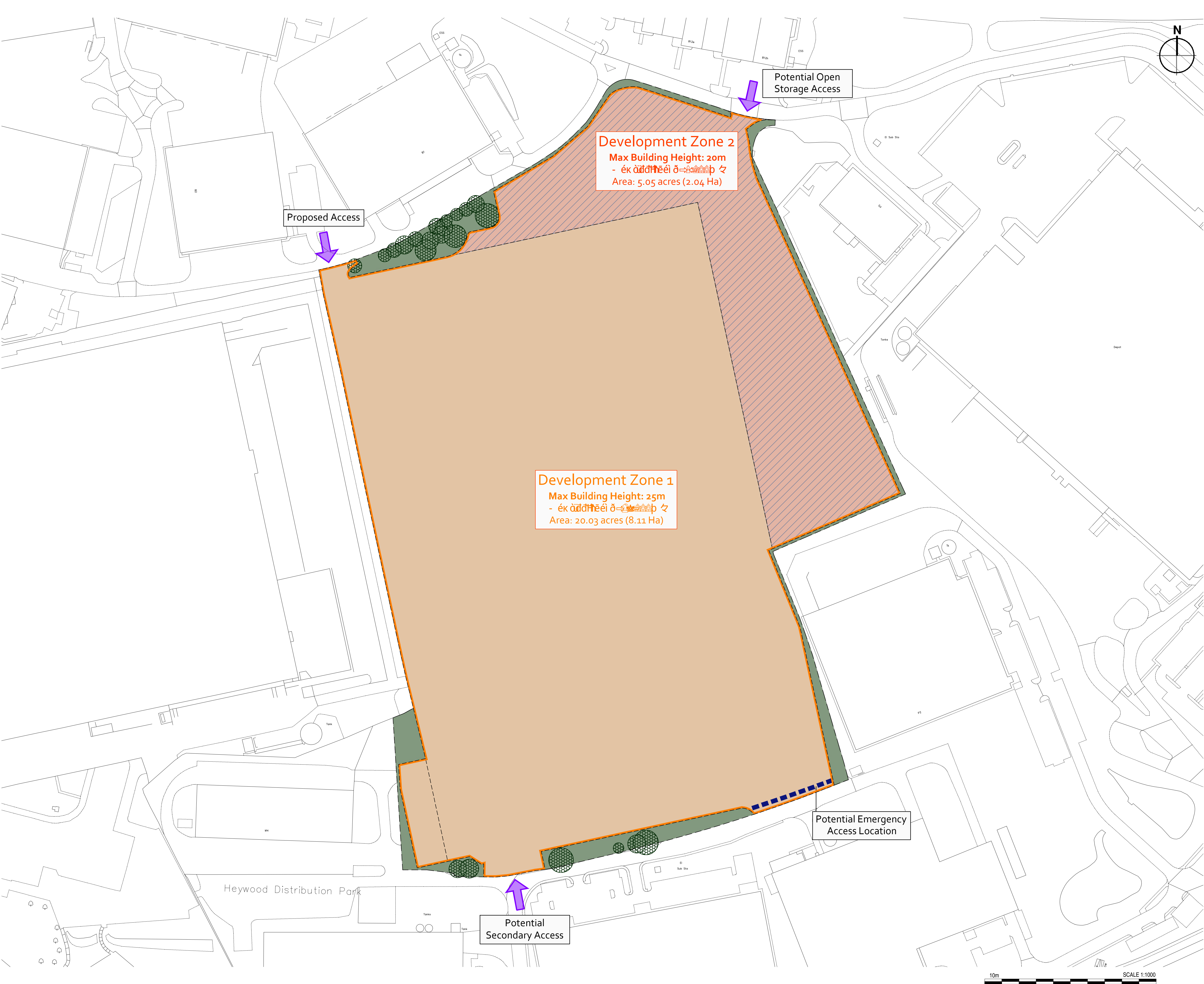
LGVs / Cars			
PCU			
HGV No.			
HGV %			







Appendix C Illustrative Layouts and Parameter Plan



- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipient's responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.

- KEY**
- Development Zone - Area for Use Classes:**
Use Classes: E(g)(iii) industrial processes / B2 general industrial / B8 storage and distribution.
To include buildings, earthworks, hard and soft landscaping, car parking, road and SUDS features
 - Development Zone 1**
Maximum Height (to ridge): 25m
Maximum Floor Space: 47,000m²
 - Development Zone 2**
Maximum Height (to ridge): 20m
Maximum Floor Space: 5,000m²
 - Potential Open Storage Zone**
Area: 5.05 acres (2.04 ha)
 - Landscaping & Trees**
Existing and proposed landscaping incorporating drainage infrastructure.
 - Proposed Access**
 - Potential Emergency Access Location**
Potential access required for fire access to the site.

P.07	Client logo updated	RS	TDA	19.07.24
P.06	Annotation alterations	RS	TDA	18.06.24
P.05	Open storage added, zone extents updated	RS	TDA	22.05.24
P.04	Landscaping key added. Extent of development to SE updated.	JWY	TDA	18.03.24
P.03	Areas of perimeter landscaping excluded from development zone.	JWY	TDA	15.03.24
P.02	Southern access included	LBR	TDA	14.03.24
P.01	Initial Issue	RS	TDA	13.03.24
rev	amendments	by	ckd	date

Heywood Distribution Park, Heywood

Plot H4 - Parameters Plan

Information Container LOD:	LOD 100
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RIBA PoW Stage:	2 - Concept Design
Document Suitability:	S1
Drawn / Checked:	RS / TDA
Date:	13.03.24
Scale:	1:1000 A1
UMC Project Number:	23103
Document Reference:	Drawing no: Revision:
23103 - UMC - ZZZZ - SI - DR - A	0648 P.07



- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipient's responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.

- Offices
- Building
- Hardstanding - Service Yard
- Hardstanding - Car Park
- Landscaping
- Attenuation
- TPO - Trees Retained
- TPO - Trees Removed

P.04	Client Logo updated	RS	TDA	19.07.24
P.03	Annotation added	RS	TDA	18.06.24
P.02	colour alteration	RS	TDA	18.03.24
P.01	Initial Issue	RS	TDA	13.03.24
rev	amendments	by	ckd	date

Heywood Distribution Park, Heywood

Illustrative Site Plan - Plot H4 - 1 Unit

Information Container LOD:	LOD 100
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RIBA PoW Stage:	2 - Concept Design
Document Suitability:	S1
Drawn / Checked:	RS / TDA
Date:	13.03.24
Scale:	1:1000 A1
UMC Project Number:	23103
Document Reference:	Drawing no: Revision:
23103 - UMC - ZZZZ - SI - DR - A	0652 P04

10m SCALE 1:1000



- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipient's responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.

- Offices
- Building
- Hardstanding - Service Yard
- Hardstanding - Car Park
- Landscaping
- Attenuation
- TPO - Trees Retained
- TPO - Trees Removed

P.04	Client Logo updated	RS	TDA	19.07.24
P.03	Annotation added	RS	TDA	18.06.24
P.02	External storage amendments	RS	TDA	29.05.24
P.01	Initial Issue	RS	TDA	23.05.24
rev	amendments	by	ckd	date

Heywood Distribution Park, Heywood

Illustrative Site Plan - Plot H4 - 1 Unit - Option 2

Information Container LOD:	LOD 100
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RIBA PoW Stage:	2 - Concept Design
Document Suitability:	S1
Drawn / Checked:	RS / TDA
Date:	23.05.24
Scale:	1:1000 A1
UMC Project Number:	23103
Document Reference:	Drawing no: Revision:
23103 - UMC - ZZZZ - SI - DR - A	0656 P04

10m SCALE 1:1000



- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipient's responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.

- Offices
- Building
- Hardstanding - Service Yard
- Hardstanding - Car Park
- Landscaping
- Attenuation
- TPO - Trees Retained
- TPO - Trees Removed

P.03	Client Logo updated	RS	TDA	19.07.24
P.02	Annotation added	RS	TDA	18.06.24
P.01	Initial Issue	RS	TDA	13.03.24
rev	amendments	by	ckd	date

Heywood Distribution Park, Heywood

Illustrative Site Plan - Plot H4 - 2 Units

Information Container LOD:	LOD 100
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RIBA PoW Stage:	2 - Concept Design
Document Suitability:	S1
Drawn / Checked:	RS / TDA
Date:	13.03.24
Scale:	1:1000 A1
UMC Project Number:	23103
Document Reference:	Drawing no: Revision:
23103 - UMC - ZZZZ - SI - DR - A	0651 P03

10m SCALE 1:1000



Appendix D TRICS Outputs

Calculation Reference: AUDIT-231601-240308-0354

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : G - PARCEL DISTRIBUTION CENTRES
TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST
SO SLOUGH 1 days

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

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

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: 15583 to 15583 (units: sqm)
 Range Selected by User: 10000 to 37161 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 27/05/23

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

Selected survey days:

Tuesday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 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:

Development Zone 1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:Use Class:

B8 1 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

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Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000 1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

250,001 to 500,000 1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

1.1 to 1.5 1 days

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

Yes 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1

SO-02-G-01

DHL

HORTON ROAD
SLOUGH
COLNBROOK
Edge of Town
Development Zone
Total Gross floor area: 15583 sqm
Survey date: TUESDAY 06/03/18

SLOUGH

Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SO-02-G-02	Covid-19 restrictions

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TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	1	15583	0.019	1	15583	0.071	1	15583	0.090
00:30 - 01:00	1	15583	0.058	1	15583	0.026	1	15583	0.084
01:00 - 01:30	1	15583	0.051	1	15583	0.051	1	15583	0.102
01:30 - 02:00	1	15583	0.109	1	15583	0.032	1	15583	0.141
02:00 - 02:30	1	15583	0.058	1	15583	0.090	1	15583	0.148
02:30 - 03:00	1	15583	0.128	1	15583	0.058	1	15583	0.186
03:00 - 03:30	1	15583	0.077	1	15583	0.109	1	15583	0.186
03:30 - 04:00	1	15583	0.141	1	15583	0.058	1	15583	0.199
04:00 - 04:30	1	15583	0.058	1	15583	0.122	1	15583	0.180
04:30 - 05:00	1	15583	0.167	1	15583	0.096	1	15583	0.263
05:00 - 05:30	1	15583	0.193	1	15583	0.077	1	15583	0.270
05:30 - 06:00	1	15583	0.340	1	15583	0.109	1	15583	0.449
06:00 - 06:30	1	15583	0.186	1	15583	0.199	1	15583	0.385
06:30 - 07:00	1	15583	0.295	1	15583	0.417	1	15583	0.712
07:00 - 07:30	1	15583	0.237	1	15583	0.231	1	15583	0.468
07:30 - 08:00	1	15583	0.417	1	15583	0.154	1	15583	0.571
08:00 - 08:30	1	15583	0.443	1	15583	0.154	1	15583	0.597
08:30 - 09:00	1	15583	0.661	1	15583	0.244	1	15583	0.905
09:00 - 09:30	1	15583	0.359	1	15583	0.263	1	15583	0.622
09:30 - 10:00	1	15583	0.193	1	15583	0.103	1	15583	0.296
10:00 - 10:30	1	15583	0.160	1	15583	0.193	1	15583	0.353
10:30 - 11:00	1	15583	0.205	1	15583	0.148	1	15583	0.353
11:00 - 11:30	1	15583	0.173	1	15583	0.154	1	15583	0.327
11:30 - 12:00	1	15583	0.250	1	15583	0.263	1	15583	0.513
12:00 - 12:30	1	15583	0.180	1	15583	0.231	1	15583	0.411
12:30 - 13:00	1	15583	0.103	1	15583	0.148	1	15583	0.251
13:00 - 13:30	1	15583	0.148	1	15583	0.237	1	15583	0.385
13:30 - 14:00	1	15583	0.263	1	15583	0.237	1	15583	0.500
14:00 - 14:30	1	15583	0.180	1	15583	0.263	1	15583	0.443
14:30 - 15:00	1	15583	0.212	1	15583	0.193	1	15583	0.405
15:00 - 15:30	1	15583	0.167	1	15583	0.231	1	15583	0.398
15:30 - 16:00	1	15583	0.193	1	15583	0.237	1	15583	0.430
16:00 - 16:30	1	15583	0.205	1	15583	0.436	1	15583	0.641
16:30 - 17:00	1	15583	0.244	1	15583	0.372	1	15583	0.616
17:00 - 17:30	1	15583	0.289	1	15583	0.584	1	15583	0.873
17:30 - 18:00	1	15583	0.225	1	15583	0.443	1	15583	0.668
18:00 - 18:30	1	15583	0.237	1	15583	0.347	1	15583	0.584
18:30 - 19:00	1	15583	0.244	1	15583	0.289	1	15583	0.533
19:00 - 19:30	1	15583	0.225	1	15583	0.231	1	15583	0.456
19:30 - 20:00	1	15583	0.424	1	15583	0.212	1	15583	0.636
20:00 - 20:30	1	15583	0.212	1	15583	0.282	1	15583	0.494
20:30 - 21:00	1	15583	0.109	1	15583	0.135	1	15583	0.244
21:00 - 21:30	1	15583	0.071	1	15583	0.173	1	15583	0.244
21:30 - 22:00	1	15583	0.103	1	15583	0.148	1	15583	0.251
22:00 - 22:30	1	15583	0.128	1	15583	0.218	1	15583	0.346
22:30 - 23:00	1	15583	0.077	1	15583	0.064	1	15583	0.141
23:00 - 23:30	1	15583	0.032	1	15583	0.096	1	15583	0.128
23:30 - 24:00	1	15583	0.109	1	15583	0.116	1	15583	0.225
Total Rates:			9.358			9.345			18.703

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:	15583 - 15583 (units: sqm)
Survey date range:	01/01/15 - 27/05/23
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

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Licence No: 231601

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	1	15583	0.013	1	15583	0.006	1	15583	0.019
00:30 - 01:00	1	15583	0.039	1	15583	0.006	1	15583	0.045
01:00 - 01:30	1	15583	0.019	1	15583	0.006	1	15583	0.025
01:30 - 02:00	1	15583	0.039	1	15583	0.026	1	15583	0.065
02:00 - 02:30	1	15583	0.013	1	15583	0.039	1	15583	0.052
02:30 - 03:00	1	15583	0.019	1	15583	0.026	1	15583	0.045
03:00 - 03:30	1	15583	0.019	1	15583	0.045	1	15583	0.064
03:30 - 04:00	1	15583	0.019	1	15583	0.019	1	15583	0.038
04:00 - 04:30	1	15583	0.026	1	15583	0.045	1	15583	0.071
04:30 - 05:00	1	15583	0.032	1	15583	0.039	1	15583	0.071
05:00 - 05:30	1	15583	0.045	1	15583	0.039	1	15583	0.084
05:30 - 06:00	1	15583	0.083	1	15583	0.058	1	15583	0.141
06:00 - 06:30	1	15583	0.045	1	15583	0.039	1	15583	0.084
06:30 - 07:00	1	15583	0.032	1	15583	0.103	1	15583	0.135
07:00 - 07:30	1	15583	0.045	1	15583	0.032	1	15583	0.077
07:30 - 08:00	1	15583	0.039	1	15583	0.039	1	15583	0.078
08:00 - 08:30	1	15583	0.032	1	15583	0.013	1	15583	0.045
08:30 - 09:00	1	15583	0.045	1	15583	0.026	1	15583	0.071
09:00 - 09:30	1	15583	0.071	1	15583	0.045	1	15583	0.116
09:30 - 10:00	1	15583	0.039	1	15583	0.032	1	15583	0.071
10:00 - 10:30	1	15583	0.026	1	15583	0.064	1	15583	0.090
10:30 - 11:00	1	15583	0.051	1	15583	0.051	1	15583	0.102
11:00 - 11:30	1	15583	0.045	1	15583	0.026	1	15583	0.071
11:30 - 12:00	1	15583	0.039	1	15583	0.039	1	15583	0.078
12:00 - 12:30	1	15583	0.058	1	15583	0.039	1	15583	0.097
12:30 - 13:00	1	15583	0.013	1	15583	0.019	1	15583	0.032
13:00 - 13:30	1	15583	0.026	1	15583	0.032	1	15583	0.058
13:30 - 14:00	1	15583	0.039	1	15583	0.013	1	15583	0.052
14:00 - 14:30	1	15583	0.026	1	15583	0.045	1	15583	0.071
14:30 - 15:00	1	15583	0.026	1	15583	0.019	1	15583	0.045
15:00 - 15:30	1	15583	0.026	1	15583	0.026	1	15583	0.052
15:30 - 16:00	1	15583	0.026	1	15583	0.039	1	15583	0.065
16:00 - 16:30	1	15583	0.039	1	15583	0.058	1	15583	0.097
16:30 - 17:00	1	15583	0.032	1	15583	0.039	1	15583	0.071
17:00 - 17:30	1	15583	0.026	1	15583	0.026	1	15583	0.052
17:30 - 18:00	1	15583	0.013	1	15583	0.039	1	15583	0.052
18:00 - 18:30	1	15583	0.013	1	15583	0.039	1	15583	0.052
18:30 - 19:00	1	15583	0.039	1	15583	0.039	1	15583	0.078
19:00 - 19:30	1	15583	0.039	1	15583	0.039	1	15583	0.078
19:30 - 20:00	1	15583	0.013	1	15583	0.051	1	15583	0.064
20:00 - 20:30	1	15583	0.045	1	15583	0.039	1	15583	0.084
20:30 - 21:00	1	15583	0.051	1	15583	0.039	1	15583	0.090
21:00 - 21:30	1	15583	0.026	1	15583	0.026	1	15583	0.052
21:30 - 22:00	1	15583	0.039	1	15583	0.045	1	15583	0.084
22:00 - 22:30	1	15583	0.096	1	15583	0.039	1	15583	0.135
22:30 - 23:00	1	15583	0.032	1	15583	0.013	1	15583	0.045
23:00 - 23:30	1	15583	0.026	1	15583	0.013	1	15583	0.039
23:30 - 24:00	1	15583	0.058	1	15583	0.026	1	15583	0.084
Total Rates:			1.702			1.665			3.367

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

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

Calculation Reference: AUDIT-231601-240610-0605

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 days
	HC HAMPSHIRE	1 days
	MW MEDWAY	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BD BRADFORD	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

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: 4700 to 31000 (units: sqm)
 Range Selected by User: 4000 to 40000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 03/05/23

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:

Wednesday 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 7 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
 Edge of Town 6

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 5
 Commercial Zone 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
 Servicing vehicles Excluded 6 days - Selected

Secondary Filtering selection:Use Class:

n/a 1 days
 B8 6 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	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	1 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	5 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	7 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	7 days
-----------------	--------

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

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

LIST OF SITES relevant to selection parameters

1	BD-02-F-01	DISTRIBUTION COMPANY	BRADFORD
	STAITHGATE LANE		
	BRADFORD		
	NEWHALL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	10446 sqm	
	Survey date: THURSDAY	14/03/19	Survey Type: MANUAL
2	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
3	GS-02-F-01	LOGISTICS WAREHOUSE	GLOUCESTERSHIRE
	GOLF CLUB LANE		
	NEAR GLOUCESTER		
	BROCKWORTH		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	24500 sqm	
	Survey date: WEDNESDAY	03/05/23	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	MW-02-F-02	COMMERCIAL WAREHOUSING	MEDWAY
	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	TW-02-F-01	ASDA DISTRIBUTION CENTRE	TYNE & WEAR
	MANDARIN WAY		
	WASHINGTON		
	PATTISON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	31000 sqm	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL

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

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	17473	0.083	2	17473	0.043	2	17473	0.126
05:30 - 06:00	2	17473	0.132	2	17473	0.106	2	17473	0.238
06:00 - 06:30	2	17473	0.057	2	17473	0.077	2	17473	0.134
06:30 - 07:00	2	17473	0.149	2	17473	0.043	2	17473	0.192
07:00 - 07:30	7	14515	0.085	7	14515	0.044	7	14515	0.129
07:30 - 08:00	7	14515	0.110	7	14515	0.052	7	14515	0.162
08:00 - 08:30	7	14515	0.081	7	14515	0.057	7	14515	0.138
08:30 - 09:00	7	14515	0.083	7	14515	0.045	7	14515	0.128
09:00 - 09:30	7	14515	0.061	7	14515	0.039	7	14515	0.100
09:30 - 10:00	7	14515	0.070	7	14515	0.045	7	14515	0.115
10:00 - 10:30	7	14515	0.054	7	14515	0.048	7	14515	0.102
10:30 - 11:00	7	14515	0.042	7	14515	0.046	7	14515	0.088
11:00 - 11:30	7	14515	0.046	7	14515	0.054	7	14515	0.100
11:30 - 12:00	7	14515	0.054	7	14515	0.055	7	14515	0.109
12:00 - 12:30	7	14515	0.053	7	14515	0.047	7	14515	0.100
12:30 - 13:00	7	14515	0.059	7	14515	0.047	7	14515	0.106
13:00 - 13:30	7	14515	0.066	7	14515	0.058	7	14515	0.124
13:30 - 14:00	7	14515	0.087	7	14515	0.087	7	14515	0.174
14:00 - 14:30	7	14515	0.044	7	14515	0.076	7	14515	0.120
14:30 - 15:00	7	14515	0.053	7	14515	0.066	7	14515	0.119
15:00 - 15:30	7	14515	0.048	7	14515	0.079	7	14515	0.127
15:30 - 16:00	7	14515	0.046	7	14515	0.059	7	14515	0.105
16:00 - 16:30	7	14515	0.056	7	14515	0.092	7	14515	0.148
16:30 - 17:00	7	14515	0.038	7	14515	0.082	7	14515	0.120
17:00 - 17:30	7	14515	0.055	7	14515	0.093	7	14515	0.148
17:30 - 18:00	7	14515	0.036	7	14515	0.071	7	14515	0.107
18:00 - 18:30	7	14515	0.026	7	14515	0.059	7	14515	0.085
18:30 - 19:00	7	14515	0.024	7	14515	0.032	7	14515	0.056
19:00 - 19:30	2	17473	0.031	2	17473	0.074	2	17473	0.105
19:30 - 20:00	2	17473	0.017	2	17473	0.040	2	17473	0.057
20:00 - 20:30	2	17473	0.017	2	17473	0.029	2	17473	0.046
20:30 - 21:00	2	17473	0.029	2	17473	0.017	2	17473	0.046
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.892			1.862			3.754

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:	4700 - 31000 (units: sqm)
Survey date range:	01/01/15 - 03/05/23
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	17473	0.017	2	17473	0.020	2	17473	0.037
05:30 - 06:00	2	17473	0.023	2	17473	0.046	2	17473	0.069
06:00 - 06:30	2	17473	0.011	2	17473	0.037	2	17473	0.048
06:30 - 07:00	2	17473	0.026	2	17473	0.029	2	17473	0.055
07:00 - 07:30	7	14515	0.023	7	14515	0.026	7	14515	0.049
07:30 - 08:00	7	14515	0.017	7	14515	0.028	7	14515	0.045
08:00 - 08:30	7	14515	0.021	7	14515	0.029	7	14515	0.050
08:30 - 09:00	7	14515	0.020	7	14515	0.027	7	14515	0.047
09:00 - 09:30	7	14515	0.018	7	14515	0.021	7	14515	0.039
09:30 - 10:00	7	14515	0.031	7	14515	0.018	7	14515	0.049
10:00 - 10:30	7	14515	0.034	7	14515	0.024	7	14515	0.058
10:30 - 11:00	7	14515	0.022	7	14515	0.018	7	14515	0.040
11:00 - 11:30	7	14515	0.030	7	14515	0.029	7	14515	0.059
11:30 - 12:00	7	14515	0.019	7	14515	0.020	7	14515	0.039
12:00 - 12:30	7	14515	0.031	7	14515	0.020	7	14515	0.051
12:30 - 13:00	7	14515	0.025	7	14515	0.014	7	14515	0.039
13:00 - 13:30	7	14515	0.025	7	14515	0.024	7	14515	0.049
13:30 - 14:00	7	14515	0.025	7	14515	0.034	7	14515	0.059
14:00 - 14:30	7	14515	0.024	7	14515	0.020	7	14515	0.044
14:30 - 15:00	7	14515	0.021	7	14515	0.024	7	14515	0.045
15:00 - 15:30	7	14515	0.022	7	14515	0.026	7	14515	0.048
15:30 - 16:00	7	14515	0.026	7	14515	0.017	7	14515	0.043
16:00 - 16:30	7	14515	0.031	7	14515	0.028	7	14515	0.059
16:30 - 17:00	7	14515	0.021	7	14515	0.017	7	14515	0.038
17:00 - 17:30	7	14515	0.031	7	14515	0.013	7	14515	0.044
17:30 - 18:00	7	14515	0.025	7	14515	0.027	7	14515	0.052
18:00 - 18:30	7	14515	0.014	7	14515	0.015	7	14515	0.029
18:30 - 19:00	7	14515	0.020	7	14515	0.008	7	14515	0.028
19:00 - 19:30	2	17473	0.014	2	17473	0.023	2	17473	0.037
19:30 - 20:00	2	17473	0.003	2	17473	0.017	2	17473	0.020
20:00 - 20:30	2	17473	0.011	2	17473	0.014	2	17473	0.025
20:30 - 21:00	2	17473	0.003	2	17473	0.006	2	17473	0.009
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.684			0.719			1.403

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.



Appendix E Proposed Development Network Diagrams

LGVs / Cars
PCU
HGV No.
HGV %

Legend:

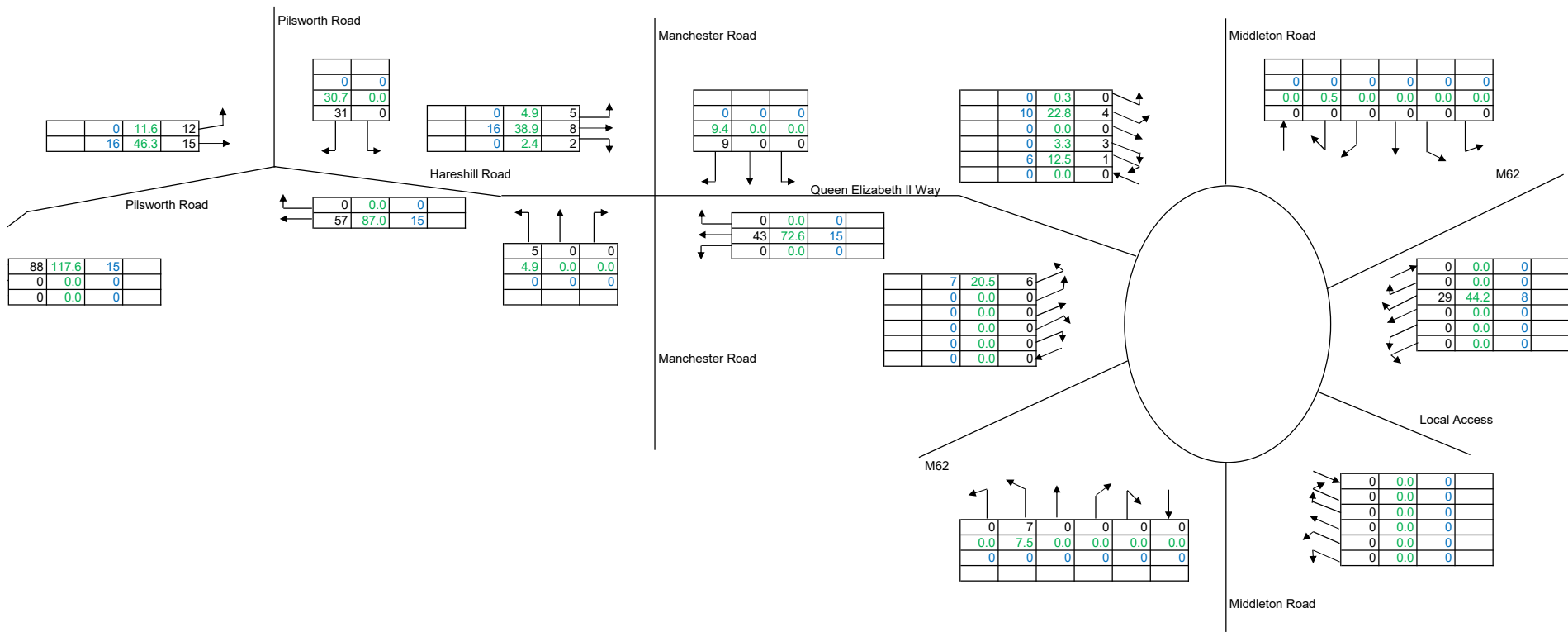
- Blue: No.
- Green: %

Vehicle Counts Table:

	Cars	L HGV
181	26	
65	27	

Traffic Flow and Vehicle Counts:

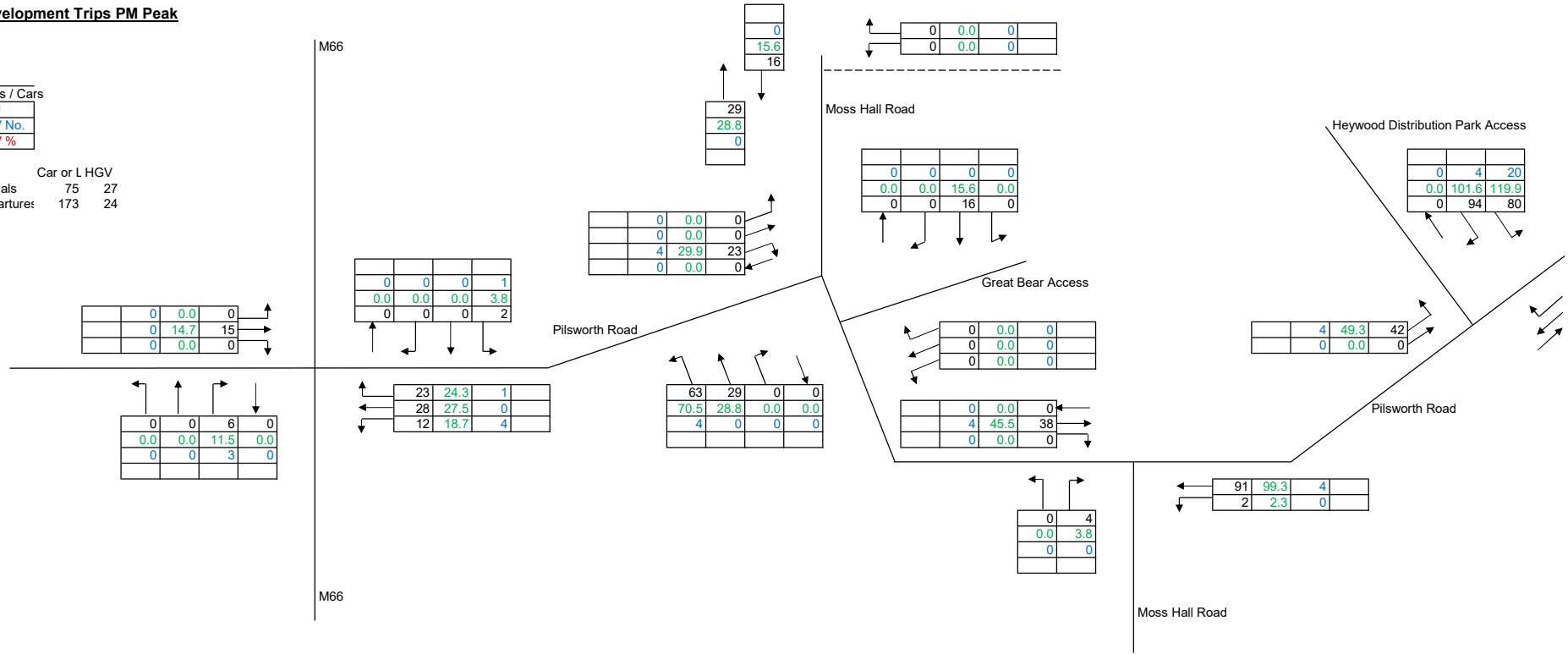
- Moss Hall Road (Northbound):**
 - Approach: 0 (No.), 0.0 (%), 0 (No.)
 - Intersection: 0 (No.), 0.0 (%), 36.7 (%), 0 (No.)
 - Exit: 0 (No.), 0.0 (%), 0 (No.)
- Moss Hall Road (Southbound):**
 - Approach: 0 (No.), 0.0 (%), 0 (No.)
 - Intersection: 0 (No.), 0.0 (%), 36.7 (%), 0 (No.)
 - Exit: 0 (No.), 0.0 (%), 0 (No.)
- Pilsworth Road (Eastbound):**
 - Approach: 0 (No.), 0.0 (%), 0 (No.)
 - Intersection: 0 (No.), 0.0 (%), 36.7 (%), 0 (No.)
 - Exit: 0 (No.), 0.0 (%), 0 (No.)
- Pilsworth Road (Westbound):**
 - Approach: 0 (No.), 0.0 (%), 0 (No.)
 - Intersection: 0 (No.), 0.0 (%), 36.7 (%), 0 (No.)
 - Exit: 0 (No.), 0.0 (%), 0 (No.)
- Heywood Distribution Park Access:**
 - Approach: 0 (No.), 11 (No.), 16 (No.)
 - Intersection: 0.0 (%), 60.6 (%), 57.8 (%)
 - Exit: 0 (No.), 38 (No.), 27 (No.)

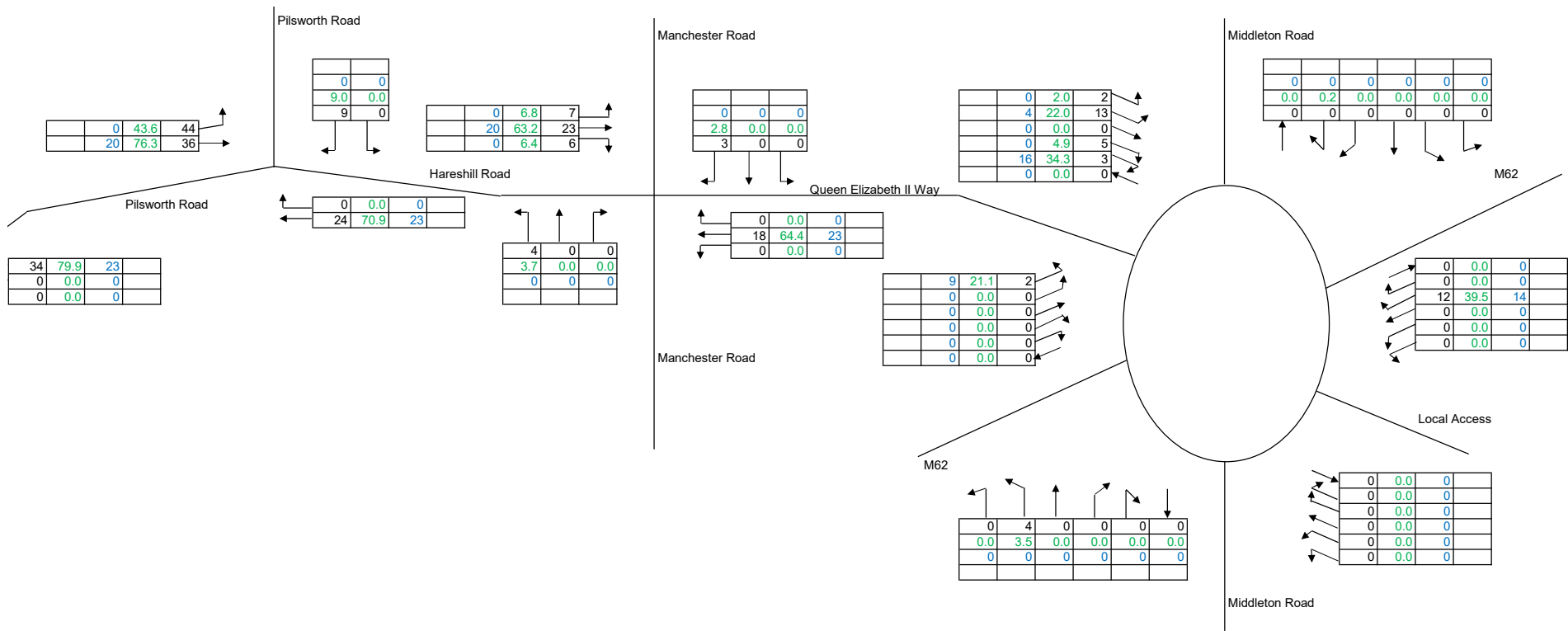


Development Trips PM Peak

LGVs / Cars		
PCU		
HGV No.		
HGV %		

Car or L HGV			
Arrivals	75	27	
Departures	173	24	







Appendix F Multi Modal TRICS Outputs

Calculation Reference: AUDIT-231601-240530-0532

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : G - PARCEL DISTRIBUTION CENTRES
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST
SO SLOUGH 1 days

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

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

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: 15583 to 15583 (units: sqm)
Range Selected by User: 1600 to 15583 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 23/11/23

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

Selected survey days:

Tuesday 1 days

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

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 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:

Development Zone 1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:**Use Class:**

B8 1 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000 1 days

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

Population within 5 miles:

250,001 to 500,000 1 days

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

Car ownership within 5 miles:

1.1 to 1.5 1 days

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

Travel Plan:

Yes 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1

SO-02-G-01

HORTON ROAD
SLOUGH
COLNBROOK
Edge of Town
Development Zone
Total Gross floor area: 15583 sqm
Survey date: TUESDAY 06/03/18

DHL

SLOUGH

Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SO-02-G-02	Surveyed during covid restrictions
WS-02-G-01	Too small floor area

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

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

Total People to Total Vehicles ratio (all time periods and directions): 1.12

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	1	15583	0.019	1	15583	0.071	1	15583	0.090
00:30 - 01:00	1	15583	0.058	1	15583	0.026	1	15583	0.084
01:00 - 01:30	1	15583	0.051	1	15583	0.051	1	15583	0.102
01:30 - 02:00	1	15583	0.109	1	15583	0.032	1	15583	0.141
02:00 - 02:30	1	15583	0.058	1	15583	0.090	1	15583	0.148
02:30 - 03:00	1	15583	0.128	1	15583	0.058	1	15583	0.186
03:00 - 03:30	1	15583	0.077	1	15583	0.109	1	15583	0.186
03:30 - 04:00	1	15583	0.141	1	15583	0.058	1	15583	0.199
04:00 - 04:30	1	15583	0.058	1	15583	0.122	1	15583	0.180
04:30 - 05:00	1	15583	0.167	1	15583	0.096	1	15583	0.263
05:00 - 05:30	1	15583	0.193	1	15583	0.077	1	15583	0.270
05:30 - 06:00	1	15583	0.340	1	15583	0.109	1	15583	0.449
06:00 - 06:30	1	15583	0.186	1	15583	0.199	1	15583	0.385
06:30 - 07:00	1	15583	0.295	1	15583	0.417	1	15583	0.712
07:00 - 07:30	1	15583	0.237	1	15583	0.231	1	15583	0.468
07:30 - 08:00	1	15583	0.417	1	15583	0.154	1	15583	0.571
08:00 - 08:30	1	15583	0.443	1	15583	0.154	1	15583	0.597
08:30 - 09:00	1	15583	0.661	1	15583	0.244	1	15583	0.905
09:00 - 09:30	1	15583	0.359	1	15583	0.263	1	15583	0.622
09:30 - 10:00	1	15583	0.193	1	15583	0.103	1	15583	0.296
10:00 - 10:30	1	15583	0.160	1	15583	0.193	1	15583	0.353
10:30 - 11:00	1	15583	0.205	1	15583	0.148	1	15583	0.353
11:00 - 11:30	1	15583	0.173	1	15583	0.154	1	15583	0.327
11:30 - 12:00	1	15583	0.250	1	15583	0.263	1	15583	0.513
12:00 - 12:30	1	15583	0.180	1	15583	0.231	1	15583	0.411
12:30 - 13:00	1	15583	0.103	1	15583	0.148	1	15583	0.251
13:00 - 13:30	1	15583	0.148	1	15583	0.237	1	15583	0.385
13:30 - 14:00	1	15583	0.263	1	15583	0.237	1	15583	0.500
14:00 - 14:30	1	15583	0.180	1	15583	0.263	1	15583	0.443
14:30 - 15:00	1	15583	0.212	1	15583	0.193	1	15583	0.405
15:00 - 15:30	1	15583	0.167	1	15583	0.231	1	15583	0.398
15:30 - 16:00	1	15583	0.193	1	15583	0.237	1	15583	0.430
16:00 - 16:30	1	15583	0.205	1	15583	0.436	1	15583	0.641
16:30 - 17:00	1	15583	0.244	1	15583	0.372	1	15583	0.616
17:00 - 17:30	1	15583	0.289	1	15583	0.584	1	15583	0.873
17:30 - 18:00	1	15583	0.225	1	15583	0.443	1	15583	0.668
18:00 - 18:30	1	15583	0.237	1	15583	0.347	1	15583	0.584
18:30 - 19:00	1	15583	0.244	1	15583	0.289	1	15583	0.533
19:00 - 19:30	1	15583	0.225	1	15583	0.231	1	15583	0.456
19:30 - 20:00	1	15583	0.424	1	15583	0.212	1	15583	0.636
20:00 - 20:30	1	15583	0.212	1	15583	0.282	1	15583	0.494
20:30 - 21:00	1	15583	0.109	1	15583	0.135	1	15583	0.244
21:00 - 21:30	1	15583	0.071	1	15583	0.173	1	15583	0.244
21:30 - 22:00	1	15583	0.103	1	15583	0.148	1	15583	0.251
22:00 - 22:30	1	15583	0.128	1	15583	0.218	1	15583	0.346
22:30 - 23:00	1	15583	0.077	1	15583	0.064	1	15583	0.141
23:00 - 23:30	1	15583	0.032	1	15583	0.096	1	15583	0.128
23:30 - 24:00	1	15583	0.109	1	15583	0.116	1	15583	0.225
Total Rates:			9.358			9.345			18.703

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:	15583 - 15583 (units: sqm)
Survey date date range:	01/01/16 - 23/11/23
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
00:30 - 01:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:00 - 01:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:30 - 02:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
02:00 - 02:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
02:30 - 03:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
03:00 - 03:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
03:30 - 04:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
04:00 - 04:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
04:30 - 05:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
05:00 - 05:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
05:30 - 06:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
06:00 - 06:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
06:30 - 07:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
07:00 - 07:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
07:30 - 08:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
08:00 - 08:30	1	15583	0.006	1	15583	0.006	1	15583	0.012
08:30 - 09:00	1	15583	0.019	1	15583	0.019	1	15583	0.038
09:00 - 09:30	1	15583	0.013	1	15583	0.006	1	15583	0.019
09:30 - 10:00	1	15583	0.006	1	15583	0.006	1	15583	0.012
10:00 - 10:30	1	15583	0.006	1	15583	0.006	1	15583	0.012
10:30 - 11:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
11:00 - 11:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
11:30 - 12:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
12:00 - 12:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
12:30 - 13:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
13:00 - 13:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
13:30 - 14:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
14:00 - 14:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
14:30 - 15:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
15:00 - 15:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
15:30 - 16:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
16:00 - 16:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
16:30 - 17:00	1	15583	0.006	1	15583	0.006	1	15583	0.012
17:00 - 17:30	1	15583	0.006	1	15583	0.006	1	15583	0.012
17:30 - 18:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
18:00 - 18:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
18:30 - 19:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
19:00 - 19:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
19:30 - 20:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
20:00 - 20:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
20:30 - 21:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
21:00 - 21:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
21:30 - 22:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
22:00 - 22:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
22:30 - 23:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
23:00 - 23:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
23:30 - 24:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
Total Rates:			0.062			0.055			0.117

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.*

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MULTI-MODAL OGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	1	15583	0.013	1	15583	0.006	1	15583	0.019
00:30 - 01:00	1	15583	0.039	1	15583	0.006	1	15583	0.045
01:00 - 01:30	1	15583	0.019	1	15583	0.006	1	15583	0.025
01:30 - 02:00	1	15583	0.039	1	15583	0.026	1	15583	0.065
02:00 - 02:30	1	15583	0.013	1	15583	0.039	1	15583	0.052
02:30 - 03:00	1	15583	0.019	1	15583	0.026	1	15583	0.045
03:00 - 03:30	1	15583	0.019	1	15583	0.045	1	15583	0.064
03:30 - 04:00	1	15583	0.019	1	15583	0.019	1	15583	0.038
04:00 - 04:30	1	15583	0.026	1	15583	0.045	1	15583	0.071
04:30 - 05:00	1	15583	0.032	1	15583	0.039	1	15583	0.071
05:00 - 05:30	1	15583	0.045	1	15583	0.039	1	15583	0.084
05:30 - 06:00	1	15583	0.083	1	15583	0.058	1	15583	0.141
06:00 - 06:30	1	15583	0.045	1	15583	0.039	1	15583	0.084
06:30 - 07:00	1	15583	0.032	1	15583	0.103	1	15583	0.135
07:00 - 07:30	1	15583	0.045	1	15583	0.032	1	15583	0.077
07:30 - 08:00	1	15583	0.039	1	15583	0.039	1	15583	0.078
08:00 - 08:30	1	15583	0.032	1	15583	0.013	1	15583	0.045
08:30 - 09:00	1	15583	0.045	1	15583	0.026	1	15583	0.071
09:00 - 09:30	1	15583	0.071	1	15583	0.045	1	15583	0.116
09:30 - 10:00	1	15583	0.039	1	15583	0.032	1	15583	0.071
10:00 - 10:30	1	15583	0.026	1	15583	0.064	1	15583	0.090
10:30 - 11:00	1	15583	0.051	1	15583	0.051	1	15583	0.102
11:00 - 11:30	1	15583	0.045	1	15583	0.026	1	15583	0.071
11:30 - 12:00	1	15583	0.039	1	15583	0.039	1	15583	0.078
12:00 - 12:30	1	15583	0.058	1	15583	0.039	1	15583	0.097
12:30 - 13:00	1	15583	0.013	1	15583	0.019	1	15583	0.032
13:00 - 13:30	1	15583	0.026	1	15583	0.032	1	15583	0.058
13:30 - 14:00	1	15583	0.039	1	15583	0.013	1	15583	0.052
14:00 - 14:30	1	15583	0.026	1	15583	0.045	1	15583	0.071
14:30 - 15:00	1	15583	0.026	1	15583	0.019	1	15583	0.045
15:00 - 15:30	1	15583	0.026	1	15583	0.026	1	15583	0.052
15:30 - 16:00	1	15583	0.026	1	15583	0.039	1	15583	0.065
16:00 - 16:30	1	15583	0.039	1	15583	0.058	1	15583	0.097
16:30 - 17:00	1	15583	0.032	1	15583	0.039	1	15583	0.071
17:00 - 17:30	1	15583	0.026	1	15583	0.026	1	15583	0.052
17:30 - 18:00	1	15583	0.013	1	15583	0.039	1	15583	0.052
18:00 - 18:30	1	15583	0.013	1	15583	0.039	1	15583	0.052
18:30 - 19:00	1	15583	0.039	1	15583	0.039	1	15583	0.078
19:00 - 19:30	1	15583	0.039	1	15583	0.039	1	15583	0.078
19:30 - 20:00	1	15583	0.013	1	15583	0.051	1	15583	0.064
20:00 - 20:30	1	15583	0.045	1	15583	0.039	1	15583	0.084
20:30 - 21:00	1	15583	0.051	1	15583	0.039	1	15583	0.090
21:00 - 21:30	1	15583	0.026	1	15583	0.026	1	15583	0.052
21:30 - 22:00	1	15583	0.039	1	15583	0.045	1	15583	0.084
22:00 - 22:30	1	15583	0.096	1	15583	0.039	1	15583	0.135
22:30 - 23:00	1	15583	0.032	1	15583	0.013	1	15583	0.045
23:00 - 23:30	1	15583	0.026	1	15583	0.013	1	15583	0.039
23:30 - 24:00	1	15583	0.058	1	15583	0.026	1	15583	0.084
Total Rates:			1.702			1.665			3.367

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.

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MULTI-MODAL PSVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
00:30 - 01:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:00 - 01:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:30 - 02:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
02:00 - 02:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
02:30 - 03:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
03:00 - 03:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
03:30 - 04:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
04:00 - 04:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
04:30 - 05:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
05:00 - 05:30	1	15583	0.000	1	15583	0.006	1	15583	0.006
05:30 - 06:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
06:00 - 06:30	1	15583	0.006	1	15583	0.013	1	15583	0.019
06:30 - 07:00	1	15583	0.013	1	15583	0.006	1	15583	0.019
07:00 - 07:30	1	15583	0.000	1	15583	0.013	1	15583	0.013
07:30 - 08:00	1	15583	0.013	1	15583	0.006	1	15583	0.019
08:00 - 08:30	1	15583	0.006	1	15583	0.006	1	15583	0.012
08:30 - 09:00	1	15583	0.013	1	15583	0.006	1	15583	0.019
09:00 - 09:30	1	15583	0.006	1	15583	0.006	1	15583	0.012
09:30 - 10:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
10:00 - 10:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
10:30 - 11:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
11:00 - 11:30	1	15583	0.013	1	15583	0.006	1	15583	0.019
11:30 - 12:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
12:00 - 12:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
12:30 - 13:00	1	15583	0.000	1	15583	0.013	1	15583	0.013
13:00 - 13:30	1	15583	0.006	1	15583	0.000	1	15583	0.006
13:30 - 14:00	1	15583	0.006	1	15583	0.006	1	15583	0.012
14:00 - 14:30	1	15583	0.006	1	15583	0.006	1	15583	0.012
14:30 - 15:00	1	15583	0.013	1	15583	0.000	1	15583	0.013
15:00 - 15:30	1	15583	0.006	1	15583	0.006	1	15583	0.012
15:30 - 16:00	1	15583	0.006	1	15583	0.006	1	15583	0.012
16:00 - 16:30	1	15583	0.013	1	15583	0.006	1	15583	0.019
16:30 - 17:00	1	15583	0.006	1	15583	0.019	1	15583	0.025
17:00 - 17:30	1	15583	0.013	1	15583	0.013	1	15583	0.026
17:30 - 18:00	1	15583	0.013	1	15583	0.013	1	15583	0.026
18:00 - 18:30	1	15583	0.019	1	15583	0.019	1	15583	0.038
18:30 - 19:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
19:00 - 19:30	1	15583	0.006	1	15583	0.006	1	15583	0.012
19:30 - 20:00	1	15583	0.013	1	15583	0.000	1	15583	0.013
20:00 - 20:30	1	15583	0.006	1	15583	0.006	1	15583	0.012
20:30 - 21:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
21:00 - 21:30	1	15583	0.000	1	15583	0.006	1	15583	0.006
21:30 - 22:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
22:00 - 22:30	1	15583	0.013	1	15583	0.019	1	15583	0.032
22:30 - 23:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
23:00 - 23:30	1	15583	0.000	1	15583	0.013	1	15583	0.013
23:30 - 24:00	1	15583	0.032	1	15583	0.026	1	15583	0.058
Total Rates:			0.265			0.263			0.528

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.

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MULTI-MODAL CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
00:30 - 01:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:00 - 01:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:30 - 02:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
02:00 - 02:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
02:30 - 03:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
03:00 - 03:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
03:30 - 04:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
04:00 - 04:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
04:30 - 05:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
05:00 - 05:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
05:30 - 06:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
06:00 - 06:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
06:30 - 07:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
07:00 - 07:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
07:30 - 08:00	1	15583	0.013	1	15583	0.000	1	15583	0.013
08:00 - 08:30	1	15583	0.000	1	15583	0.006	1	15583	0.006
08:30 - 09:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
09:00 - 09:30	1	15583	0.013	1	15583	0.000	1	15583	0.013
09:30 - 10:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
10:00 - 10:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
10:30 - 11:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
11:00 - 11:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
11:30 - 12:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
12:00 - 12:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
12:30 - 13:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
13:00 - 13:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
13:30 - 14:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
14:00 - 14:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
14:30 - 15:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
15:00 - 15:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
15:30 - 16:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
16:00 - 16:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
16:30 - 17:00	1	15583	0.000	1	15583	0.019	1	15583	0.019
17:00 - 17:30	1	15583	0.000	1	15583	0.013	1	15583	0.013
17:30 - 18:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
18:00 - 18:30	1	15583	0.006	1	15583	0.000	1	15583	0.006
18:30 - 19:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
19:00 - 19:30	1	15583	0.006	1	15583	0.000	1	15583	0.006
19:30 - 20:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
20:00 - 20:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
20:30 - 21:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
21:00 - 21:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
21:30 - 22:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
22:00 - 22:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
22:30 - 23:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
23:00 - 23:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
23:30 - 24:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
Total Rates:			0.056			0.050			0.106

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	1	15583	0.019	1	15583	0.071	1	15583	0.090
00:30 - 01:00	1	15583	0.058	1	15583	0.026	1	15583	0.084
01:00 - 01:30	1	15583	0.051	1	15583	0.051	1	15583	0.102
01:30 - 02:00	1	15583	0.109	1	15583	0.032	1	15583	0.141
02:00 - 02:30	1	15583	0.058	1	15583	0.090	1	15583	0.148
02:30 - 03:00	1	15583	0.128	1	15583	0.058	1	15583	0.186
03:00 - 03:30	1	15583	0.077	1	15583	0.109	1	15583	0.186
03:30 - 04:00	1	15583	0.141	1	15583	0.058	1	15583	0.199
04:00 - 04:30	1	15583	0.058	1	15583	0.122	1	15583	0.180
04:30 - 05:00	1	15583	0.167	1	15583	0.096	1	15583	0.263
05:00 - 05:30	1	15583	0.193	1	15583	0.071	1	15583	0.264
05:30 - 06:00	1	15583	0.340	1	15583	0.109	1	15583	0.449
06:00 - 06:30	1	15583	0.180	1	15583	0.186	1	15583	0.366
06:30 - 07:00	1	15583	0.244	1	15583	0.391	1	15583	0.635
07:00 - 07:30	1	15583	0.244	1	15583	0.289	1	15583	0.533
07:30 - 08:00	1	15583	0.404	1	15583	0.148	1	15583	0.552
08:00 - 08:30	1	15583	0.468	1	15583	0.135	1	15583	0.603
08:30 - 09:00	1	15583	0.642	1	15583	0.212	1	15583	0.854
09:00 - 09:30	1	15583	0.372	1	15583	0.276	1	15583	0.648
09:30 - 10:00	1	15583	0.193	1	15583	0.096	1	15583	0.289
10:00 - 10:30	1	15583	0.173	1	15583	0.193	1	15583	0.366
10:30 - 11:00	1	15583	0.218	1	15583	0.148	1	15583	0.366
11:00 - 11:30	1	15583	0.167	1	15583	0.154	1	15583	0.321
11:30 - 12:00	1	15583	0.276	1	15583	0.289	1	15583	0.565
12:00 - 12:30	1	15583	0.186	1	15583	0.231	1	15583	0.417
12:30 - 13:00	1	15583	0.109	1	15583	0.141	1	15583	0.250
13:00 - 13:30	1	15583	0.141	1	15583	0.257	1	15583	0.398
13:30 - 14:00	1	15583	0.276	1	15583	0.257	1	15583	0.533
14:00 - 14:30	1	15583	0.205	1	15583	0.270	1	15583	0.475
14:30 - 15:00	1	15583	0.212	1	15583	0.218	1	15583	0.430
15:00 - 15:30	1	15583	0.160	1	15583	0.231	1	15583	0.391
15:30 - 16:00	1	15583	0.199	1	15583	0.295	1	15583	0.494
16:00 - 16:30	1	15583	0.199	1	15583	0.520	1	15583	0.719
16:30 - 17:00	1	15583	0.244	1	15583	0.366	1	15583	0.610
17:00 - 17:30	1	15583	0.276	1	15583	0.590	1	15583	0.866
17:30 - 18:00	1	15583	0.225	1	15583	0.475	1	15583	0.700
18:00 - 18:30	1	15583	0.225	1	15583	0.347	1	15583	0.572
18:30 - 19:00	1	15583	0.257	1	15583	0.302	1	15583	0.559
19:00 - 19:30	1	15583	0.218	1	15583	0.244	1	15583	0.462
19:30 - 20:00	1	15583	0.449	1	15583	0.212	1	15583	0.661
20:00 - 20:30	1	15583	0.205	1	15583	0.302	1	15583	0.507
20:30 - 21:00	1	15583	0.116	1	15583	0.135	1	15583	0.251
21:00 - 21:30	1	15583	0.077	1	15583	0.167	1	15583	0.244
21:30 - 22:00	1	15583	0.116	1	15583	0.199	1	15583	0.315
22:00 - 22:30	1	15583	0.122	1	15583	0.237	1	15583	0.359
22:30 - 23:00	1	15583	0.071	1	15583	0.064	1	15583	0.135
23:00 - 23:30	1	15583	0.032	1	15583	0.083	1	15583	0.115
23:30 - 24:00	1	15583	0.077	1	15583	0.090	1	15583	0.167
Total Rates:			9.377			9.643			19.020

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.*

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MULTI-MODAL PEDESTRIANS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	1	15583	0.000	1	15583	0.006	1	15583	0.006
00:30 - 01:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:00 - 01:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:30 - 02:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
02:00 - 02:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
02:30 - 03:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
03:00 - 03:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
03:30 - 04:00	1	15583	0.006	1	15583	0.006	1	15583	0.012
04:00 - 04:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
04:30 - 05:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
05:00 - 05:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
05:30 - 06:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
06:00 - 06:30	1	15583	0.006	1	15583	0.000	1	15583	0.006
06:30 - 07:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
07:00 - 07:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
07:30 - 08:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
08:00 - 08:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
08:30 - 09:00	1	15583	0.032	1	15583	0.000	1	15583	0.032
09:00 - 09:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
09:30 - 10:00	1	15583	0.013	1	15583	0.000	1	15583	0.013
10:00 - 10:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
10:30 - 11:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
11:00 - 11:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
11:30 - 12:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
12:00 - 12:30	1	15583	0.000	1	15583	0.019	1	15583	0.019
12:30 - 13:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
13:00 - 13:30	1	15583	0.019	1	15583	0.032	1	15583	0.051
13:30 - 14:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
14:00 - 14:30	1	15583	0.013	1	15583	0.000	1	15583	0.013
14:30 - 15:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
15:00 - 15:30	1	15583	0.000	1	15583	0.006	1	15583	0.006
15:30 - 16:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
16:00 - 16:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
16:30 - 17:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
17:00 - 17:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
17:30 - 18:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
18:00 - 18:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
18:30 - 19:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
19:00 - 19:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
19:30 - 20:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
20:00 - 20:30	1	15583	0.000	1	15583	0.006	1	15583	0.006
20:30 - 21:00	1	15583	0.000	1	15583	0.013	1	15583	0.013
21:00 - 21:30	1	15583	0.000	1	15583	0.006	1	15583	0.006
21:30 - 22:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
22:00 - 22:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
22:30 - 23:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
23:00 - 23:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
23:30 - 24:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
Total Rates:			0.107			0.112			0.219

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.

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MULTI-MODAL BUS/TRAM PASSENGERS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
00:30 - 01:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:00 - 01:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:30 - 02:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
02:00 - 02:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
02:30 - 03:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
03:00 - 03:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
03:30 - 04:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
04:00 - 04:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
04:30 - 05:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
05:00 - 05:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
05:30 - 06:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
06:00 - 06:30	1	15583	0.000	1	15583	0.006	1	15583	0.006
06:30 - 07:00	1	15583	0.160	1	15583	0.000	1	15583	0.160
07:00 - 07:30	1	15583	0.000	1	15583	0.167	1	15583	0.167
07:30 - 08:00	1	15583	0.026	1	15583	0.000	1	15583	0.026
08:00 - 08:30	1	15583	0.032	1	15583	0.000	1	15583	0.032
08:30 - 09:00	1	15583	0.039	1	15583	0.000	1	15583	0.039
09:00 - 09:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
09:30 - 10:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
10:00 - 10:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
10:30 - 11:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
11:00 - 11:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
11:30 - 12:00	1	15583	0.026	1	15583	0.000	1	15583	0.026
12:00 - 12:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
12:30 - 13:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
13:00 - 13:30	1	15583	0.019	1	15583	0.000	1	15583	0.019
13:30 - 14:00	1	15583	0.019	1	15583	0.000	1	15583	0.019
14:00 - 14:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
14:30 - 15:00	1	15583	0.013	1	15583	0.000	1	15583	0.013
15:00 - 15:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
15:30 - 16:00	1	15583	0.141	1	15583	0.039	1	15583	0.180
16:00 - 16:30	1	15583	0.000	1	15583	0.006	1	15583	0.006
16:30 - 17:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
17:00 - 17:30	1	15583	0.000	1	15583	0.039	1	15583	0.039
17:30 - 18:00	1	15583	0.000	1	15583	0.051	1	15583	0.051
18:00 - 18:30	1	15583	0.006	1	15583	0.000	1	15583	0.006
18:30 - 19:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
19:00 - 19:30	1	15583	0.039	1	15583	0.000	1	15583	0.039
19:30 - 20:00	1	15583	0.064	1	15583	0.000	1	15583	0.064
20:00 - 20:30	1	15583	0.006	1	15583	0.006	1	15583	0.012
20:30 - 21:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
21:00 - 21:30	1	15583	0.000	1	15583	0.013	1	15583	0.013
21:30 - 22:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
22:00 - 22:30	1	15583	0.000	1	15583	0.199	1	15583	0.199
22:30 - 23:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
23:00 - 23:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
23:30 - 24:00	1	15583	0.000	1	15583	0.019	1	15583	0.019
Total Rates:			0.590			0.551			1.141

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.

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MULTI-MODAL TOTAL RAIL PASSENGERS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
00:30 - 01:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:00 - 01:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:30 - 02:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
02:00 - 02:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
02:30 - 03:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
03:00 - 03:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
03:30 - 04:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
04:00 - 04:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
04:30 - 05:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
05:00 - 05:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
05:30 - 06:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
06:00 - 06:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
06:30 - 07:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
07:00 - 07:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
07:30 - 08:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
08:00 - 08:30	1	15583	0.026	1	15583	0.000	1	15583	0.026
08:30 - 09:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
09:00 - 09:30	1	15583	0.006	1	15583	0.000	1	15583	0.006
09:30 - 10:00	1	15583	0.026	1	15583	0.000	1	15583	0.026
10:00 - 10:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
10:30 - 11:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
11:00 - 11:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
11:30 - 12:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
12:00 - 12:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
12:30 - 13:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
13:00 - 13:30	1	15583	0.019	1	15583	0.000	1	15583	0.019
13:30 - 14:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
14:00 - 14:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
14:30 - 15:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
15:00 - 15:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
15:30 - 16:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
16:00 - 16:30	1	15583	0.000	1	15583	0.006	1	15583	0.006
16:30 - 17:00	1	15583	0.000	1	15583	0.019	1	15583	0.019
17:00 - 17:30	1	15583	0.000	1	15583	0.006	1	15583	0.006
17:30 - 18:00	1	15583	0.006	1	15583	0.019	1	15583	0.025
18:00 - 18:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
18:30 - 19:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
19:00 - 19:30	1	15583	0.013	1	15583	0.000	1	15583	0.013
19:30 - 20:00	1	15583	0.019	1	15583	0.000	1	15583	0.019
20:00 - 20:30	1	15583	0.000	1	15583	0.006	1	15583	0.006
20:30 - 21:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
21:00 - 21:30	1	15583	0.000	1	15583	0.006	1	15583	0.006
21:30 - 22:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
22:00 - 22:30	1	15583	0.000	1	15583	0.013	1	15583	0.013
22:30 - 23:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
23:00 - 23:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
23:30 - 24:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
Total Rates:			0.133			0.081			0.214

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.

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MULTI-MODAL COACH PASSENGERS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
00:30 - 01:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:00 - 01:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:30 - 02:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
02:00 - 02:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
02:30 - 03:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
03:00 - 03:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
03:30 - 04:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
04:00 - 04:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
04:30 - 05:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
05:00 - 05:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
05:30 - 06:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
06:00 - 06:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
06:30 - 07:00	1	15583	0.013	1	15583	0.000	1	15583	0.013
07:00 - 07:30	1	15583	0.000	1	15583	0.064	1	15583	0.064
07:30 - 08:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
08:00 - 08:30	1	15583	0.006	1	15583	0.000	1	15583	0.006
08:30 - 09:00	1	15583	0.039	1	15583	0.000	1	15583	0.039
09:00 - 09:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
09:30 - 10:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
10:00 - 10:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
10:30 - 11:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
11:00 - 11:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
11:30 - 12:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
12:00 - 12:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
12:30 - 13:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
13:00 - 13:30	1	15583	0.006	1	15583	0.000	1	15583	0.006
13:30 - 14:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
14:00 - 14:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
14:30 - 15:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
15:00 - 15:30	1	15583	0.000	1	15583	0.006	1	15583	0.006
15:30 - 16:00	1	15583	0.013	1	15583	0.013	1	15583	0.026
16:00 - 16:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
16:30 - 17:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
17:00 - 17:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
17:30 - 18:00	1	15583	0.000	1	15583	0.019	1	15583	0.019
18:00 - 18:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
18:30 - 19:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
19:00 - 19:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
19:30 - 20:00	1	15583	0.058	1	15583	0.000	1	15583	0.058
20:00 - 20:30	1	15583	0.000	1	15583	0.026	1	15583	0.026
20:30 - 21:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
21:00 - 21:30	1	15583	0.000	1	15583	0.026	1	15583	0.026
21:30 - 22:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
22:00 - 22:30	1	15583	0.000	1	15583	0.006	1	15583	0.006
22:30 - 23:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
23:00 - 23:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
23:30 - 24:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
Total Rates:			0.153			0.172			0.325

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.

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
00:30 - 01:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:00 - 01:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:30 - 02:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
02:00 - 02:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
02:30 - 03:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
03:00 - 03:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
03:30 - 04:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
04:00 - 04:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
04:30 - 05:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
05:00 - 05:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
05:30 - 06:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
06:00 - 06:30	1	15583	0.000	1	15583	0.006	1	15583	0.006
06:30 - 07:00	1	15583	0.173	1	15583	0.000	1	15583	0.173
07:00 - 07:30	1	15583	0.000	1	15583	0.231	1	15583	0.231
07:30 - 08:00	1	15583	0.039	1	15583	0.000	1	15583	0.039
08:00 - 08:30	1	15583	0.064	1	15583	0.000	1	15583	0.064
08:30 - 09:00	1	15583	0.083	1	15583	0.000	1	15583	0.083
09:00 - 09:30	1	15583	0.006	1	15583	0.000	1	15583	0.006
09:30 - 10:00	1	15583	0.026	1	15583	0.000	1	15583	0.026
10:00 - 10:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
10:30 - 11:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
11:00 - 11:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
11:30 - 12:00	1	15583	0.032	1	15583	0.000	1	15583	0.032
12:00 - 12:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
12:30 - 13:00	1	15583	0.000	1	15583	0.013	1	15583	0.013
13:00 - 13:30	1	15583	0.045	1	15583	0.000	1	15583	0.045
13:30 - 14:00	1	15583	0.019	1	15583	0.000	1	15583	0.019
14:00 - 14:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
14:30 - 15:00	1	15583	0.019	1	15583	0.000	1	15583	0.019
15:00 - 15:30	1	15583	0.000	1	15583	0.006	1	15583	0.006
15:30 - 16:00	1	15583	0.154	1	15583	0.051	1	15583	0.205
16:00 - 16:30	1	15583	0.000	1	15583	0.013	1	15583	0.013
16:30 - 17:00	1	15583	0.000	1	15583	0.026	1	15583	0.026
17:00 - 17:30	1	15583	0.000	1	15583	0.045	1	15583	0.045
17:30 - 18:00	1	15583	0.006	1	15583	0.090	1	15583	0.096
18:00 - 18:30	1	15583	0.006	1	15583	0.000	1	15583	0.006
18:30 - 19:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
19:00 - 19:30	1	15583	0.051	1	15583	0.000	1	15583	0.051
19:30 - 20:00	1	15583	0.141	1	15583	0.000	1	15583	0.141
20:00 - 20:30	1	15583	0.006	1	15583	0.039	1	15583	0.045
20:30 - 21:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
21:00 - 21:30	1	15583	0.000	1	15583	0.045	1	15583	0.045
21:30 - 22:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
22:00 - 22:30	1	15583	0.000	1	15583	0.218	1	15583	0.218
22:30 - 23:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
23:00 - 23:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
23:30 - 24:00	1	15583	0.000	1	15583	0.026	1	15583	0.026
Total Rates:			0.876			0.809			1.685

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.

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.12

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	1	15583	0.019	1	15583	0.077	1	15583	0.096
00:30 - 01:00	1	15583	0.058	1	15583	0.026	1	15583	0.084
01:00 - 01:30	1	15583	0.051	1	15583	0.051	1	15583	0.102
01:30 - 02:00	1	15583	0.109	1	15583	0.032	1	15583	0.141
02:00 - 02:30	1	15583	0.058	1	15583	0.090	1	15583	0.148
02:30 - 03:00	1	15583	0.128	1	15583	0.058	1	15583	0.186
03:00 - 03:30	1	15583	0.077	1	15583	0.109	1	15583	0.186
03:30 - 04:00	1	15583	0.148	1	15583	0.064	1	15583	0.212
04:00 - 04:30	1	15583	0.058	1	15583	0.122	1	15583	0.180
04:30 - 05:00	1	15583	0.167	1	15583	0.096	1	15583	0.263
05:00 - 05:30	1	15583	0.193	1	15583	0.071	1	15583	0.264
05:30 - 06:00	1	15583	0.347	1	15583	0.109	1	15583	0.456
06:00 - 06:30	1	15583	0.186	1	15583	0.193	1	15583	0.379
06:30 - 07:00	1	15583	0.417	1	15583	0.398	1	15583	0.815
07:00 - 07:30	1	15583	0.244	1	15583	0.520	1	15583	0.764
07:30 - 08:00	1	15583	0.456	1	15583	0.148	1	15583	0.604
08:00 - 08:30	1	15583	0.533	1	15583	0.141	1	15583	0.674
08:30 - 09:00	1	15583	0.757	1	15583	0.212	1	15583	0.969
09:00 - 09:30	1	15583	0.391	1	15583	0.276	1	15583	0.667
09:30 - 10:00	1	15583	0.231	1	15583	0.096	1	15583	0.327
10:00 - 10:30	1	15583	0.173	1	15583	0.193	1	15583	0.366
10:30 - 11:00	1	15583	0.218	1	15583	0.148	1	15583	0.366
11:00 - 11:30	1	15583	0.167	1	15583	0.154	1	15583	0.321
11:30 - 12:00	1	15583	0.308	1	15583	0.289	1	15583	0.597
12:00 - 12:30	1	15583	0.186	1	15583	0.250	1	15583	0.436
12:30 - 13:00	1	15583	0.116	1	15583	0.154	1	15583	0.270
13:00 - 13:30	1	15583	0.205	1	15583	0.289	1	15583	0.494
13:30 - 14:00	1	15583	0.295	1	15583	0.263	1	15583	0.558
14:00 - 14:30	1	15583	0.218	1	15583	0.270	1	15583	0.488
14:30 - 15:00	1	15583	0.244	1	15583	0.218	1	15583	0.462
15:00 - 15:30	1	15583	0.160	1	15583	0.244	1	15583	0.404
15:30 - 16:00	1	15583	0.353	1	15583	0.353	1	15583	0.706
16:00 - 16:30	1	15583	0.199	1	15583	0.533	1	15583	0.732
16:30 - 17:00	1	15583	0.244	1	15583	0.411	1	15583	0.655
17:00 - 17:30	1	15583	0.276	1	15583	0.648	1	15583	0.924
17:30 - 18:00	1	15583	0.237	1	15583	0.571	1	15583	0.808
18:00 - 18:30	1	15583	0.237	1	15583	0.347	1	15583	0.584
18:30 - 19:00	1	15583	0.257	1	15583	0.302	1	15583	0.559
19:00 - 19:30	1	15583	0.276	1	15583	0.244	1	15583	0.520
19:30 - 20:00	1	15583	0.597	1	15583	0.212	1	15583	0.809
20:00 - 20:30	1	15583	0.212	1	15583	0.347	1	15583	0.559
20:30 - 21:00	1	15583	0.116	1	15583	0.148	1	15583	0.264
21:00 - 21:30	1	15583	0.077	1	15583	0.218	1	15583	0.295
21:30 - 22:00	1	15583	0.122	1	15583	0.199	1	15583	0.321
22:00 - 22:30	1	15583	0.122	1	15583	0.456	1	15583	0.578
22:30 - 23:00	1	15583	0.071	1	15583	0.064	1	15583	0.135
23:00 - 23:30	1	15583	0.032	1	15583	0.083	1	15583	0.115
23:30 - 24:00	1	15583	0.077	1	15583	0.122	1	15583	0.199
Total Rates:			10.423			10.619			21.042

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.

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MULTI-MODAL CARS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	1	15583	0.006	1	15583	0.045	1	15583	0.051
00:30 - 01:00	1	15583	0.006	1	15583	0.019	1	15583	0.025
01:00 - 01:30	1	15583	0.032	1	15583	0.045	1	15583	0.077
01:30 - 02:00	1	15583	0.058	1	15583	0.006	1	15583	0.064
02:00 - 02:30	1	15583	0.032	1	15583	0.039	1	15583	0.071
02:30 - 03:00	1	15583	0.083	1	15583	0.032	1	15583	0.115
03:00 - 03:30	1	15583	0.013	1	15583	0.019	1	15583	0.032
03:30 - 04:00	1	15583	0.077	1	15583	0.026	1	15583	0.103
04:00 - 04:30	1	15583	0.026	1	15583	0.026	1	15583	0.052
04:30 - 05:00	1	15583	0.109	1	15583	0.045	1	15583	0.154
05:00 - 05:30	1	15583	0.083	1	15583	0.019	1	15583	0.102
05:30 - 06:00	1	15583	0.167	1	15583	0.039	1	15583	0.206
06:00 - 06:30	1	15583	0.058	1	15583	0.051	1	15583	0.109
06:30 - 07:00	1	15583	0.173	1	15583	0.148	1	15583	0.321
07:00 - 07:30	1	15583	0.135	1	15583	0.096	1	15583	0.231
07:30 - 08:00	1	15583	0.276	1	15583	0.006	1	15583	0.282
08:00 - 08:30	1	15583	0.334	1	15583	0.051	1	15583	0.385
08:30 - 09:00	1	15583	0.545	1	15583	0.039	1	15583	0.584
09:00 - 09:30	1	15583	0.218	1	15583	0.077	1	15583	0.295
09:30 - 10:00	1	15583	0.122	1	15583	0.013	1	15583	0.135
10:00 - 10:30	1	15583	0.077	1	15583	0.071	1	15583	0.148
10:30 - 11:00	1	15583	0.109	1	15583	0.039	1	15583	0.148
11:00 - 11:30	1	15583	0.058	1	15583	0.090	1	15583	0.148
11:30 - 12:00	1	15583	0.154	1	15583	0.135	1	15583	0.289
12:00 - 12:30	1	15583	0.077	1	15583	0.077	1	15583	0.154
12:30 - 13:00	1	15583	0.039	1	15583	0.071	1	15583	0.110
13:00 - 13:30	1	15583	0.077	1	15583	0.135	1	15583	0.212
13:30 - 14:00	1	15583	0.180	1	15583	0.193	1	15583	0.373
14:00 - 14:30	1	15583	0.077	1	15583	0.122	1	15583	0.199
14:30 - 15:00	1	15583	0.128	1	15583	0.135	1	15583	0.263
15:00 - 15:30	1	15583	0.103	1	15583	0.135	1	15583	0.238
15:30 - 16:00	1	15583	0.116	1	15583	0.148	1	15583	0.264
16:00 - 16:30	1	15583	0.051	1	15583	0.327	1	15583	0.378
16:30 - 17:00	1	15583	0.032	1	15583	0.205	1	15583	0.237
17:00 - 17:30	1	15583	0.077	1	15583	0.436	1	15583	0.513
17:30 - 18:00	1	15583	0.071	1	15583	0.334	1	15583	0.405
18:00 - 18:30	1	15583	0.083	1	15583	0.237	1	15583	0.320
18:30 - 19:00	1	15583	0.109	1	15583	0.173	1	15583	0.282
19:00 - 19:30	1	15583	0.122	1	15583	0.128	1	15583	0.250
19:30 - 20:00	1	15583	0.282	1	15583	0.077	1	15583	0.359
20:00 - 20:30	1	15583	0.083	1	15583	0.135	1	15583	0.218
20:30 - 21:00	1	15583	0.006	1	15583	0.045	1	15583	0.051
21:00 - 21:30	1	15583	0.013	1	15583	0.077	1	15583	0.090
21:30 - 22:00	1	15583	0.045	1	15583	0.090	1	15583	0.135
22:00 - 22:30	1	15583	0.019	1	15583	0.141	1	15583	0.160
22:30 - 23:00	1	15583	0.019	1	15583	0.051	1	15583	0.070
23:00 - 23:30	1	15583	0.006	1	15583	0.071	1	15583	0.077
23:30 - 24:00	1	15583	0.013	1	15583	0.051	1	15583	0.064
Total Rates:			4.779			4.770			9.549

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.

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MULTI-MODAL LGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
00:30 - 01:00	1	15583	0.013	1	15583	0.000	1	15583	0.013
01:00 - 01:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:30 - 02:00	1	15583	0.013	1	15583	0.000	1	15583	0.013
02:00 - 02:30	1	15583	0.013	1	15583	0.013	1	15583	0.026
02:30 - 03:00	1	15583	0.026	1	15583	0.000	1	15583	0.026
03:00 - 03:30	1	15583	0.045	1	15583	0.039	1	15583	0.084
03:30 - 04:00	1	15583	0.039	1	15583	0.013	1	15583	0.052
04:00 - 04:30	1	15583	0.000	1	15583	0.051	1	15583	0.051
04:30 - 05:00	1	15583	0.019	1	15583	0.013	1	15583	0.032
05:00 - 05:30	1	15583	0.064	1	15583	0.013	1	15583	0.077
05:30 - 06:00	1	15583	0.077	1	15583	0.013	1	15583	0.090
06:00 - 06:30	1	15583	0.058	1	15583	0.096	1	15583	0.154
06:30 - 07:00	1	15583	0.064	1	15583	0.148	1	15583	0.212
07:00 - 07:30	1	15583	0.058	1	15583	0.090	1	15583	0.148
07:30 - 08:00	1	15583	0.090	1	15583	0.103	1	15583	0.193
08:00 - 08:30	1	15583	0.051	1	15583	0.077	1	15583	0.128
08:30 - 09:00	1	15583	0.039	1	15583	0.154	1	15583	0.193
09:00 - 09:30	1	15583	0.051	1	15583	0.128	1	15583	0.179
09:30 - 10:00	1	15583	0.019	1	15583	0.051	1	15583	0.070
10:00 - 10:30	1	15583	0.051	1	15583	0.051	1	15583	0.102
10:30 - 11:00	1	15583	0.045	1	15583	0.051	1	15583	0.096
11:00 - 11:30	1	15583	0.058	1	15583	0.032	1	15583	0.090
11:30 - 12:00	1	15583	0.058	1	15583	0.090	1	15583	0.148
12:00 - 12:30	1	15583	0.045	1	15583	0.116	1	15583	0.161
12:30 - 13:00	1	15583	0.051	1	15583	0.039	1	15583	0.090
13:00 - 13:30	1	15583	0.039	1	15583	0.064	1	15583	0.103
13:30 - 14:00	1	15583	0.039	1	15583	0.026	1	15583	0.065
14:00 - 14:30	1	15583	0.071	1	15583	0.083	1	15583	0.154
14:30 - 15:00	1	15583	0.045	1	15583	0.039	1	15583	0.084
15:00 - 15:30	1	15583	0.032	1	15583	0.064	1	15583	0.096
15:30 - 16:00	1	15583	0.045	1	15583	0.039	1	15583	0.084
16:00 - 16:30	1	15583	0.103	1	15583	0.039	1	15583	0.142
16:30 - 17:00	1	15583	0.167	1	15583	0.103	1	15583	0.270
17:00 - 17:30	1	15583	0.167	1	15583	0.090	1	15583	0.257
17:30 - 18:00	1	15583	0.128	1	15583	0.051	1	15583	0.179
18:00 - 18:30	1	15583	0.116	1	15583	0.051	1	15583	0.167
18:30 - 19:00	1	15583	0.090	1	15583	0.064	1	15583	0.154
19:00 - 19:30	1	15583	0.058	1	15583	0.058	1	15583	0.116
19:30 - 20:00	1	15583	0.116	1	15583	0.083	1	15583	0.199
20:00 - 20:30	1	15583	0.077	1	15583	0.103	1	15583	0.180
20:30 - 21:00	1	15583	0.051	1	15583	0.051	1	15583	0.102
21:00 - 21:30	1	15583	0.032	1	15583	0.064	1	15583	0.096
21:30 - 22:00	1	15583	0.013	1	15583	0.013	1	15583	0.026
22:00 - 22:30	1	15583	0.000	1	15583	0.019	1	15583	0.019
22:30 - 23:00	1	15583	0.019	1	15583	0.000	1	15583	0.019
23:00 - 23:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
23:30 - 24:00	1	15583	0.006	1	15583	0.013	1	15583	0.019
Total Rates:			2.461			2.498			4.959

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.

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MULTI-MODAL MOTOR CYCLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
00:30 - 01:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:00 - 01:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
01:30 - 02:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
02:00 - 02:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
02:30 - 03:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
03:00 - 03:30	1	15583	0.000	1	15583	0.006	1	15583	0.006
03:30 - 04:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
04:00 - 04:30	1	15583	0.006	1	15583	0.000	1	15583	0.006
04:30 - 05:00	1	15583	0.006	1	15583	0.000	1	15583	0.006
05:00 - 05:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
05:30 - 06:00	1	15583	0.013	1	15583	0.000	1	15583	0.013
06:00 - 06:30	1	15583	0.019	1	15583	0.000	1	15583	0.019
06:30 - 07:00	1	15583	0.013	1	15583	0.013	1	15583	0.026
07:00 - 07:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
07:30 - 08:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
08:00 - 08:30	1	15583	0.013	1	15583	0.000	1	15583	0.013
08:30 - 09:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
09:00 - 09:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
09:30 - 10:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
10:00 - 10:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
10:30 - 11:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
11:00 - 11:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
11:30 - 12:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
12:00 - 12:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
12:30 - 13:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
13:00 - 13:30	1	15583	0.000	1	15583	0.006	1	15583	0.006
13:30 - 14:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
14:00 - 14:30	1	15583	0.000	1	15583	0.006	1	15583	0.006
14:30 - 15:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
15:00 - 15:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
15:30 - 16:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
16:00 - 16:30	1	15583	0.000	1	15583	0.006	1	15583	0.006
16:30 - 17:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
17:00 - 17:30	1	15583	0.000	1	15583	0.013	1	15583	0.013
17:30 - 18:00	1	15583	0.000	1	15583	0.006	1	15583	0.006
18:00 - 18:30	1	15583	0.006	1	15583	0.000	1	15583	0.006
18:30 - 19:00	1	15583	0.006	1	15583	0.006	1	15583	0.012
19:00 - 19:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
19:30 - 20:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
20:00 - 20:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
20:30 - 21:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
21:00 - 21:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
21:30 - 22:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
22:00 - 22:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
22:30 - 23:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
23:00 - 23:30	1	15583	0.000	1	15583	0.000	1	15583	0.000
23:30 - 24:00	1	15583	0.000	1	15583	0.000	1	15583	0.000
Total Rates:			0.088			0.074			0.162

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MULTI-MODAL Servicing Vehicles

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	1	15583	0.013	1	15583	0.006	1	15583	0.019
00:30 - 01:00	1	15583	0.051	1	15583	0.006	1	15583	0.057
01:00 - 01:30	1	15583	0.019	1	15583	0.006	1	15583	0.025
01:30 - 02:00	1	15583	0.051	1	15583	0.026	1	15583	0.077
02:00 - 02:30	1	15583	0.026	1	15583	0.051	1	15583	0.077
02:30 - 03:00	1	15583	0.045	1	15583	0.026	1	15583	0.071
03:00 - 03:30	1	15583	0.064	1	15583	0.083	1	15583	0.147
03:30 - 04:00	1	15583	0.058	1	15583	0.032	1	15583	0.090
04:00 - 04:30	1	15583	0.026	1	15583	0.096	1	15583	0.122
04:30 - 05:00	1	15583	0.051	1	15583	0.051	1	15583	0.102
05:00 - 05:30	1	15583	0.109	1	15583	0.051	1	15583	0.160
05:30 - 06:00	1	15583	0.160	1	15583	0.071	1	15583	0.231
06:00 - 06:30	1	15583	0.103	1	15583	0.135	1	15583	0.238
06:30 - 07:00	1	15583	0.045	1	15583	0.199	1	15583	0.244
07:00 - 07:30	1	15583	0.103	1	15583	0.122	1	15583	0.225
07:30 - 08:00	1	15583	0.128	1	15583	0.141	1	15583	0.269
08:00 - 08:30	1	15583	0.083	1	15583	0.090	1	15583	0.173
08:30 - 09:00	1	15583	0.083	1	15583	0.180	1	15583	0.263
09:00 - 09:30	1	15583	0.122	1	15583	0.173	1	15583	0.295
09:30 - 10:00	1	15583	0.058	1	15583	0.083	1	15583	0.141
10:00 - 10:30	1	15583	0.077	1	15583	0.116	1	15583	0.193
10:30 - 11:00	1	15583	0.096	1	15583	0.103	1	15583	0.199
11:00 - 11:30	1	15583	0.103	1	15583	0.058	1	15583	0.161
11:30 - 12:00	1	15583	0.096	1	15583	0.128	1	15583	0.224
12:00 - 12:30	1	15583	0.103	1	15583	0.154	1	15583	0.257
12:30 - 13:00	1	15583	0.064	1	15583	0.058	1	15583	0.122
13:00 - 13:30	1	15583	0.064	1	15583	0.096	1	15583	0.160
13:30 - 14:00	1	15583	0.077	1	15583	0.039	1	15583	0.116
14:00 - 14:30	1	15583	0.096	1	15583	0.128	1	15583	0.224
14:30 - 15:00	1	15583	0.071	1	15583	0.058	1	15583	0.129
15:00 - 15:30	1	15583	0.058	1	15583	0.090	1	15583	0.148
15:30 - 16:00	1	15583	0.071	1	15583	0.077	1	15583	0.148
16:00 - 16:30	1	15583	0.141	1	15583	0.096	1	15583	0.237
16:30 - 17:00	1	15583	0.199	1	15583	0.141	1	15583	0.340
17:00 - 17:30	1	15583	0.193	1	15583	0.116	1	15583	0.309
17:30 - 18:00	1	15583	0.141	1	15583	0.090	1	15583	0.231
18:00 - 18:30	1	15583	0.128	1	15583	0.090	1	15583	0.218
18:30 - 19:00	1	15583	0.128	1	15583	0.103	1	15583	0.231
19:00 - 19:30	1	15583	0.096	1	15583	0.096	1	15583	0.192
19:30 - 20:00	1	15583	0.128	1	15583	0.135	1	15583	0.263
20:00 - 20:30	1	15583	0.122	1	15583	0.141	1	15583	0.263
20:30 - 21:00	1	15583	0.103	1	15583	0.090	1	15583	0.193
21:00 - 21:30	1	15583	0.058	1	15583	0.090	1	15583	0.148
21:30 - 22:00	1	15583	0.051	1	15583	0.058	1	15583	0.109
22:00 - 22:30	1	15583	0.096	1	15583	0.058	1	15583	0.154
22:30 - 23:00	1	15583	0.051	1	15583	0.013	1	15583	0.064
23:00 - 23:30	1	15583	0.026	1	15583	0.013	1	15583	0.039
23:30 - 24:00	1	15583	0.064	1	15583	0.039	1	15583	0.103
Total Rates:			4.099			4.102			8.201

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

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

Calculation Reference: AUDIT-231601-240530-0549

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	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: 6560 to 80100 (units: sqm)
Range Selected by User: 5000 to 100000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 22/11/21

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

Selected survey days:
Tuesday 1 days
Friday 1 days

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

Selected survey types:
Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 1
Edge of Town 1

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

Selected Location Sub Categories:
Industrial Zone 2

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 2 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:
n/a 1 days
B8 1 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	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:

125,001 to 250,000	2 days
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This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	2 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	2 days
----	--------

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

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DR-02-F-01 MIDDLE BANK DONCASTER	TESCO DISTRIBUTION CENTRE	DONCASTER
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 80100 sqm Survey date: TUESDAY 21/09/21		
	Survey Type: MANUAL		
2	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18	SPORTS SUPPLEMENTS	ESSEX
	Survey Type: MANUAL		

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

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Licence No: 231601

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

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

Total People to Total Vehicles ratio (all time periods and directions): 1.20

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.057	1	80100	0.021	1	80100	0.078
05:30 - 06:00	1	80100	0.090	1	80100	0.022	1	80100	0.112
06:00 - 06:30	1	80100	0.014	1	80100	0.056	1	80100	0.070
06:30 - 07:00	1	80100	0.024	1	80100	0.075	1	80100	0.099
07:00 - 07:30	2	43330	0.017	2	43330	0.015	2	43330	0.032
07:30 - 08:00	2	43330	0.028	2	43330	0.010	2	43330	0.038
08:00 - 08:30	2	43330	0.025	2	43330	0.015	2	43330	0.040
08:30 - 09:00	2	43330	0.040	2	43330	0.015	2	43330	0.055
09:00 - 09:30	2	43330	0.051	2	43330	0.021	2	43330	0.072
09:30 - 10:00	2	43330	0.043	2	43330	0.044	2	43330	0.087
10:00 - 10:30	2	43330	0.047	2	43330	0.045	2	43330	0.092
10:30 - 11:00	2	43330	0.038	2	43330	0.039	2	43330	0.077
11:00 - 11:30	2	43330	0.042	2	43330	0.023	2	43330	0.065
11:30 - 12:00	2	43330	0.050	2	43330	0.054	2	43330	0.104
12:00 - 12:30	2	43330	0.048	2	43330	0.058	2	43330	0.106
12:30 - 13:00	2	43330	0.047	2	43330	0.060	2	43330	0.107
13:00 - 13:30	2	43330	0.047	2	43330	0.032	2	43330	0.079
13:30 - 14:00	2	43330	0.052	2	43330	0.040	2	43330	0.092
14:00 - 14:30	2	43330	0.035	2	43330	0.106	2	43330	0.141
14:30 - 15:00	2	43330	0.050	2	43330	0.033	2	43330	0.083
15:00 - 15:30	2	43330	0.046	2	43330	0.035	2	43330	0.081
15:30 - 16:00	2	43330	0.032	2	43330	0.037	2	43330	0.069
16:00 - 16:30	2	43330	0.024	2	43330	0.035	2	43330	0.059
16:30 - 17:00	2	43330	0.030	2	43330	0.021	2	43330	0.051
17:00 - 17:30	2	43330	0.032	2	43330	0.022	2	43330	0.054
17:30 - 18:00	2	43330	0.030	2	43330	0.032	2	43330	0.062
18:00 - 18:30	2	43330	0.022	2	43330	0.055	2	43330	0.077
18:30 - 19:00	2	43330	0.018	2	43330	0.035	2	43330	0.053
19:00 - 19:30	1	80100	0.016	1	80100	0.015	1	80100	0.031
19:30 - 20:00	1	80100	0.020	1	80100	0.030	1	80100	0.050
20:00 - 20:30	1	80100	0.012	1	80100	0.025	1	80100	0.037
20:30 - 21:00	1	80100	0.025	1	80100	0.020	1	80100	0.045
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.152			1.146			2.298

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:	6560 - 80100 (units: sqm)
Survey date date range:	01/01/16 - 22/11/21
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.001	1	80100	0.000	1	80100	0.001
05:30 - 06:00	1	80100	0.000	1	80100	0.001	1	80100	0.001
06:00 - 06:30	1	80100	0.001	1	80100	0.001	1	80100	0.002
06:30 - 07:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
07:00 - 07:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
07:30 - 08:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
08:00 - 08:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
08:30 - 09:00	2	43330	0.002	2	43330	0.002	2	43330	0.004
09:00 - 09:30	2	43330	0.002	2	43330	0.001	2	43330	0.003
09:30 - 10:00	2	43330	0.001	2	43330	0.002	2	43330	0.003
10:00 - 10:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
10:30 - 11:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
11:00 - 11:30	2	43330	0.001	2	43330	0.000	2	43330	0.001
11:30 - 12:00	2	43330	0.000	2	43330	0.001	2	43330	0.001
12:00 - 12:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
12:30 - 13:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
13:00 - 13:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
13:30 - 14:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
14:00 - 14:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
14:30 - 15:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
15:00 - 15:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
15:30 - 16:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
16:00 - 16:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
16:30 - 17:00	2	43330	0.001	2	43330	0.001	2	43330	0.002
17:00 - 17:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
17:30 - 18:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
18:00 - 18:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
18:30 - 19:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
19:00 - 19:30	1	80100	0.001	1	80100	0.001	1	80100	0.002
19:30 - 20:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
20:00 - 20:30	1	80100	0.000	1	80100	0.000	1	80100	0.000
20:30 - 21:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.010			0.010			0.020

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.*

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

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

MULTI-MODAL OGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.009	1	80100	0.002	1	80100	0.011
05:30 - 06:00	1	80100	0.002	1	80100	0.004	1	80100	0.006
06:00 - 06:30	1	80100	0.001	1	80100	0.004	1	80100	0.005
06:30 - 07:00	1	80100	0.006	1	80100	0.005	1	80100	0.011
07:00 - 07:30	2	43330	0.013	2	43330	0.012	2	43330	0.025
07:30 - 08:00	2	43330	0.009	2	43330	0.006	2	43330	0.015
08:00 - 08:30	2	43330	0.015	2	43330	0.010	2	43330	0.025
08:30 - 09:00	2	43330	0.014	2	43330	0.010	2	43330	0.024
09:00 - 09:30	2	43330	0.016	2	43330	0.012	2	43330	0.028
09:30 - 10:00	2	43330	0.017	2	43330	0.012	2	43330	0.029
10:00 - 10:30	2	43330	0.023	2	43330	0.013	2	43330	0.036
10:30 - 11:00	2	43330	0.021	2	43330	0.035	2	43330	0.056
11:00 - 11:30	2	43330	0.015	2	43330	0.013	2	43330	0.028
11:30 - 12:00	2	43330	0.023	2	43330	0.013	2	43330	0.036
12:00 - 12:30	2	43330	0.021	2	43330	0.017	2	43330	0.038
12:30 - 13:00	2	43330	0.018	2	43330	0.020	2	43330	0.038
13:00 - 13:30	2	43330	0.013	2	43330	0.017	2	43330	0.030
13:30 - 14:00	2	43330	0.016	2	43330	0.010	2	43330	0.026
14:00 - 14:30	2	43330	0.016	2	43330	0.015	2	43330	0.031
14:30 - 15:00	2	43330	0.022	2	43330	0.017	2	43330	0.039
15:00 - 15:30	2	43330	0.023	2	43330	0.020	2	43330	0.043
15:30 - 16:00	2	43330	0.016	2	43330	0.016	2	43330	0.032
16:00 - 16:30	2	43330	0.010	2	43330	0.015	2	43330	0.025
16:30 - 17:00	2	43330	0.013	2	43330	0.007	2	43330	0.020
17:00 - 17:30	2	43330	0.020	2	43330	0.010	2	43330	0.030
17:30 - 18:00	2	43330	0.015	2	43330	0.017	2	43330	0.032
18:00 - 18:30	2	43330	0.008	2	43330	0.017	2	43330	0.025
18:30 - 19:00	2	43330	0.012	2	43330	0.020	2	43330	0.032
19:00 - 19:30	1	80100	0.007	1	80100	0.011	1	80100	0.018
19:30 - 20:00	1	80100	0.006	1	80100	0.020	1	80100	0.026
20:00 - 20:30	1	80100	0.011	1	80100	0.016	1	80100	0.027
20:30 - 21:00	1	80100	0.006	1	80100	0.012	1	80100	0.018
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.437			0.428			0.865

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

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.000	1	80100	0.000	1	80100	0.000
05:30 - 06:00	1	80100	0.005	1	80100	0.000	1	80100	0.005
06:00 - 06:30	1	80100	0.000	1	80100	0.000	1	80100	0.000
06:30 - 07:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
07:00 - 07:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
07:30 - 08:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
08:00 - 08:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
08:30 - 09:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
09:00 - 09:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
09:30 - 10:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
10:00 - 10:30	2	43330	0.000	2	43330	0.001	2	43330	0.001
10:30 - 11:00	2	43330	0.003	2	43330	0.000	2	43330	0.003
11:00 - 11:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
11:30 - 12:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
12:00 - 12:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
12:30 - 13:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
13:00 - 13:30	2	43330	0.002	2	43330	0.000	2	43330	0.002
13:30 - 14:00	2	43330	0.002	2	43330	0.000	2	43330	0.002
14:00 - 14:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
14:30 - 15:00	2	43330	0.000	2	43330	0.001	2	43330	0.001
15:00 - 15:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
15:30 - 16:00	2	43330	0.000	2	43330	0.001	2	43330	0.001
16:00 - 16:30	2	43330	0.000	2	43330	0.001	2	43330	0.001
16:30 - 17:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
17:00 - 17:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
17:30 - 18:00	2	43330	0.001	2	43330	0.000	2	43330	0.001
18:00 - 18:30	2	43330	0.001	2	43330	0.000	2	43330	0.001
18:30 - 19:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
19:00 - 19:30	1	80100	0.000	1	80100	0.006	1	80100	0.006
19:30 - 20:00	1	80100	0.000	1	80100	0.004	1	80100	0.004
20:00 - 20:30	1	80100	0.000	1	80100	0.000	1	80100	0.000
20:30 - 21:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.014			0.014			0.028

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.062	1	80100	0.021	1	80100	0.083
05:30 - 06:00	1	80100	0.094	1	80100	0.022	1	80100	0.116
06:00 - 06:30	1	80100	0.014	1	80100	0.056	1	80100	0.070
06:30 - 07:00	1	80100	0.024	1	80100	0.075	1	80100	0.099
07:00 - 07:30	2	43330	0.017	2	43330	0.015	2	43330	0.032
07:30 - 08:00	2	43330	0.029	2	43330	0.010	2	43330	0.039
08:00 - 08:30	2	43330	0.029	2	43330	0.015	2	43330	0.044
08:30 - 09:00	2	43330	0.050	2	43330	0.014	2	43330	0.064
09:00 - 09:30	2	43330	0.061	2	43330	0.024	2	43330	0.085
09:30 - 10:00	2	43330	0.046	2	43330	0.045	2	43330	0.091
10:00 - 10:30	2	43330	0.048	2	43330	0.046	2	43330	0.094
10:30 - 11:00	2	43330	0.038	2	43330	0.039	2	43330	0.077
11:00 - 11:30	2	43330	0.045	2	43330	0.027	2	43330	0.072
11:30 - 12:00	2	43330	0.051	2	43330	0.059	2	43330	0.110
12:00 - 12:30	2	43330	0.052	2	43330	0.061	2	43330	0.113
12:30 - 13:00	2	43330	0.048	2	43330	0.062	2	43330	0.110
13:00 - 13:30	2	43330	0.050	2	43330	0.033	2	43330	0.083
13:30 - 14:00	2	43330	0.053	2	43330	0.044	2	43330	0.097
14:00 - 14:30	2	43330	0.036	2	43330	0.122	2	43330	0.158
14:30 - 15:00	2	43330	0.052	2	43330	0.039	2	43330	0.091
15:00 - 15:30	2	43330	0.047	2	43330	0.036	2	43330	0.083
15:30 - 16:00	2	43330	0.032	2	43330	0.040	2	43330	0.072
16:00 - 16:30	2	43330	0.021	2	43330	0.039	2	43330	0.060
16:30 - 17:00	2	43330	0.030	2	43330	0.022	2	43330	0.052
17:00 - 17:30	2	43330	0.031	2	43330	0.027	2	43330	0.058
17:30 - 18:00	2	43330	0.029	2	43330	0.039	2	43330	0.068
18:00 - 18:30	2	43330	0.021	2	43330	0.069	2	43330	0.090
18:30 - 19:00	2	43330	0.021	2	43330	0.037	2	43330	0.058
19:00 - 19:30	1	80100	0.012	1	80100	0.015	1	80100	0.027
19:30 - 20:00	1	80100	0.021	1	80100	0.030	1	80100	0.051
20:00 - 20:30	1	80100	0.012	1	80100	0.025	1	80100	0.037
20:30 - 21:00	1	80100	0.026	1	80100	0.020	1	80100	0.046
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.202			1.228			2.430

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.*

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

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

MULTI-MODAL PEDESTRIANS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.002	1	80100	0.000	1	80100	0.002
05:30 - 06:00	1	80100	0.016	1	80100	0.025	1	80100	0.041
06:00 - 06:30	1	80100	0.015	1	80100	0.000	1	80100	0.015
06:30 - 07:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
07:00 - 07:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
07:30 - 08:00	2	43330	0.002	2	43330	0.001	2	43330	0.003
08:00 - 08:30	2	43330	0.002	2	43330	0.000	2	43330	0.002
08:30 - 09:00	2	43330	0.002	2	43330	0.000	2	43330	0.002
09:00 - 09:30	2	43330	0.015	2	43330	0.000	2	43330	0.015
09:30 - 10:00	2	43330	0.010	2	43330	0.000	2	43330	0.010
10:00 - 10:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
10:30 - 11:00	2	43330	0.003	2	43330	0.001	2	43330	0.004
11:00 - 11:30	2	43330	0.008	2	43330	0.000	2	43330	0.008
11:30 - 12:00	2	43330	0.007	2	43330	0.002	2	43330	0.009
12:00 - 12:30	2	43330	0.002	2	43330	0.001	2	43330	0.003
12:30 - 13:00	2	43330	0.007	2	43330	0.001	2	43330	0.008
13:00 - 13:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
13:30 - 14:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
14:00 - 14:30	2	43330	0.000	2	43330	0.003	2	43330	0.003
14:30 - 15:00	2	43330	0.000	2	43330	0.002	2	43330	0.002
15:00 - 15:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
15:30 - 16:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
16:00 - 16:30	2	43330	0.000	2	43330	0.010	2	43330	0.010
16:30 - 17:00	2	43330	0.000	2	43330	0.010	2	43330	0.010
17:00 - 17:30	2	43330	0.001	2	43330	0.000	2	43330	0.001
17:30 - 18:00	2	43330	0.006	2	43330	0.002	2	43330	0.008
18:00 - 18:30	2	43330	0.000	2	43330	0.005	2	43330	0.005
18:30 - 19:00	2	43330	0.000	2	43330	0.002	2	43330	0.002
19:00 - 19:30	1	80100	0.001	1	80100	0.004	1	80100	0.005
19:30 - 20:00	1	80100	0.002	1	80100	0.026	1	80100	0.028
20:00 - 20:30	1	80100	0.000	1	80100	0.022	1	80100	0.022
20:30 - 21:00	1	80100	0.006	1	80100	0.000	1	80100	0.006
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.107			0.117			0.224

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.

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

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

MULTI-MODAL BUS/TRAM PASSENGERS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.000	1	80100	0.000	1	80100	0.000
05:30 - 06:00	1	80100	0.010	1	80100	0.006	1	80100	0.016
06:00 - 06:30	1	80100	0.007	1	80100	0.000	1	80100	0.007
06:30 - 07:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
07:00 - 07:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
07:30 - 08:00	2	43330	0.000	2	43330	0.001	2	43330	0.001
08:00 - 08:30	2	43330	0.002	2	43330	0.000	2	43330	0.002
08:30 - 09:00	2	43330	0.002	2	43330	0.000	2	43330	0.002
09:00 - 09:30	2	43330	0.005	2	43330	0.000	2	43330	0.005
09:30 - 10:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
10:00 - 10:30	2	43330	0.000	2	43330	0.001	2	43330	0.001
10:30 - 11:00	2	43330	0.000	2	43330	0.001	2	43330	0.001
11:00 - 11:30	2	43330	0.001	2	43330	0.000	2	43330	0.001
11:30 - 12:00	2	43330	0.002	2	43330	0.002	2	43330	0.004
12:00 - 12:30	2	43330	0.000	2	43330	0.002	2	43330	0.002
12:30 - 13:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
13:00 - 13:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
13:30 - 14:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
14:00 - 14:30	2	43330	0.000	2	43330	0.001	2	43330	0.001
14:30 - 15:00	2	43330	0.000	2	43330	0.001	2	43330	0.001
15:00 - 15:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
15:30 - 16:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
16:00 - 16:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
16:30 - 17:00	2	43330	0.000	2	43330	0.001	2	43330	0.001
17:00 - 17:30	2	43330	0.001	2	43330	0.003	2	43330	0.004
17:30 - 18:00	2	43330	0.001	2	43330	0.002	2	43330	0.003
18:00 - 18:30	2	43330	0.001	2	43330	0.000	2	43330	0.001
18:30 - 19:00	2	43330	0.001	2	43330	0.000	2	43330	0.001
19:00 - 19:30	1	80100	0.001	1	80100	0.000	1	80100	0.001
19:30 - 20:00	1	80100	0.000	1	80100	0.007	1	80100	0.007
20:00 - 20:30	1	80100	0.000	1	80100	0.000	1	80100	0.000
20:30 - 21:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.034			0.028			0.062

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.000	1	80100	0.000	1	80100	0.000
05:30 - 06:00	1	80100	0.010	1	80100	0.006	1	80100	0.016
06:00 - 06:30	1	80100	0.007	1	80100	0.000	1	80100	0.007
06:30 - 07:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
07:00 - 07:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
07:30 - 08:00	2	43330	0.000	2	43330	0.001	2	43330	0.001
08:00 - 08:30	2	43330	0.002	2	43330	0.000	2	43330	0.002
08:30 - 09:00	2	43330	0.002	2	43330	0.000	2	43330	0.002
09:00 - 09:30	2	43330	0.005	2	43330	0.000	2	43330	0.005
09:30 - 10:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
10:00 - 10:30	2	43330	0.000	2	43330	0.001	2	43330	0.001
10:30 - 11:00	2	43330	0.000	2	43330	0.001	2	43330	0.001
11:00 - 11:30	2	43330	0.001	2	43330	0.000	2	43330	0.001
11:30 - 12:00	2	43330	0.002	2	43330	0.002	2	43330	0.004
12:00 - 12:30	2	43330	0.000	2	43330	0.002	2	43330	0.002
12:30 - 13:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
13:00 - 13:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
13:30 - 14:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
14:00 - 14:30	2	43330	0.000	2	43330	0.001	2	43330	0.001
14:30 - 15:00	2	43330	0.000	2	43330	0.001	2	43330	0.001
15:00 - 15:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
15:30 - 16:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
16:00 - 16:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
16:30 - 17:00	2	43330	0.000	2	43330	0.001	2	43330	0.001
17:00 - 17:30	2	43330	0.001	2	43330	0.003	2	43330	0.004
17:30 - 18:00	2	43330	0.001	2	43330	0.002	2	43330	0.003
18:00 - 18:30	2	43330	0.001	2	43330	0.000	2	43330	0.001
18:30 - 19:00	2	43330	0.001	2	43330	0.000	2	43330	0.001
19:00 - 19:30	1	80100	0.001	1	80100	0.000	1	80100	0.001
19:30 - 20:00	1	80100	0.000	1	80100	0.007	1	80100	0.007
20:00 - 20:30	1	80100	0.000	1	80100	0.000	1	80100	0.000
20:30 - 21:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.034			0.028			0.062

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.

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

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

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.20

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.065	1	80100	0.021	1	80100	0.086
05:30 - 06:00	1	80100	0.125	1	80100	0.054	1	80100	0.179
06:00 - 06:30	1	80100	0.036	1	80100	0.056	1	80100	0.092
06:30 - 07:00	1	80100	0.024	1	80100	0.075	1	80100	0.099
07:00 - 07:30	2	43330	0.017	2	43330	0.015	2	43330	0.032
07:30 - 08:00	2	43330	0.031	2	43330	0.013	2	43330	0.044
08:00 - 08:30	2	43330	0.033	2	43330	0.015	2	43330	0.048
08:30 - 09:00	2	43330	0.054	2	43330	0.014	2	43330	0.068
09:00 - 09:30	2	43330	0.081	2	43330	0.024	2	43330	0.105
09:30 - 10:00	2	43330	0.057	2	43330	0.045	2	43330	0.102
10:00 - 10:30	2	43330	0.048	2	43330	0.048	2	43330	0.096
10:30 - 11:00	2	43330	0.045	2	43330	0.042	2	43330	0.087
11:00 - 11:30	2	43330	0.054	2	43330	0.027	2	43330	0.081
11:30 - 12:00	2	43330	0.060	2	43330	0.063	2	43330	0.123
12:00 - 12:30	2	43330	0.054	2	43330	0.065	2	43330	0.119
12:30 - 13:00	2	43330	0.055	2	43330	0.063	2	43330	0.118
13:00 - 13:30	2	43330	0.052	2	43330	0.033	2	43330	0.085
13:30 - 14:00	2	43330	0.055	2	43330	0.044	2	43330	0.099
14:00 - 14:30	2	43330	0.036	2	43330	0.127	2	43330	0.163
14:30 - 15:00	2	43330	0.052	2	43330	0.044	2	43330	0.096
15:00 - 15:30	2	43330	0.047	2	43330	0.036	2	43330	0.083
15:30 - 16:00	2	43330	0.032	2	43330	0.042	2	43330	0.074
16:00 - 16:30	2	43330	0.021	2	43330	0.051	2	43330	0.072
16:30 - 17:00	2	43330	0.030	2	43330	0.033	2	43330	0.063
17:00 - 17:30	2	43330	0.033	2	43330	0.030	2	43330	0.063
17:30 - 18:00	2	43330	0.037	2	43330	0.044	2	43330	0.081
18:00 - 18:30	2	43330	0.023	2	43330	0.074	2	43330	0.097
18:30 - 19:00	2	43330	0.022	2	43330	0.039	2	43330	0.061
19:00 - 19:30	1	80100	0.015	1	80100	0.025	1	80100	0.040
19:30 - 20:00	1	80100	0.024	1	80100	0.067	1	80100	0.091
20:00 - 20:30	1	80100	0.012	1	80100	0.047	1	80100	0.059
20:30 - 21:00	1	80100	0.032	1	80100	0.020	1	80100	0.052
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.362			1.396			2.758

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.

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

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

MULTI-MODAL CARS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.047	1	80100	0.019	1	80100	0.066
05:30 - 06:00	1	80100	0.087	1	80100	0.017	1	80100	0.104
06:00 - 06:30	1	80100	0.010	1	80100	0.051	1	80100	0.061
06:30 - 07:00	1	80100	0.015	1	80100	0.069	1	80100	0.084
07:00 - 07:30	2	43330	0.005	2	43330	0.003	2	43330	0.008
07:30 - 08:00	2	43330	0.016	2	43330	0.005	2	43330	0.021
08:00 - 08:30	2	43330	0.009	2	43330	0.003	2	43330	0.012
08:30 - 09:00	2	43330	0.018	2	43330	0.001	2	43330	0.019
09:00 - 09:30	2	43330	0.022	2	43330	0.007	2	43330	0.029
09:30 - 10:00	2	43330	0.021	2	43330	0.027	2	43330	0.048
10:00 - 10:30	2	43330	0.018	2	43330	0.029	2	43330	0.047
10:30 - 11:00	2	43330	0.016	2	43330	0.005	2	43330	0.021
11:00 - 11:30	2	43330	0.022	2	43330	0.009	2	43330	0.031
11:30 - 12:00	2	43330	0.021	2	43330	0.035	2	43330	0.056
12:00 - 12:30	2	43330	0.025	2	43330	0.039	2	43330	0.064
12:30 - 13:00	2	43330	0.025	2	43330	0.037	2	43330	0.062
13:00 - 13:30	2	43330	0.032	2	43330	0.014	2	43330	0.046
13:30 - 14:00	2	43330	0.035	2	43330	0.028	2	43330	0.063
14:00 - 14:30	2	43330	0.017	2	43330	0.088	2	43330	0.105
14:30 - 15:00	2	43330	0.027	2	43330	0.015	2	43330	0.042
15:00 - 15:30	2	43330	0.021	2	43330	0.014	2	43330	0.035
15:30 - 16:00	2	43330	0.016	2	43330	0.020	2	43330	0.036
16:00 - 16:30	2	43330	0.012	2	43330	0.017	2	43330	0.029
16:30 - 17:00	2	43330	0.016	2	43330	0.012	2	43330	0.028
17:00 - 17:30	2	43330	0.013	2	43330	0.012	2	43330	0.025
17:30 - 18:00	2	43330	0.015	2	43330	0.014	2	43330	0.029
18:00 - 18:30	2	43330	0.013	2	43330	0.031	2	43330	0.044
18:30 - 19:00	2	43330	0.007	2	43330	0.010	2	43330	0.017
19:00 - 19:30	1	80100	0.007	1	80100	0.002	1	80100	0.009
19:30 - 20:00	1	80100	0.014	1	80100	0.010	1	80100	0.024
20:00 - 20:30	1	80100	0.001	1	80100	0.009	1	80100	0.010
20:30 - 21:00	1	80100	0.017	1	80100	0.007	1	80100	0.024
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.640			0.659			1.299

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.

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

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

MULTI-MODAL LGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.000	1	80100	0.000	1	80100	0.000
05:30 - 06:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
06:00 - 06:30	1	80100	0.001	1	80100	0.000	1	80100	0.001
06:30 - 07:00	1	80100	0.002	1	80100	0.001	1	80100	0.003
07:00 - 07:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
07:30 - 08:00	2	43330	0.002	2	43330	0.000	2	43330	0.002
08:00 - 08:30	2	43330	0.001	2	43330	0.001	2	43330	0.002
08:30 - 09:00	2	43330	0.006	2	43330	0.001	2	43330	0.007
09:00 - 09:30	2	43330	0.010	2	43330	0.001	2	43330	0.011
09:30 - 10:00	2	43330	0.003	2	43330	0.003	2	43330	0.006
10:00 - 10:30	2	43330	0.006	2	43330	0.003	2	43330	0.009
10:30 - 11:00	2	43330	0.001	2	43330	0.000	2	43330	0.001
11:00 - 11:30	2	43330	0.003	2	43330	0.001	2	43330	0.004
11:30 - 12:00	2	43330	0.006	2	43330	0.006	2	43330	0.012
12:00 - 12:30	2	43330	0.002	2	43330	0.001	2	43330	0.003
12:30 - 13:00	2	43330	0.002	2	43330	0.003	2	43330	0.005
13:00 - 13:30	2	43330	0.002	2	43330	0.001	2	43330	0.003
13:30 - 14:00	2	43330	0.001	2	43330	0.002	2	43330	0.003
14:00 - 14:30	2	43330	0.001	2	43330	0.003	2	43330	0.004
14:30 - 15:00	2	43330	0.001	2	43330	0.000	2	43330	0.001
15:00 - 15:30	2	43330	0.002	2	43330	0.001	2	43330	0.003
15:30 - 16:00	2	43330	0.000	2	43330	0.001	2	43330	0.001
16:00 - 16:30	2	43330	0.002	2	43330	0.002	2	43330	0.004
16:30 - 17:00	2	43330	0.000	2	43330	0.001	2	43330	0.001
17:00 - 17:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
17:30 - 18:00	2	43330	0.000	2	43330	0.001	2	43330	0.001
18:00 - 18:30	2	43330	0.001	2	43330	0.007	2	43330	0.008
18:30 - 19:00	2	43330	0.000	2	43330	0.005	2	43330	0.005
19:00 - 19:30	1	80100	0.000	1	80100	0.000	1	80100	0.000
19:30 - 20:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
20:00 - 20:30	1	80100	0.000	1	80100	0.000	1	80100	0.000
20:30 - 21:00	1	80100	0.001	1	80100	0.000	1	80100	0.001
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.056			0.045			0.101

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

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

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.000	1	80100	0.000	1	80100	0.000
05:30 - 06:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
06:00 - 06:30	1	80100	0.000	1	80100	0.000	1	80100	0.000
06:30 - 07:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
07:00 - 07:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
07:30 - 08:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
08:00 - 08:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
08:30 - 09:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
09:00 - 09:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
09:30 - 10:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
10:00 - 10:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
10:30 - 11:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
11:00 - 11:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
11:30 - 12:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
12:00 - 12:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
12:30 - 13:00	2	43330	0.001	2	43330	0.000	2	43330	0.001
13:00 - 13:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
13:30 - 14:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
14:00 - 14:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
14:30 - 15:00	2	43330	0.000	2	43330	0.001	2	43330	0.001
15:00 - 15:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
15:30 - 16:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
16:00 - 16:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
16:30 - 17:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
17:00 - 17:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
17:30 - 18:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
18:00 - 18:30	2	43330	0.000	2	43330	0.000	2	43330	0.000
18:30 - 19:00	2	43330	0.000	2	43330	0.000	2	43330	0.000
19:00 - 19:30	1	80100	0.000	1	80100	0.000	1	80100	0.000
19:30 - 20:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
20:00 - 20:30	1	80100	0.000	1	80100	0.000	1	80100	0.000
20:30 - 21:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.001			0.001			0.002

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.

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

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

MULTI-MODAL Servicing Vehicles**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.009	1	80100	0.002	1	80100	0.011
05:30 - 06:00	1	80100	0.002	1	80100	0.004	1	80100	0.006
06:00 - 06:30	1	80100	0.002	1	80100	0.004	1	80100	0.006
06:30 - 07:00	1	80100	0.009	1	80100	0.006	1	80100	0.015
07:00 - 07:30	2	43330	0.013	2	43330	0.012	2	43330	0.025
07:30 - 08:00	2	43330	0.010	2	43330	0.006	2	43330	0.016
08:00 - 08:30	2	43330	0.013	2	43330	0.010	2	43330	0.023
08:30 - 09:00	2	43330	0.016	2	43330	0.009	2	43330	0.025
09:00 - 09:30	2	43330	0.018	2	43330	0.012	2	43330	0.030
09:30 - 10:00	2	43330	0.017	2	43330	0.012	2	43330	0.029
10:00 - 10:30	2	43330	0.022	2	43330	0.015	2	43330	0.037
10:30 - 11:00	2	43330	0.021	2	43330	0.035	2	43330	0.056
11:00 - 11:30	2	43330	0.014	2	43330	0.008	2	43330	0.022
11:30 - 12:00	2	43330	0.023	2	43330	0.016	2	43330	0.039
12:00 - 12:30	2	43330	0.016	2	43330	0.014	2	43330	0.030
12:30 - 13:00	2	43330	0.018	2	43330	0.022	2	43330	0.040
13:00 - 13:30	2	43330	0.013	2	43330	0.016	2	43330	0.029
13:30 - 14:00	2	43330	0.016	2	43330	0.013	2	43330	0.029
14:00 - 14:30	2	43330	0.016	2	43330	0.016	2	43330	0.032
14:30 - 15:00	2	43330	0.021	2	43330	0.017	2	43330	0.038
15:00 - 15:30	2	43330	0.023	2	43330	0.018	2	43330	0.041
15:30 - 16:00	2	43330	0.015	2	43330	0.016	2	43330	0.031
16:00 - 16:30	2	43330	0.009	2	43330	0.013	2	43330	0.022
16:30 - 17:00	2	43330	0.013	2	43330	0.007	2	43330	0.020
17:00 - 17:30	2	43330	0.020	2	43330	0.010	2	43330	0.030
17:30 - 18:00	2	43330	0.015	2	43330	0.014	2	43330	0.029
18:00 - 18:30	2	43330	0.009	2	43330	0.021	2	43330	0.030
18:30 - 19:00	2	43330	0.012	2	43330	0.023	2	43330	0.035
19:00 - 19:30	1	80100	0.007	1	80100	0.011	1	80100	0.018
19:30 - 20:00	1	80100	0.006	1	80100	0.020	1	80100	0.026
20:00 - 20:30	1	80100	0.011	1	80100	0.016	1	80100	0.027
20:30 - 21:00	1	80100	0.007	1	80100	0.012	1	80100	0.019
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.436			0.430			0.866

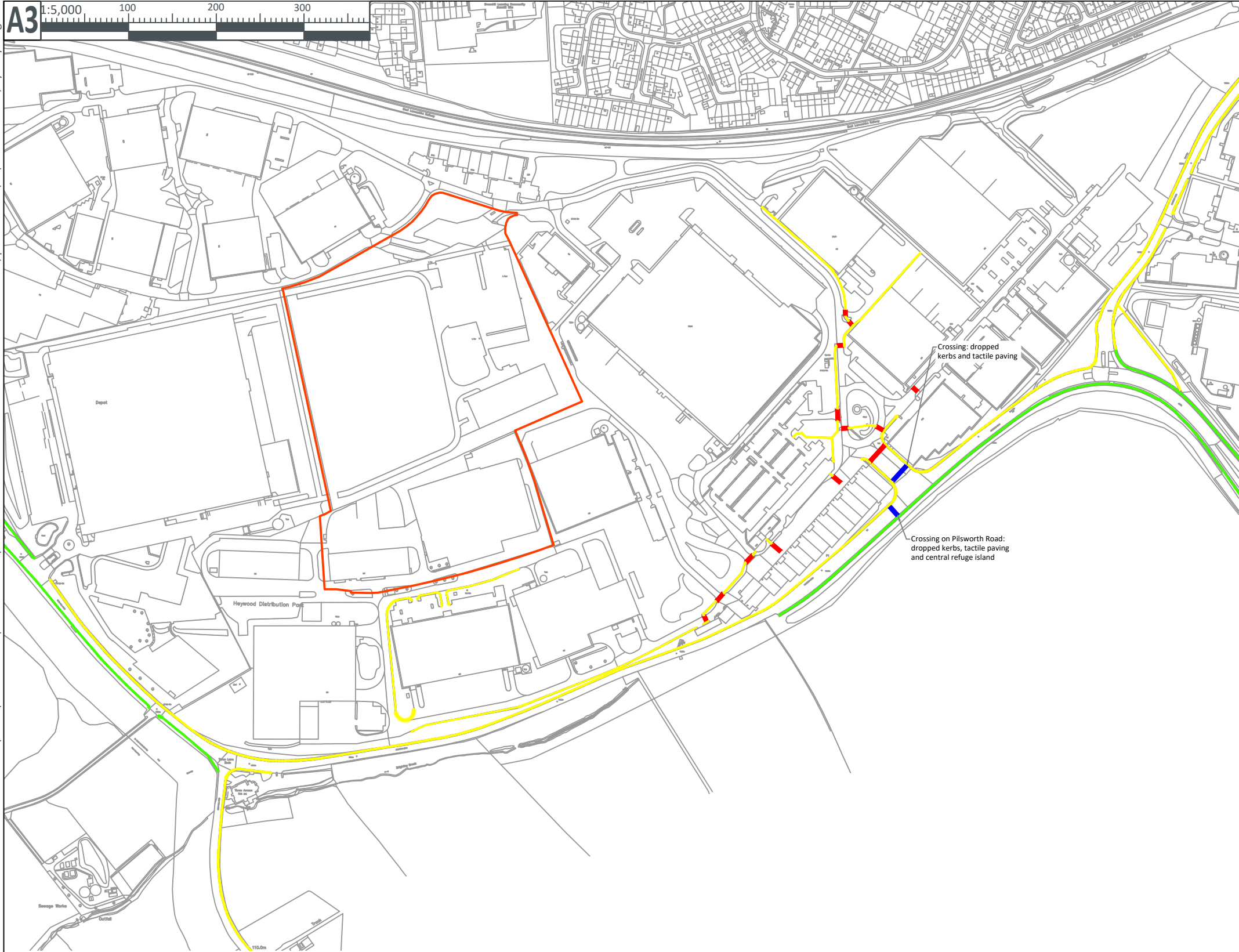
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.



Appendix G Heywood Distribution Park Walking and Cycling

File name C:\PJA\PHIL JONES ASSOCIATES\SHARED\DATA - 07290 HEYWOOD DISTRIBUTION PARK\A - TP\3. TECHNICAL\3.1 DRAWINGS\07290-TR-0005-P02-PED AND CYCLE CONNECTIONS.DWG, printed on 22/07/2024 09:56:01, by Lucy King



CDM Note

These drawings have been produced with reference to the CDM Regulations 2015.

Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.



1. This plan has been prepared to illustrate the cycling and walking infrastructure within Heywood Distribution Park
2. It is not intended to cover all such infrastructure, focusing predominantly on the routes to access the development site within the park
3. This drawing is based on OS mapping, provided by the architect

P02	22/07/24	LK	MF	MF
P01	12/06/24	LK	MF	MF
Rev	Date	Drw	Chk	App

Client
Indurent Management Ltd

Project
Heywood Distribution Park

Drawing Status
Information

Title
Existing Walking and Cycling Connections

Drawing No.
0005



transport • engineering • placemaking

Birmingham | Bristol | Cambridge | London | Manchester | Reading
Melbourne | Perth
pja.co.uk | pja.com.au

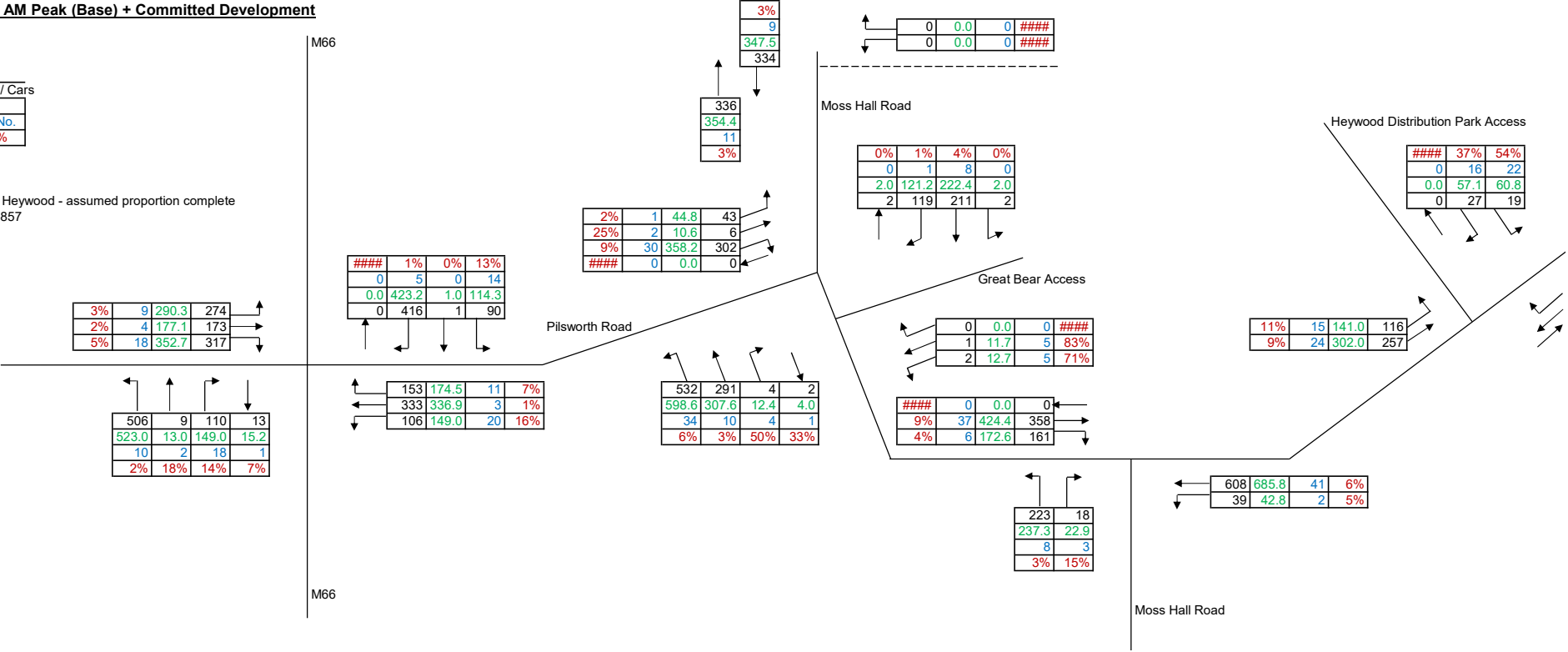


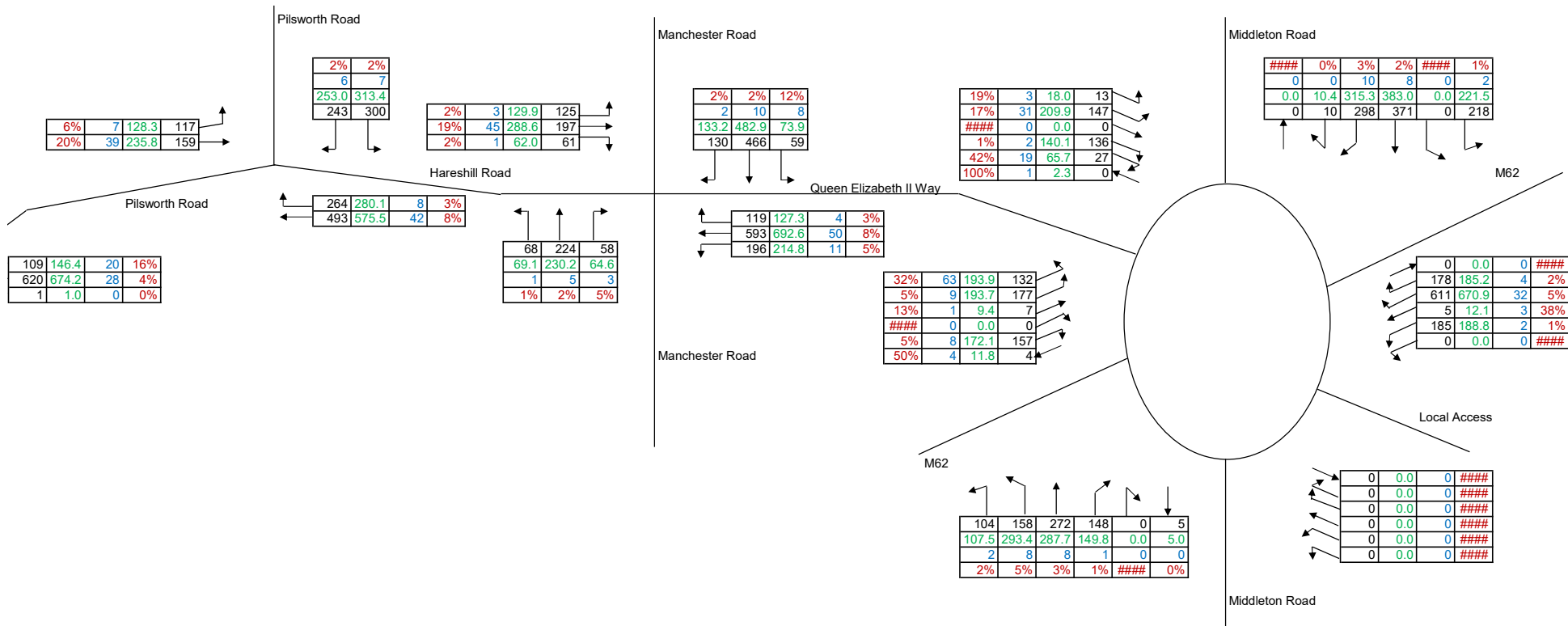
Appendix H Future Network Diagrams

2026 AM Peak (Base) + Committed Development

LGVs / Cars			
PCU			
HGV No.			
HGV %			

South Heywood - assumed proportion complete
0.142857

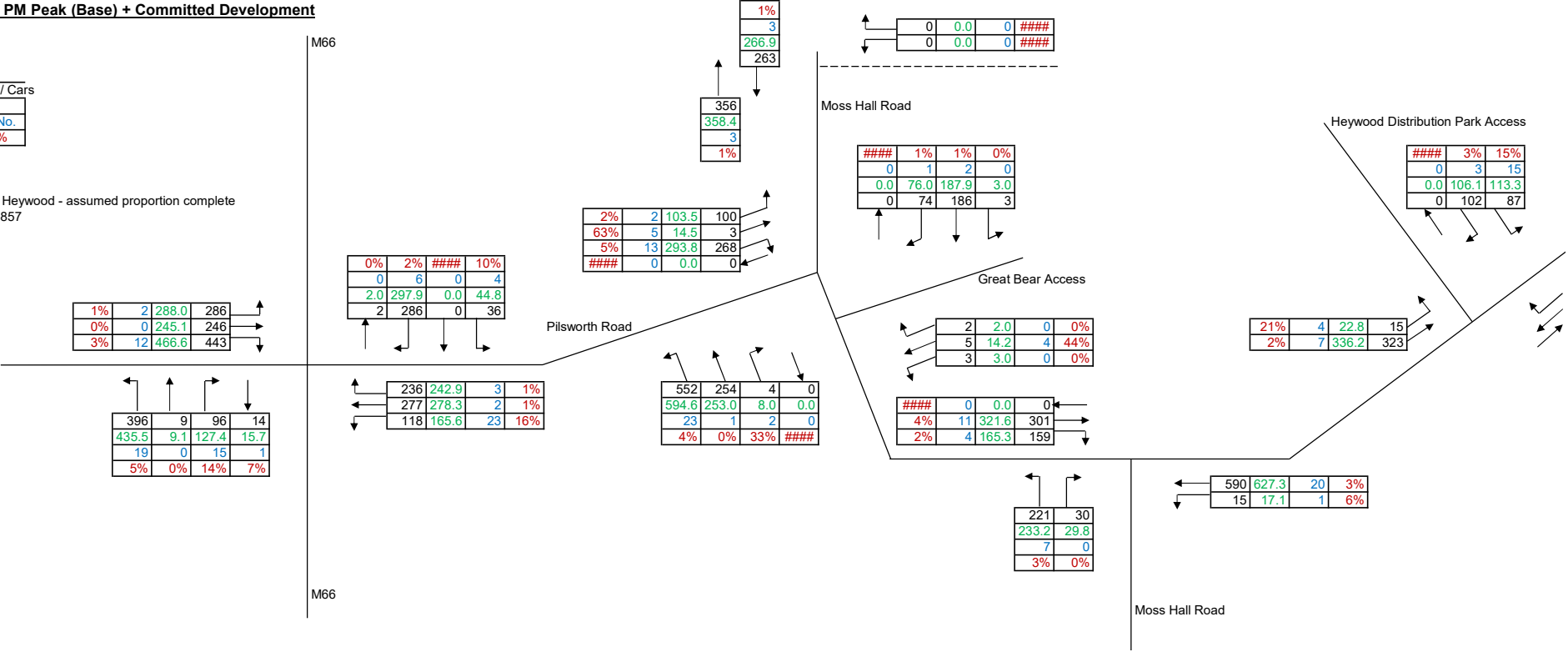


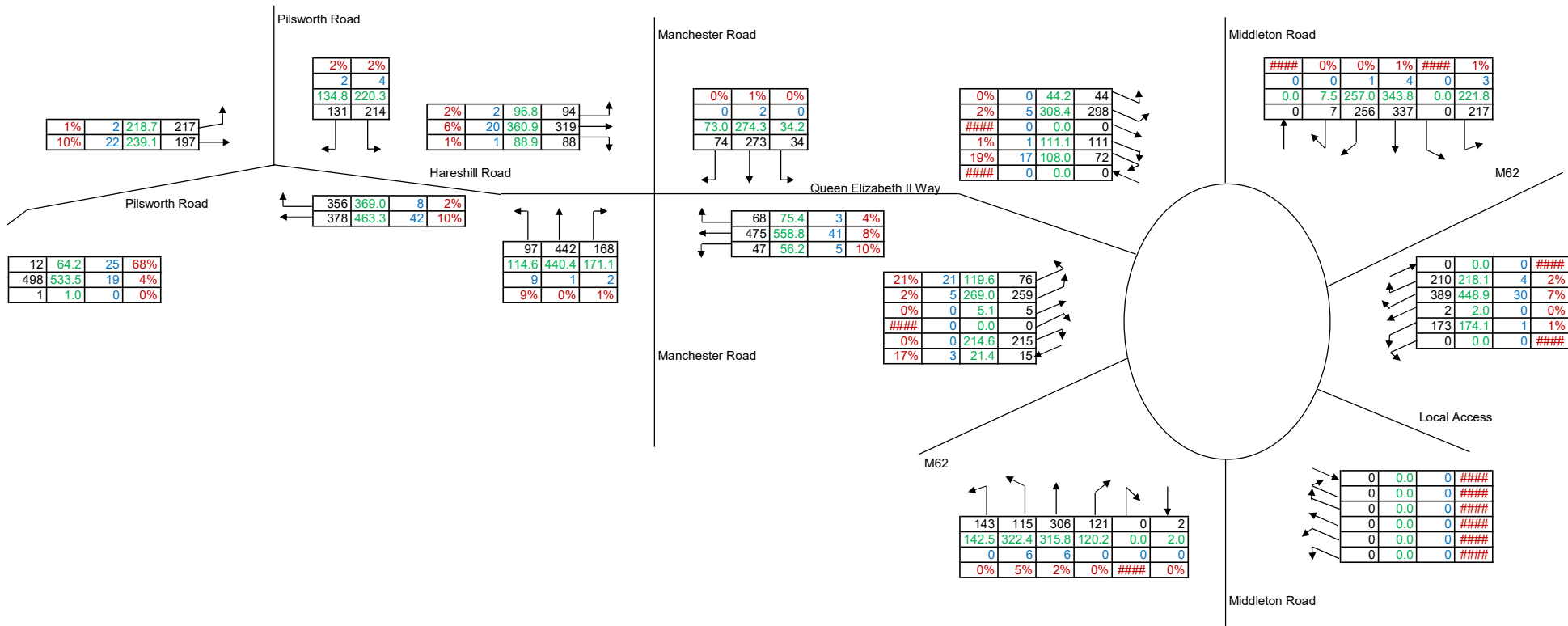


2026 PM Peak (Base) + Committed Development

LGVs / Cars			
PCU			
HGV No.			
HGV %			

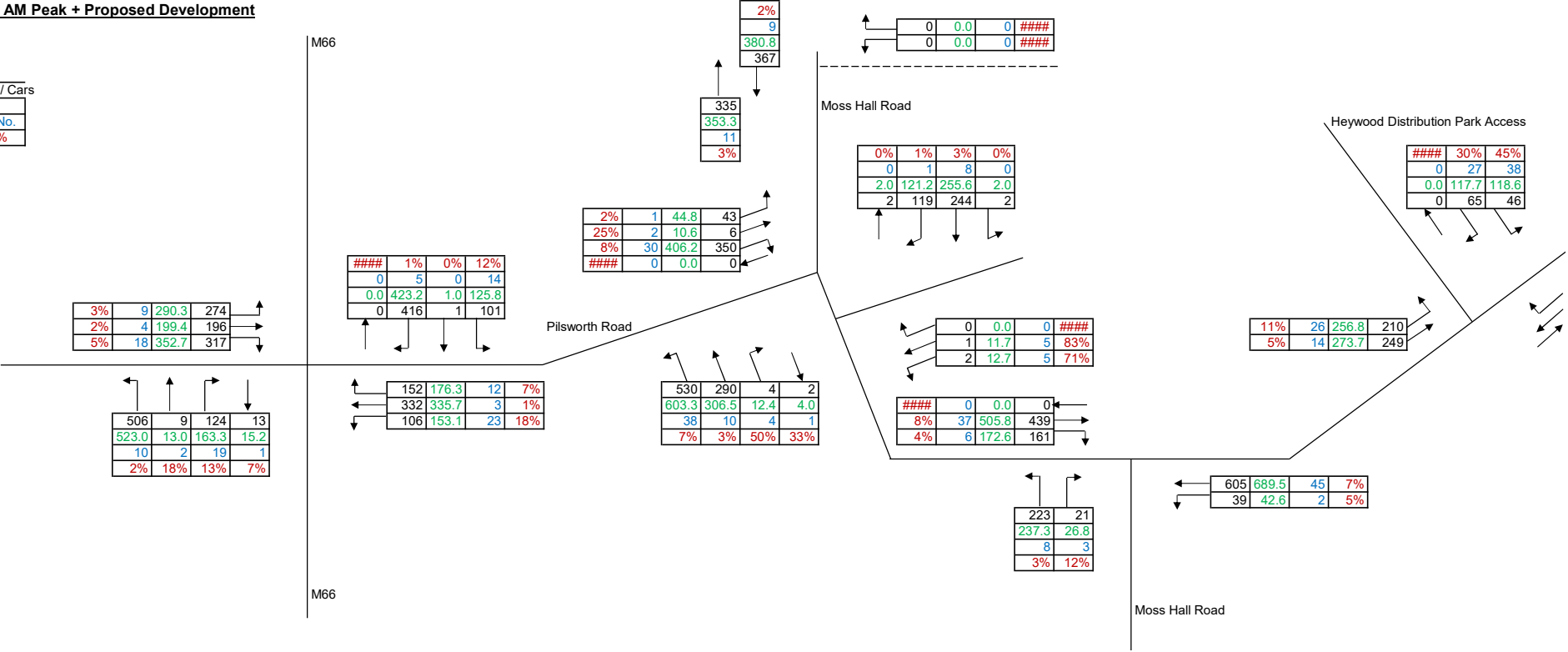
South Heywood - assumed proportion complete
0.142857

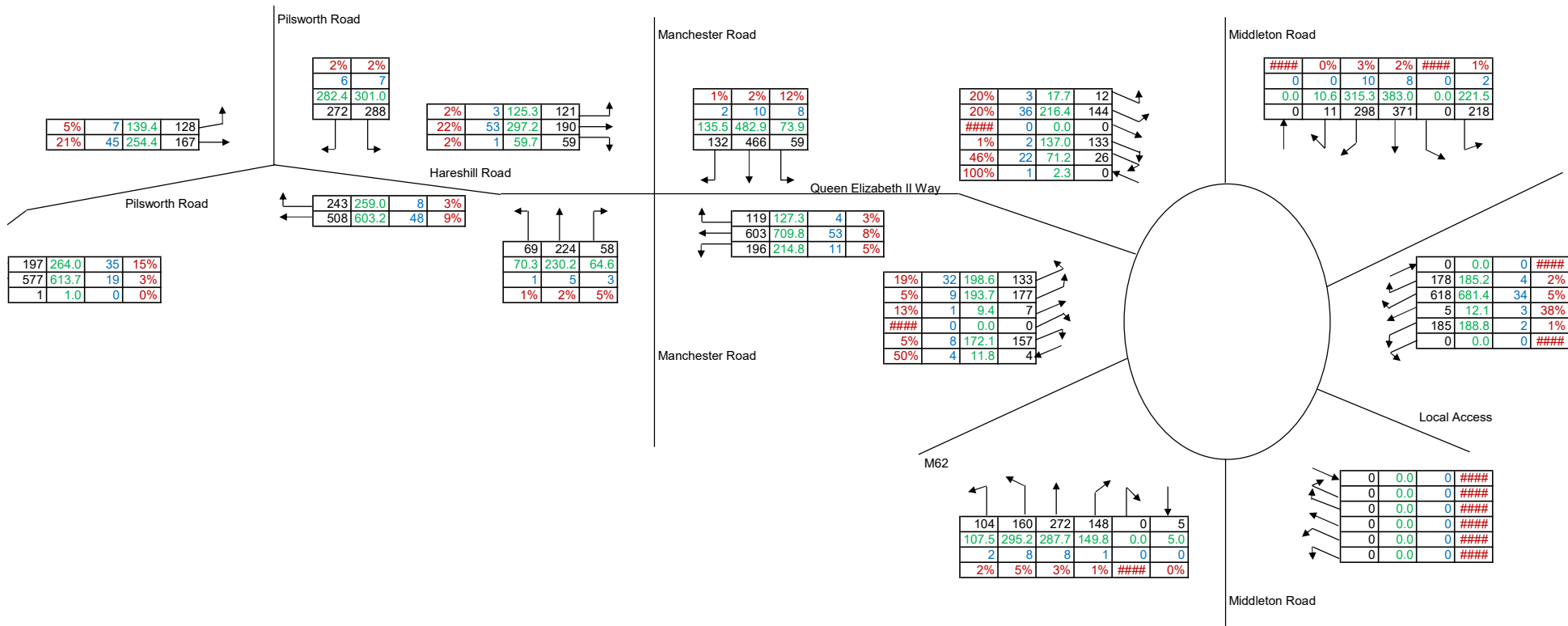




2026 AM Peak + Proposed Development

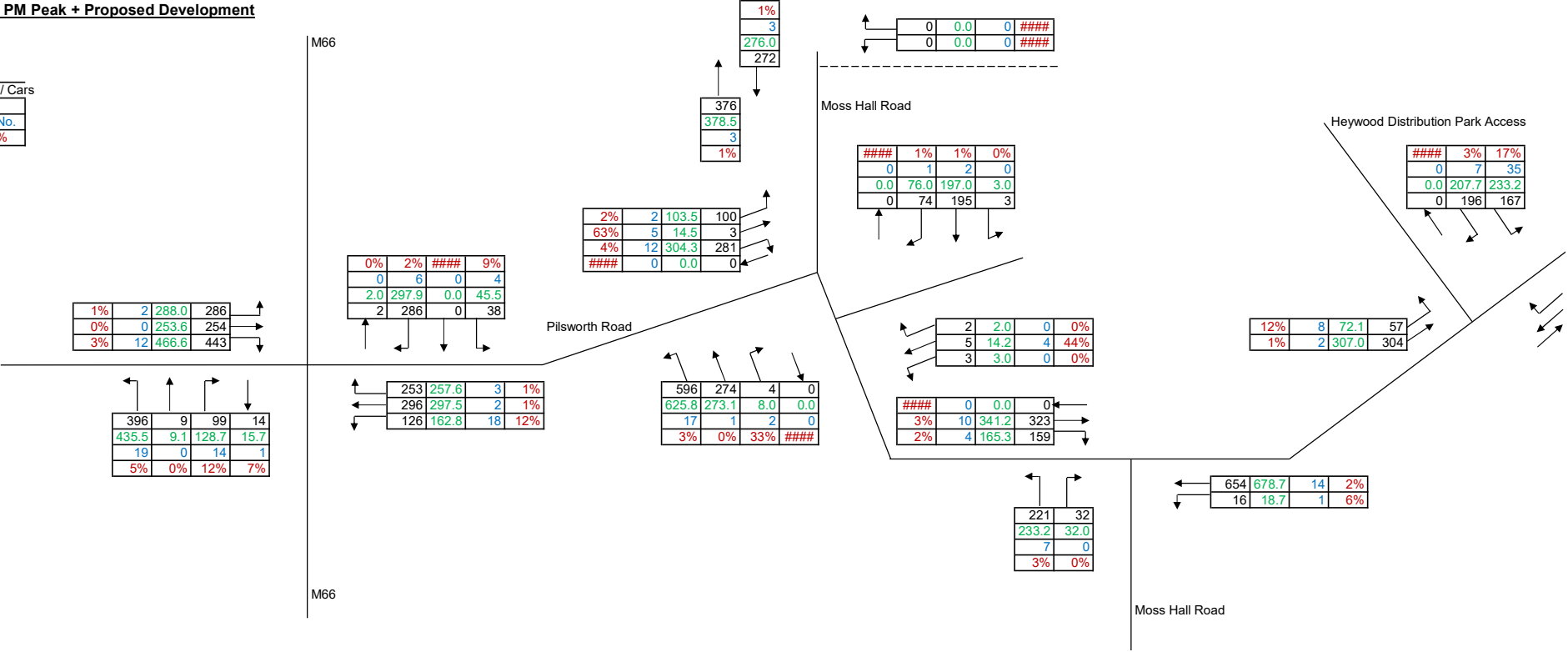
LGVs / Cars			
PCU			
HGV No.			
HGV %			

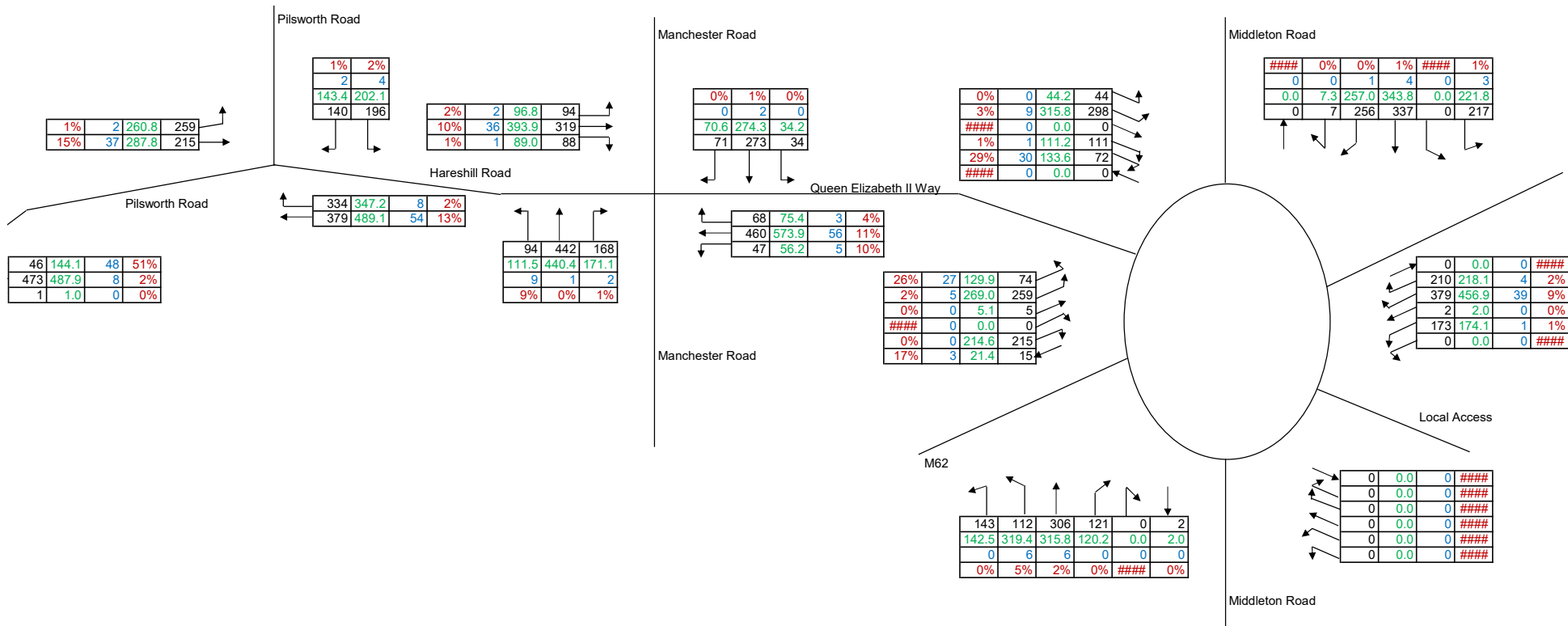




2026 PM Peak + Proposed Development

LGVs / Cars			
PCU			
HGV No.			
HGV %			

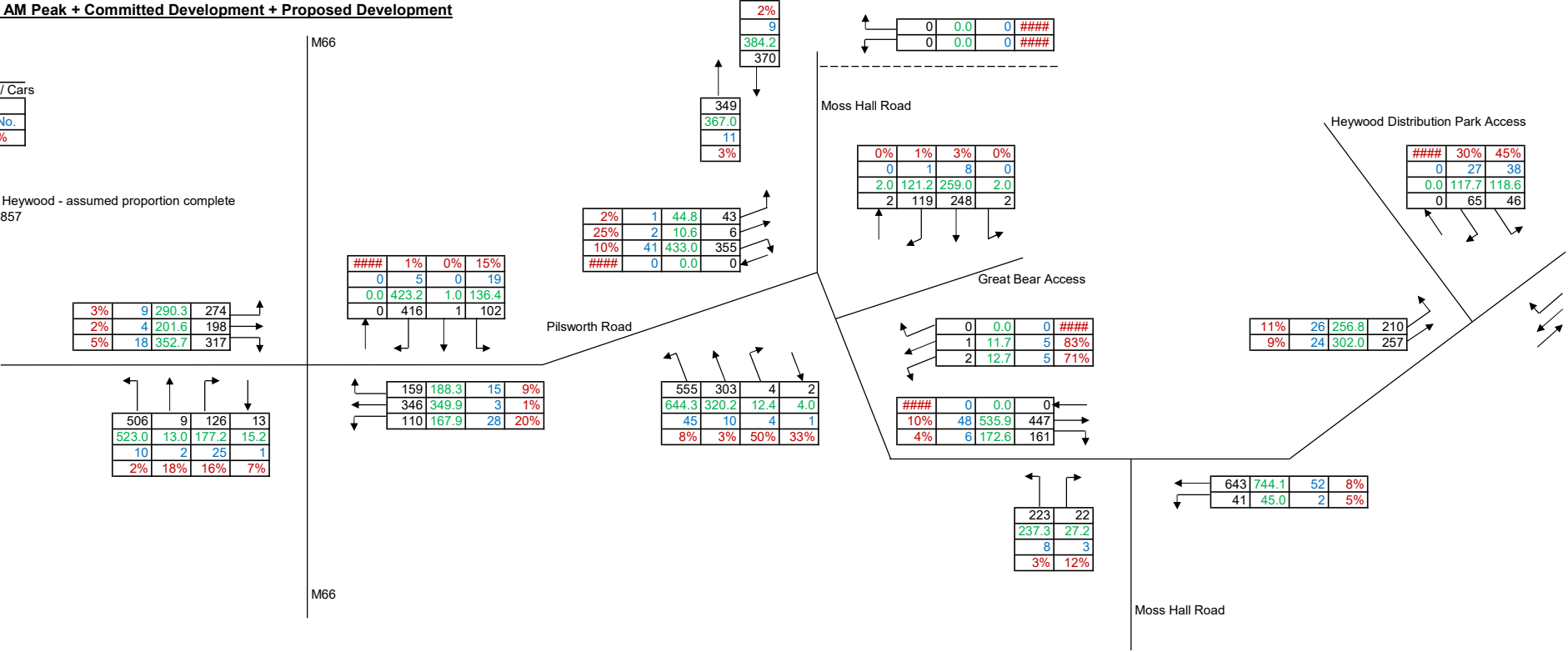


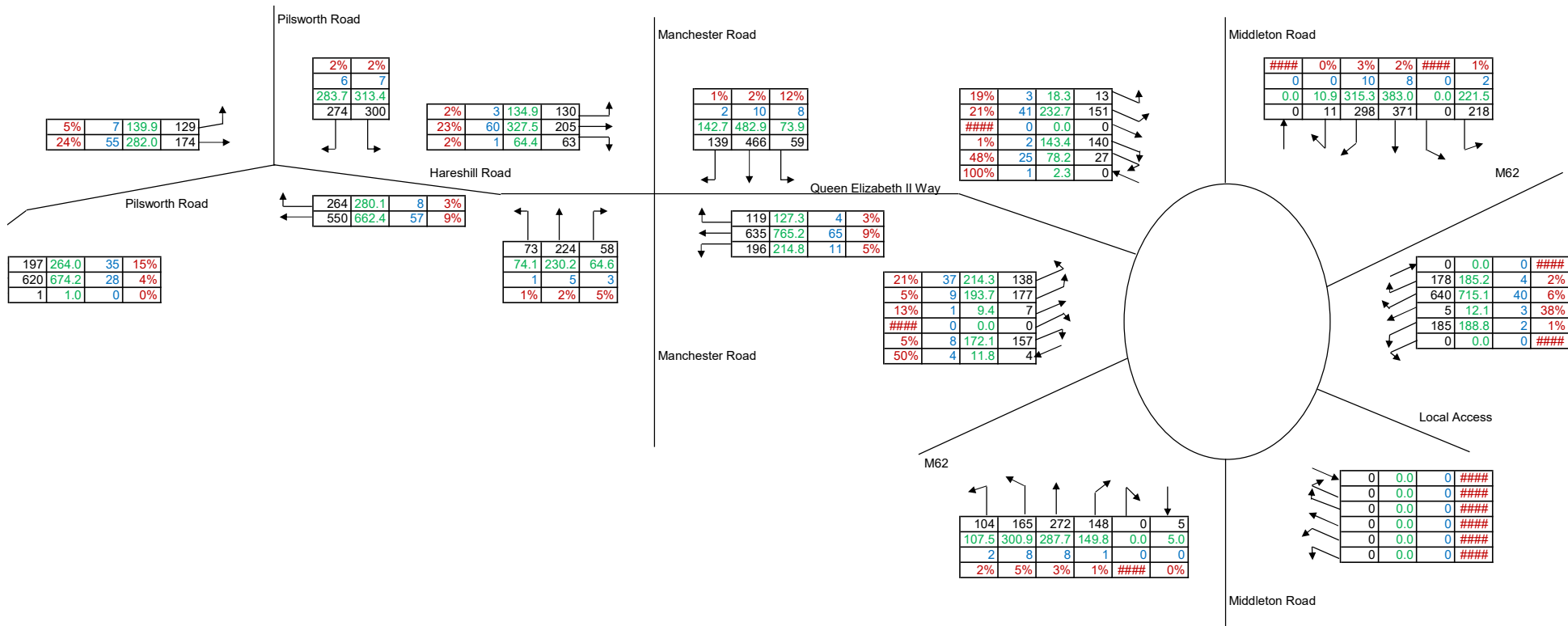


2026 AM Peak + Committed Development + Proposed Development

LGVs / Cars			
PCU			
HGV No.			
HGV %			

South Heywood - assumed proportion complete
0.142857

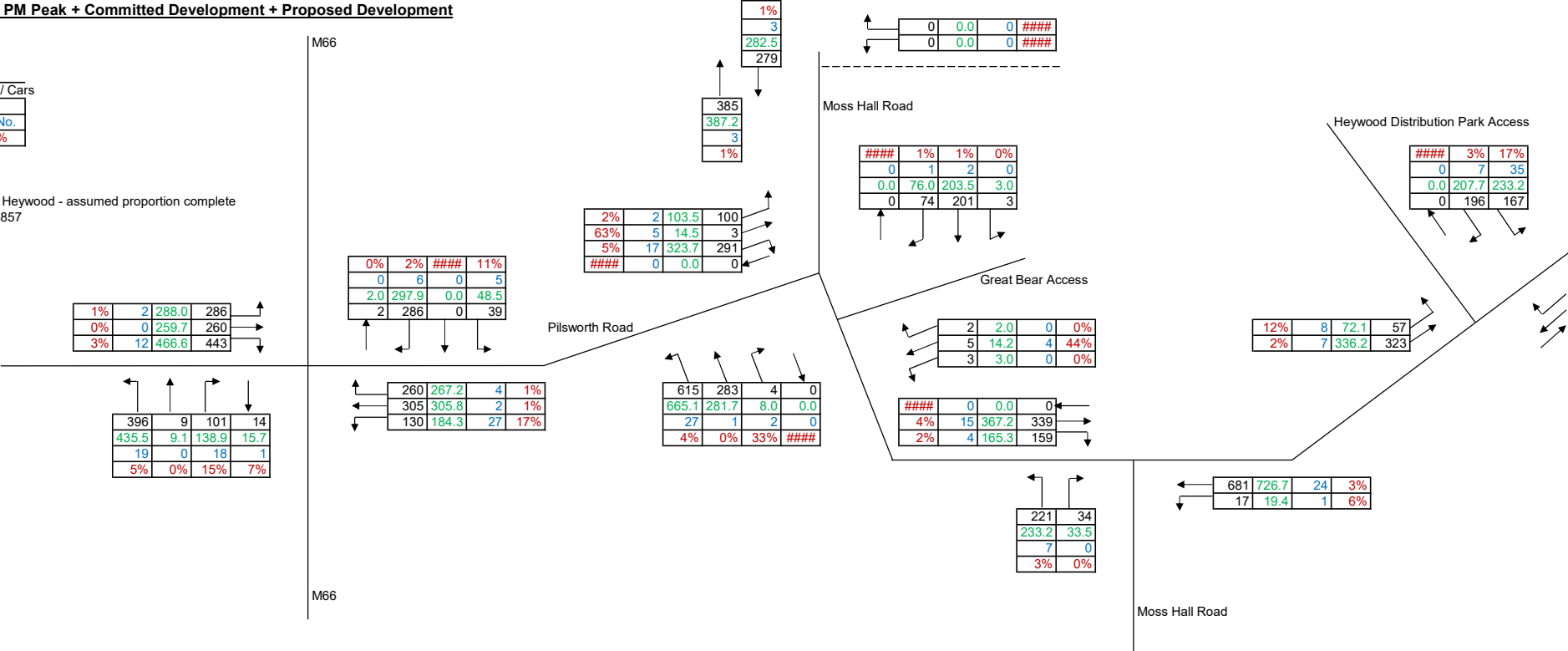


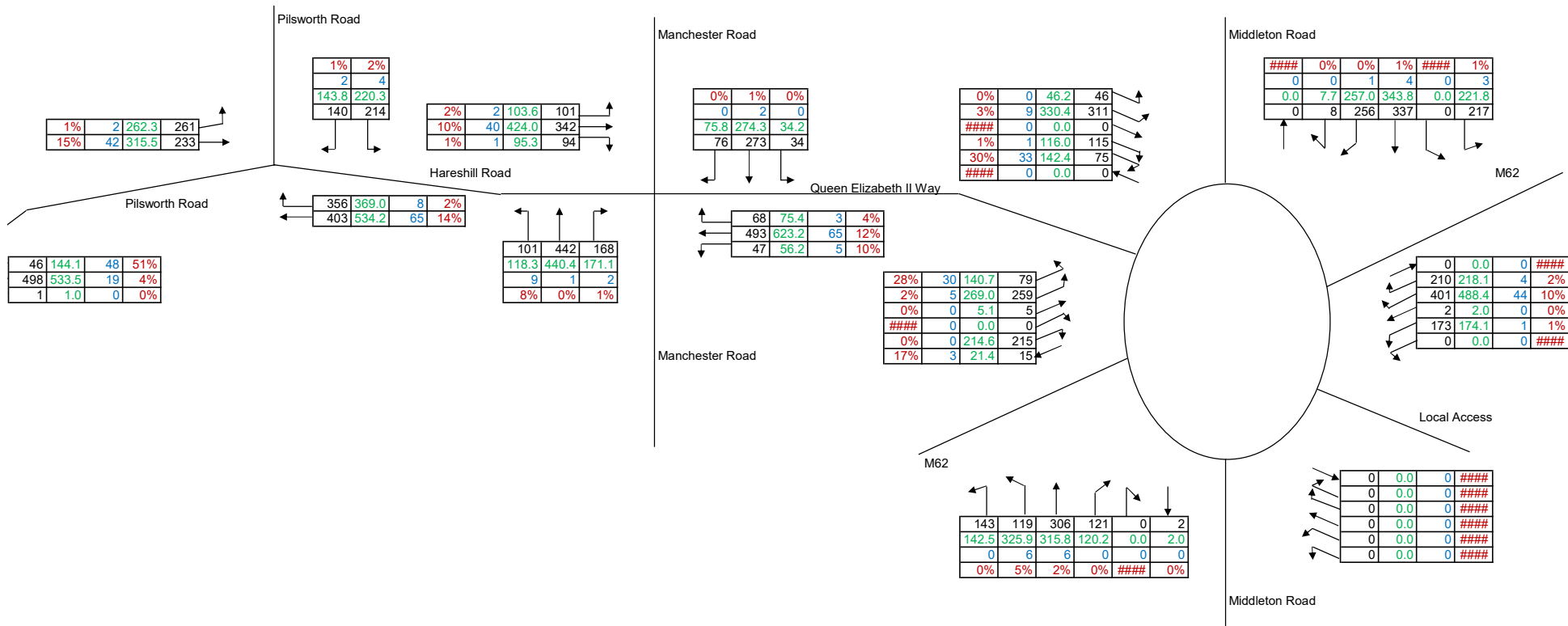


2026 PM Peak + Committed Development + Proposed Development

LGVs / Cars			
PCU			
HGV No.			
HGV %			

South Heywood - assumed proportion complete
0.142857

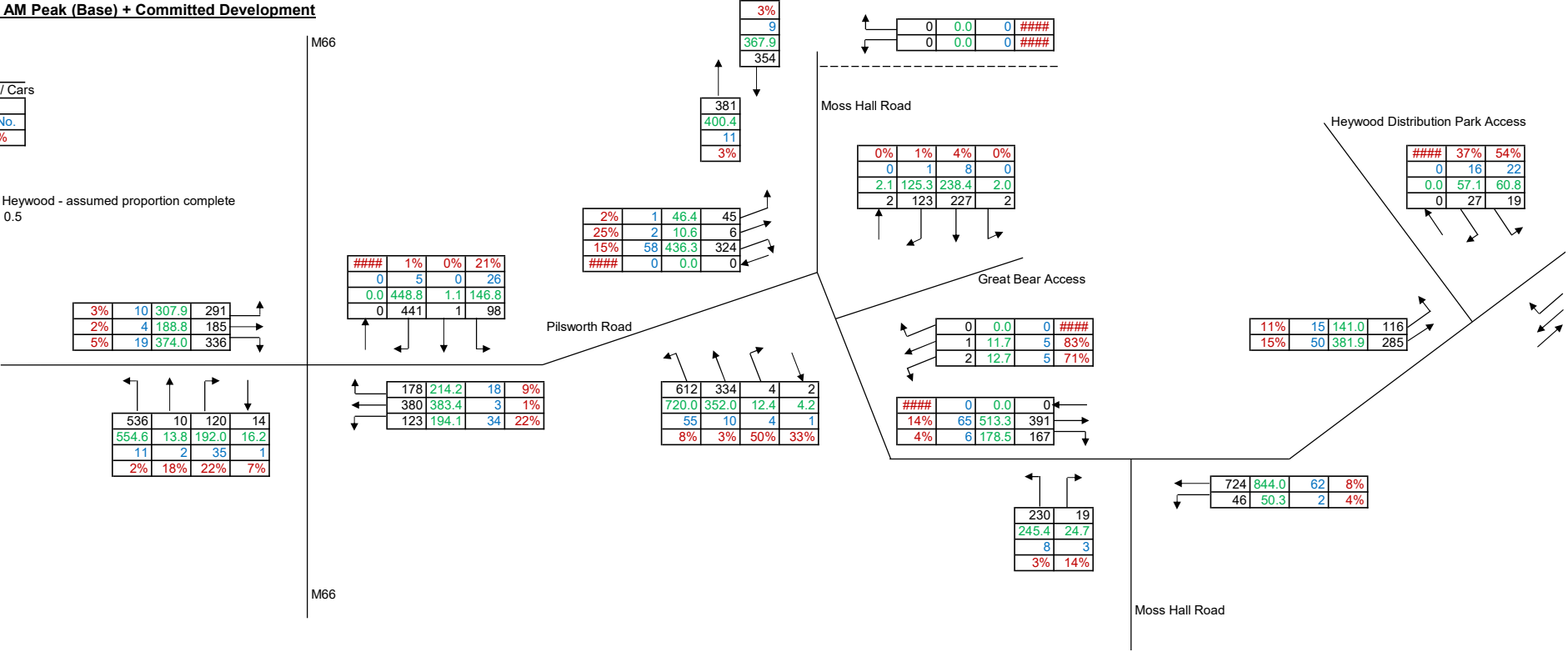


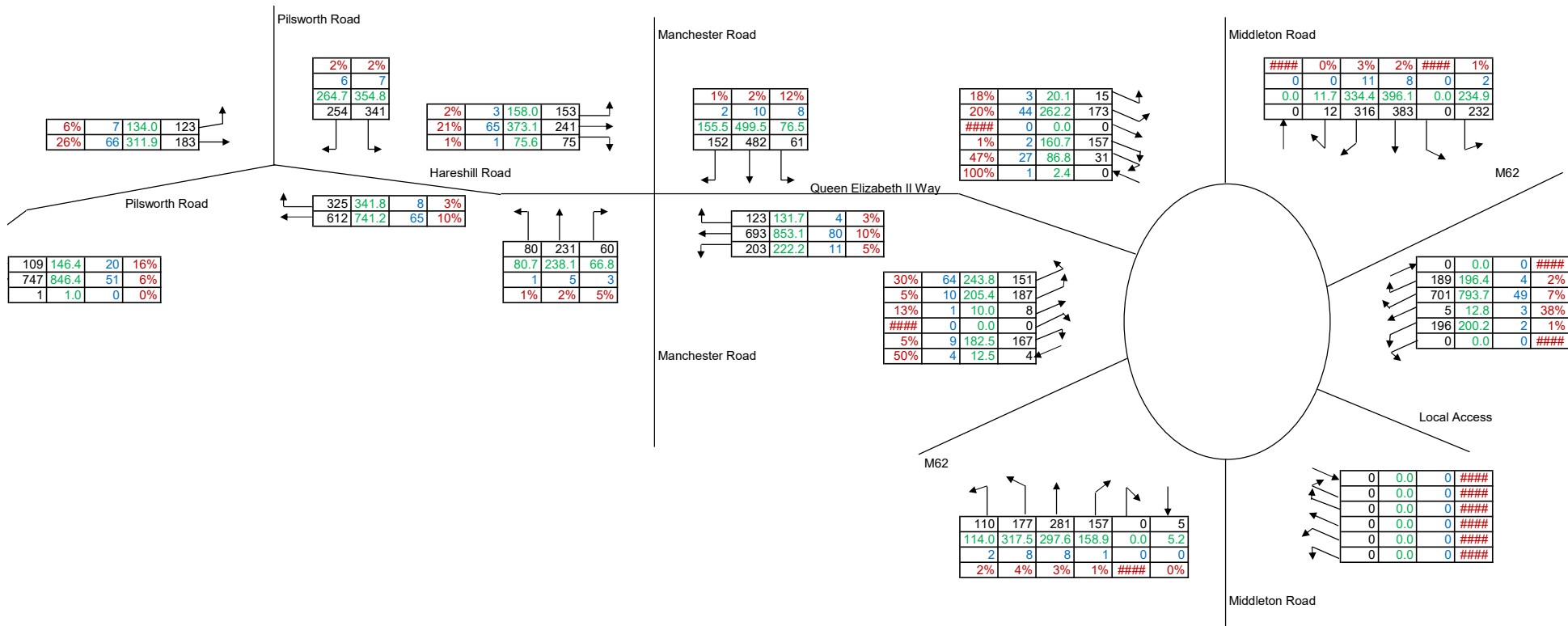


2031 AM Peak (Base) + Committed Development

LGVs / Cars			
PCU			
HGV No.			
HGV %			

South Heywood - assumed proportion complete
0.5

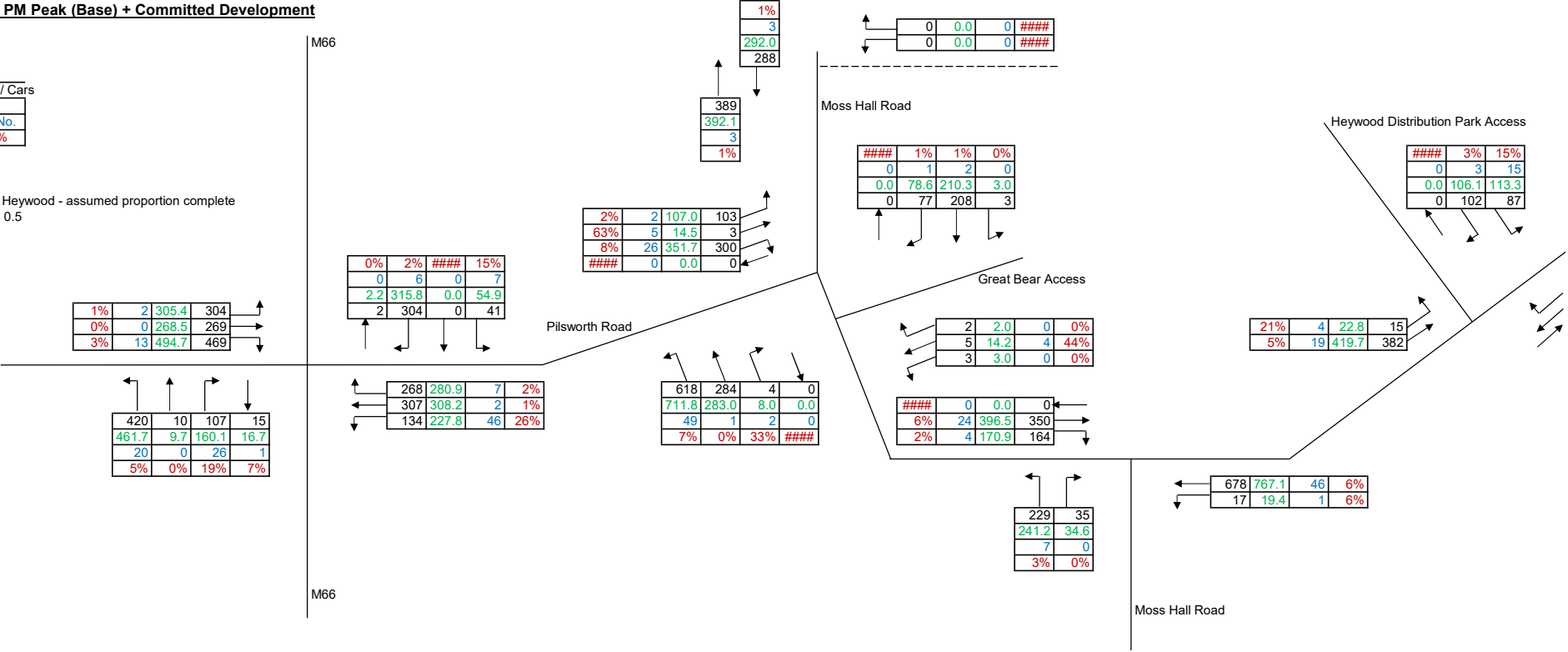


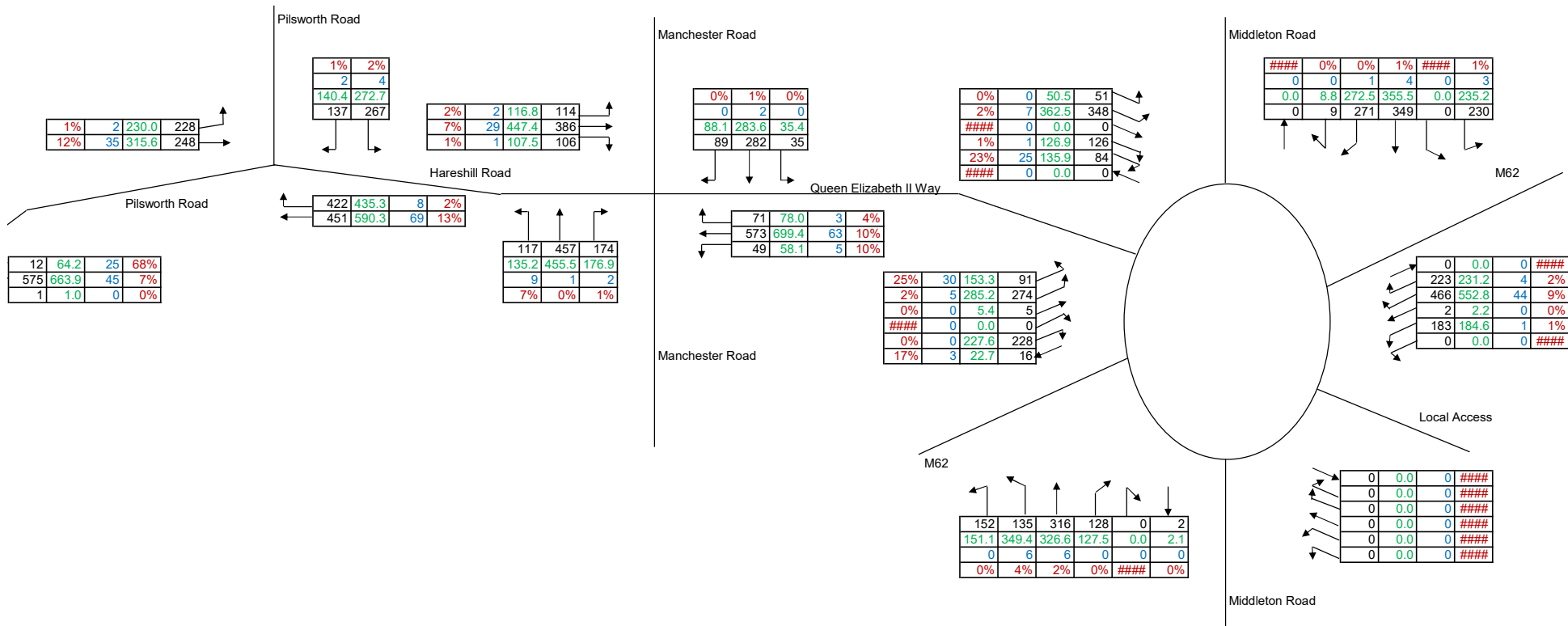


2031 PM Peak (Base) + Committed Development

LGVs / Cars			
PCU			
HGV No.			
HGV %			

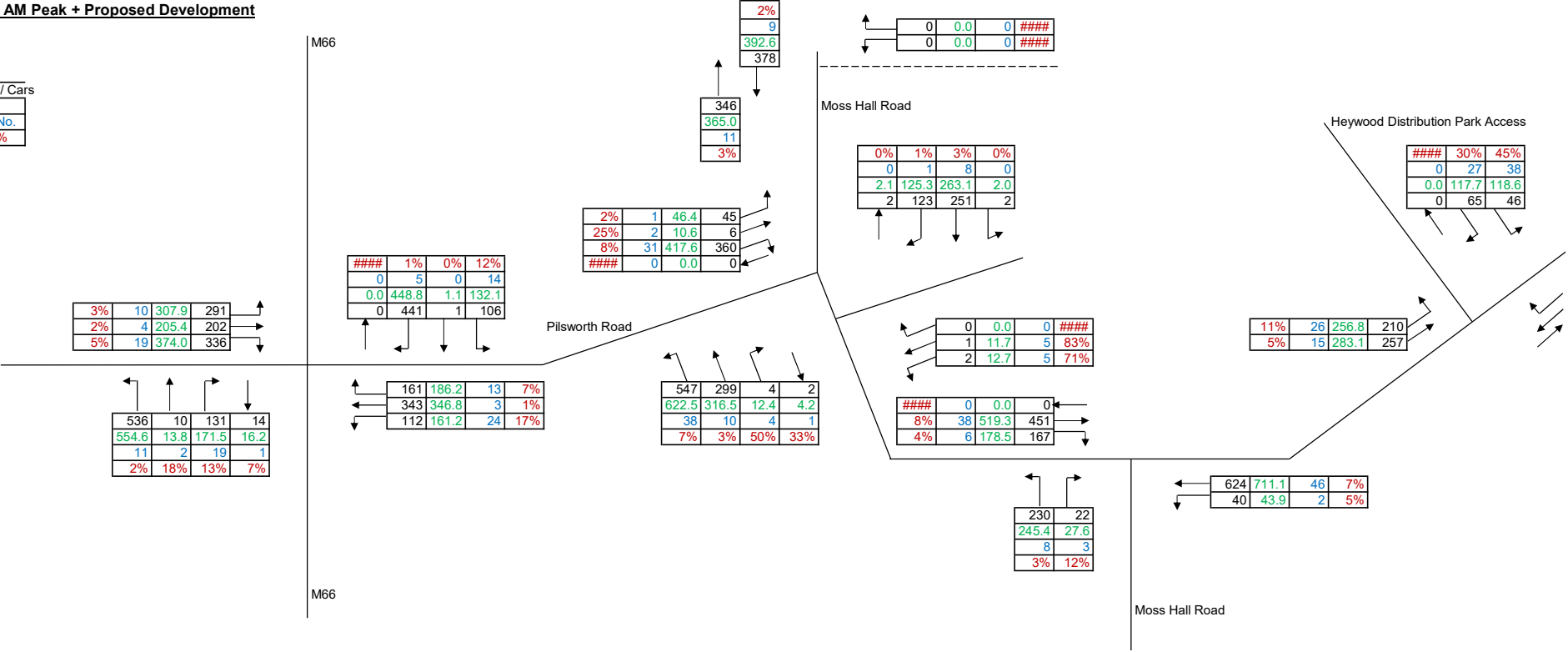
South Heywood - assumed proportion complete
0.5

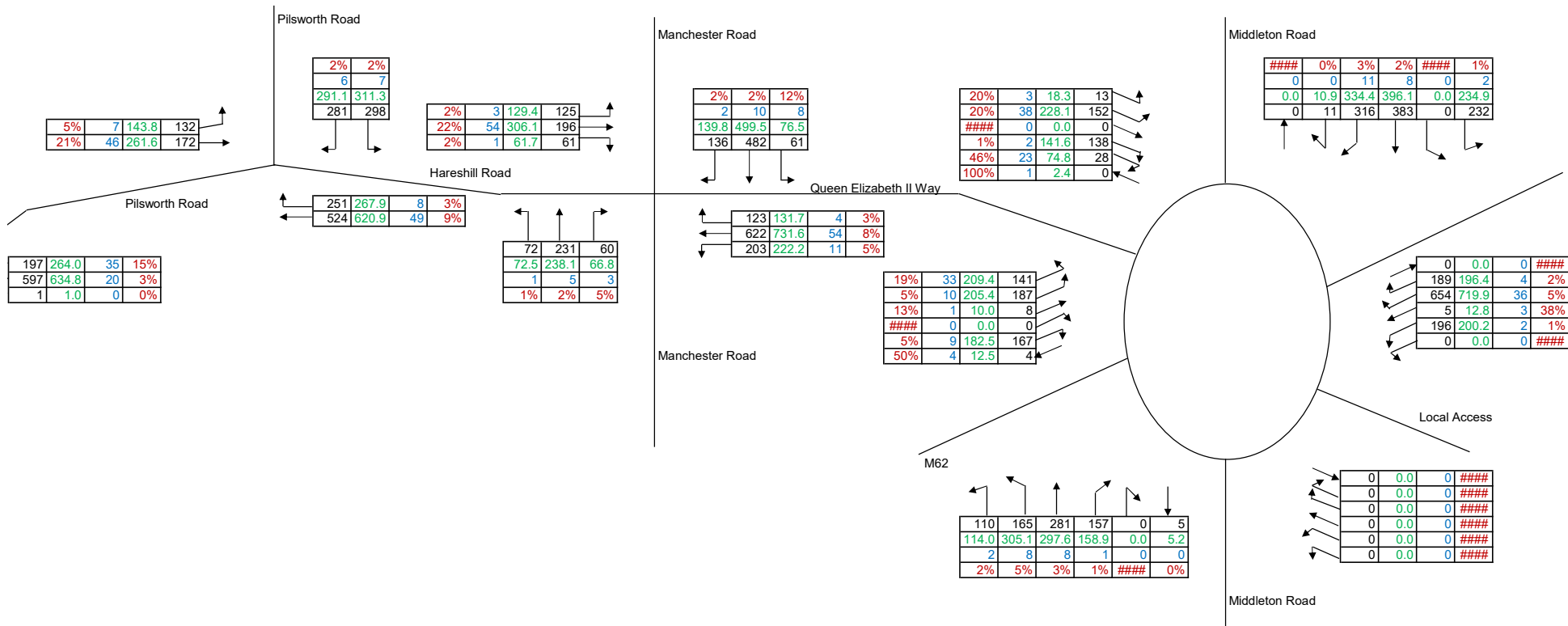




2031 AM Peak + Proposed Development

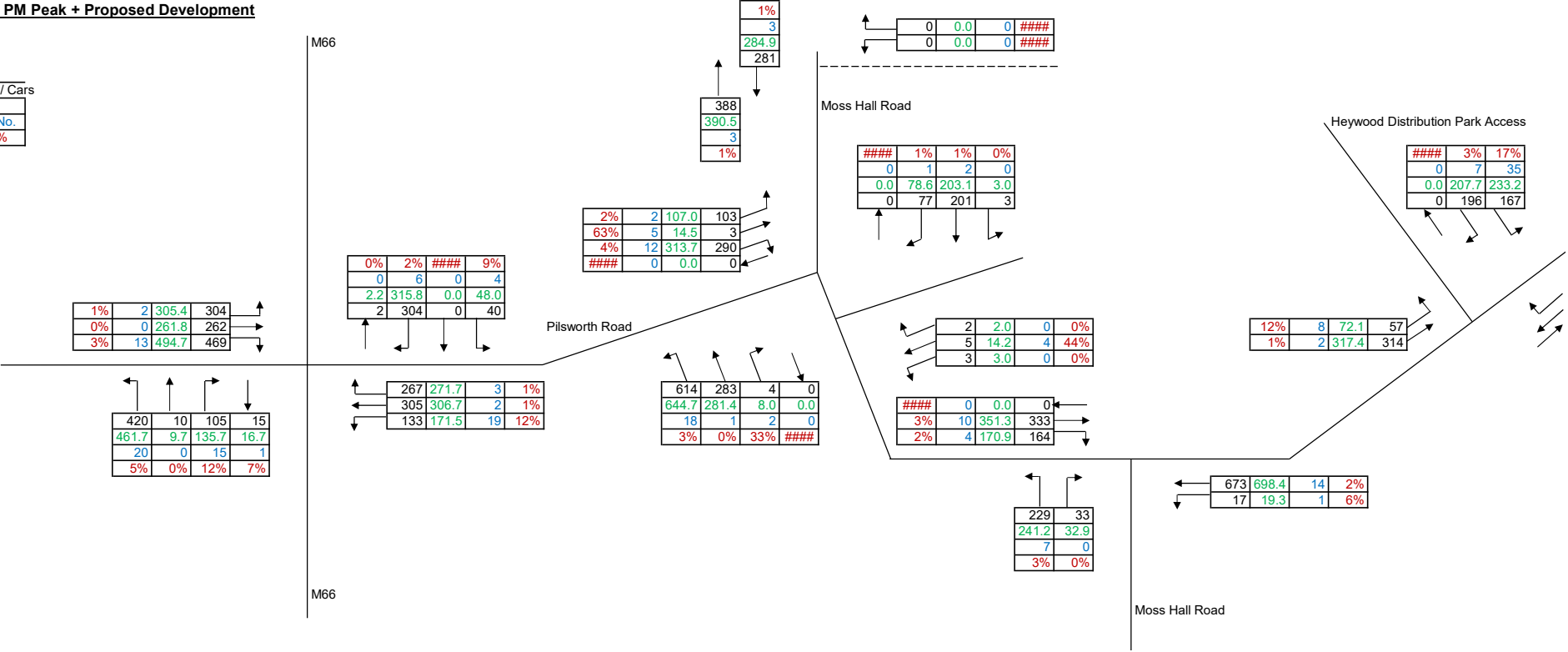
LGVs / Cars			
PCU			
HGV No.			
HGV %			





2031 PM Peak + Proposed Development

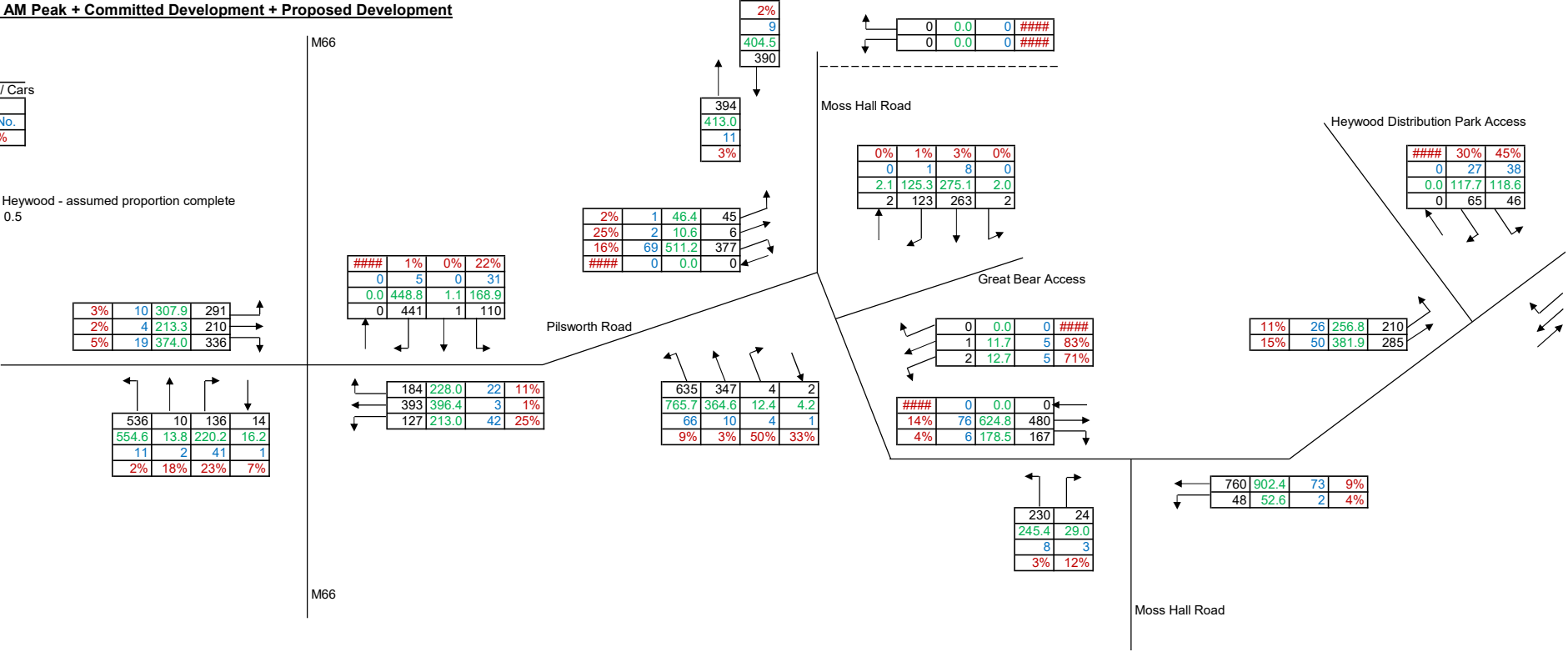
LGVs / Cars	
PCU	
HGV No.	
HGV %	

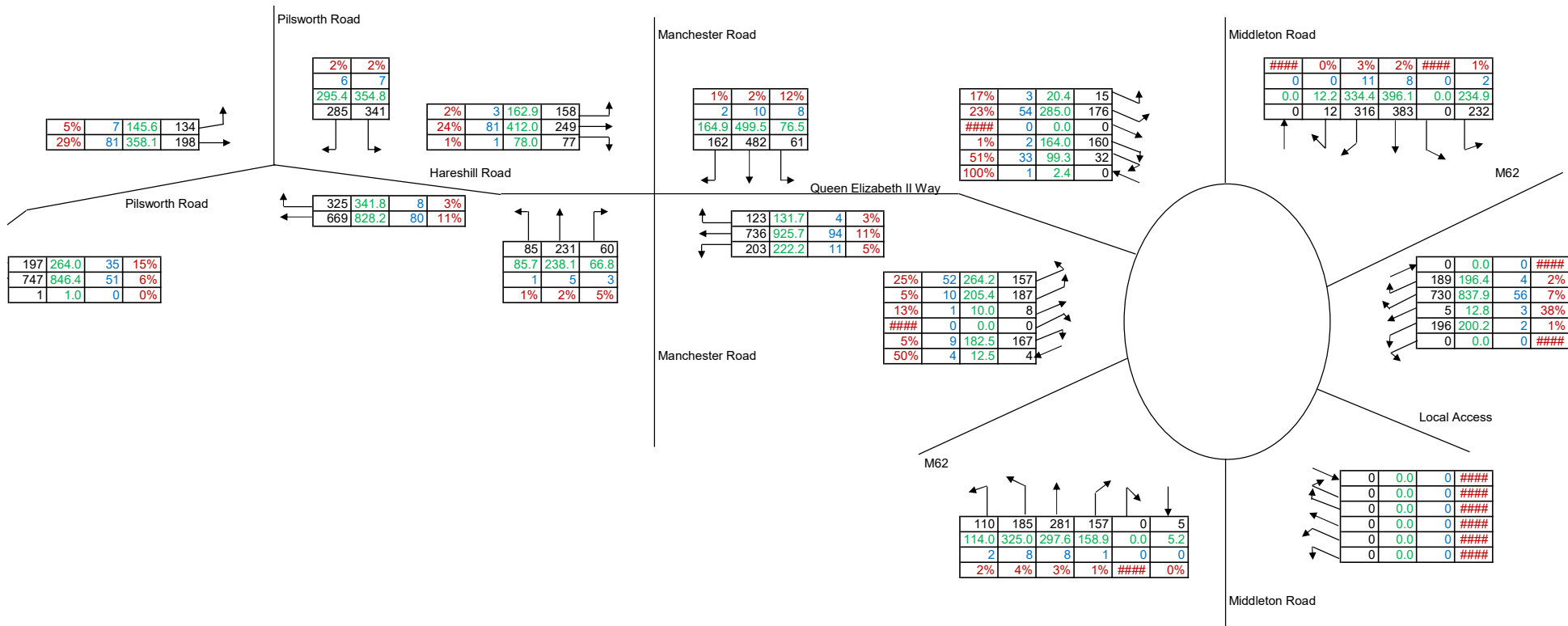


2031 AM Peak + Committed Development + Proposed Development

LGVs / Cars			
PCU			
HGV No.			
HGV %			

South Heywood - assumed proportion complete
0.5

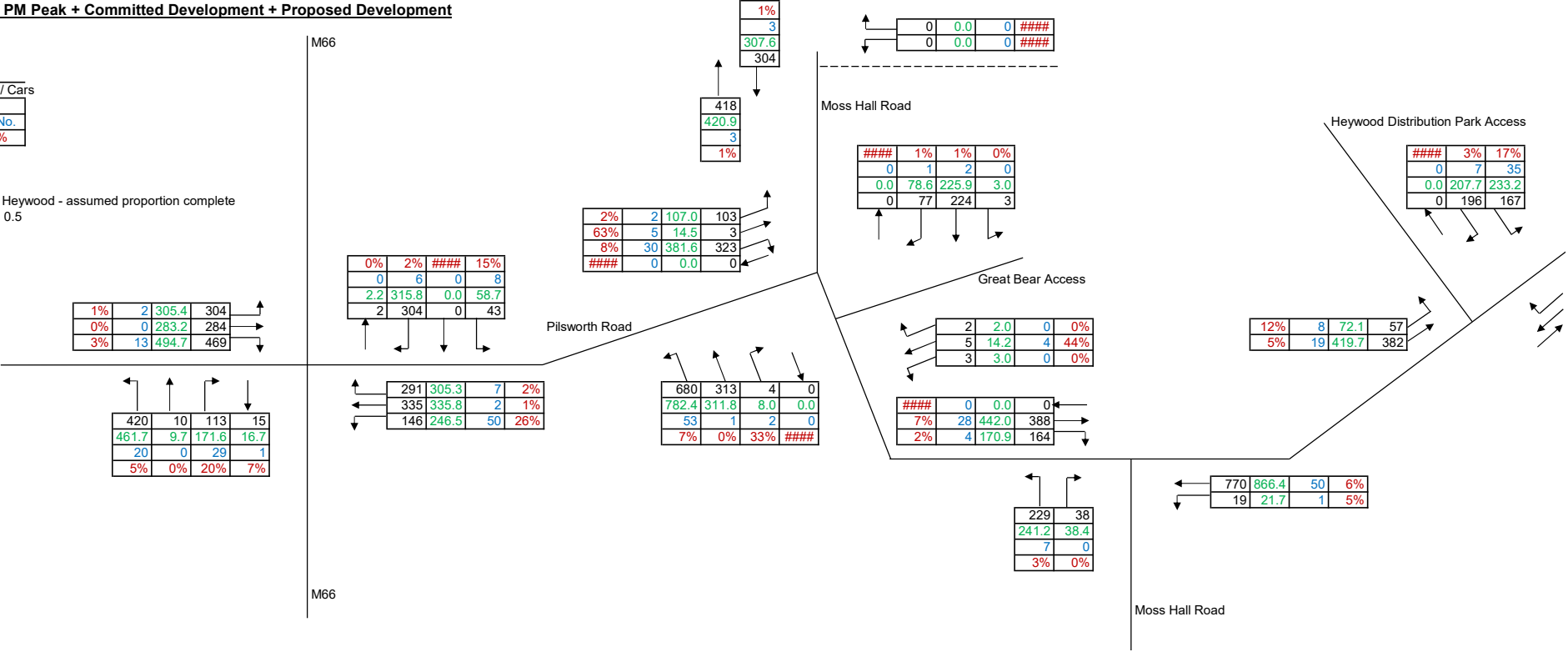


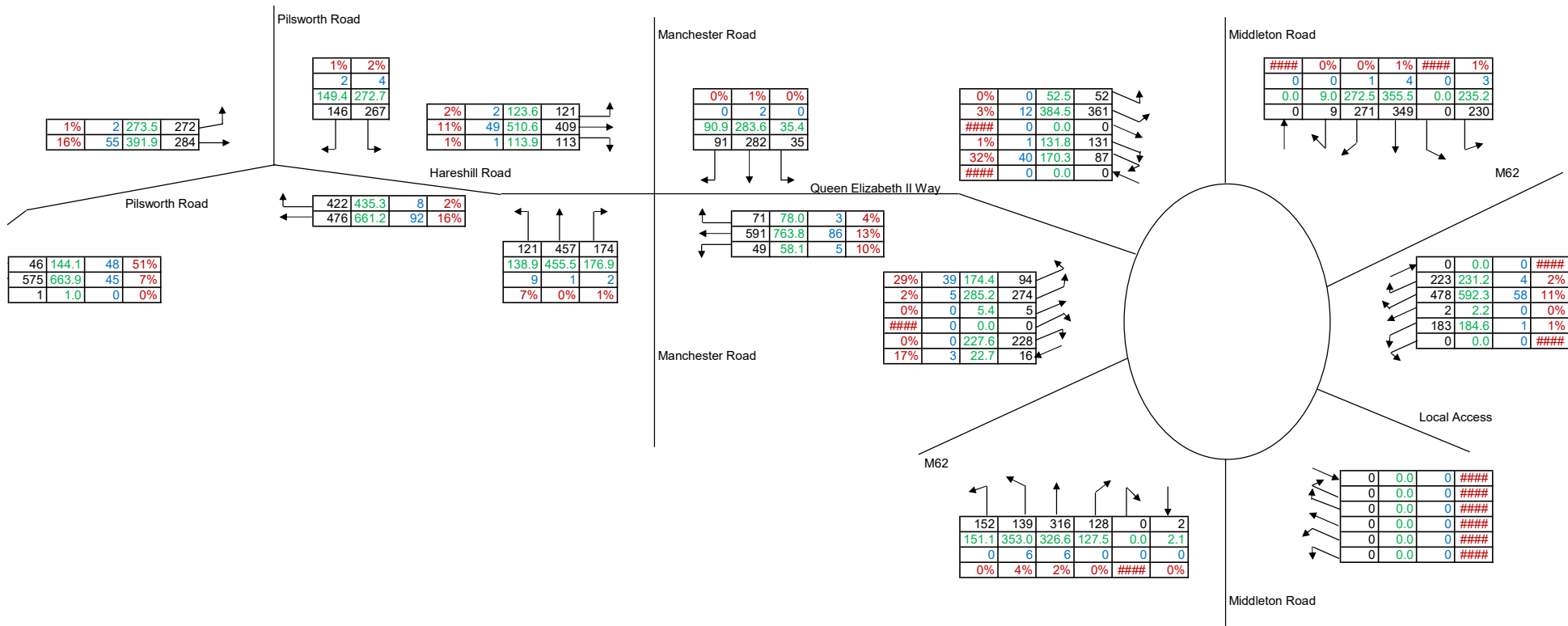


2031 PM Peak + Committed Development + Proposed Development

LGVs / Cars			
PCU			
HGV No.			
HGV %			

South Heywood - assumed proportion complete
0.5





LGVs / Cars
PCU
HGV No.
HGV %

3%	10	326.9	309	↑
2%	4	203.1	199	→
5%	21	397.1	357	↓

570	10	132	15
588.9	14.6	249.6	17.2
11	2	57	1
2%	18%	30%	7%

####	1%	0%	29%
0	6	0	43
0.0	476.5	1.1	190.5
0	468	1	108

2%	1	48.0	46
25%	2	10.6	6
22%	97	541.8	352
####	0	0.0	0

The diagram illustrates a mapping between two tables. The left table contains the values 441, 460.7, 12, and 3%. The right table contains the values 3%, 10, 392.2, and 377. Arrows indicate a mapping from the left table to the right table.

0%	1%	3%	0%
0	1	9	0
2.2	129.7	258.2	2.0
2	127	246	2

↑	0	0.0	0	####
↓	0	0.0	0	####

0	0.0	0	###
1	11.7	5	83%
2	12.7	5	71%

####	0	0.0	0
19%	104	633.0	432
4%	6	184.7	172

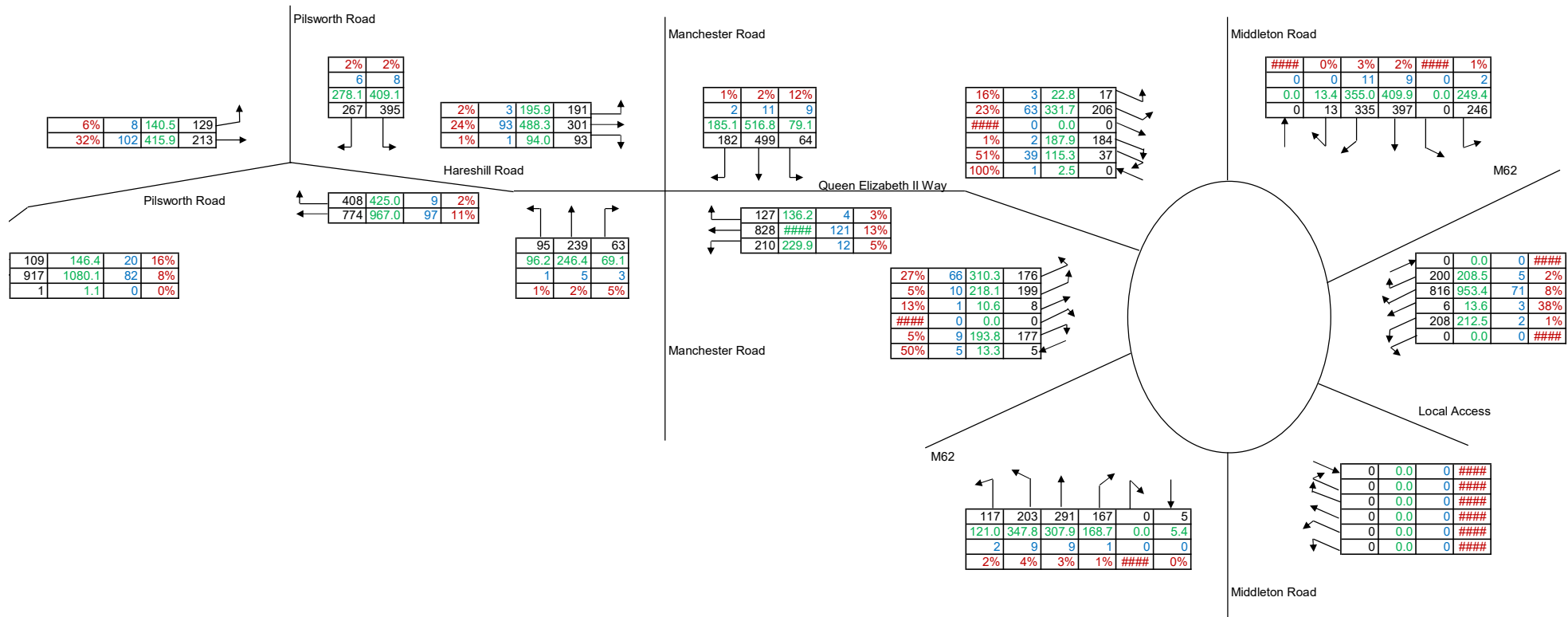
238	21
253.9	26.9
9	3
3%	13%

11%	15	141.0	116
21%	86	490.6	321

####	37%	54%
0	16	22
0.0	57.1	60.8
0	27	19

881	####	91	9%
56	60.4	2	4%

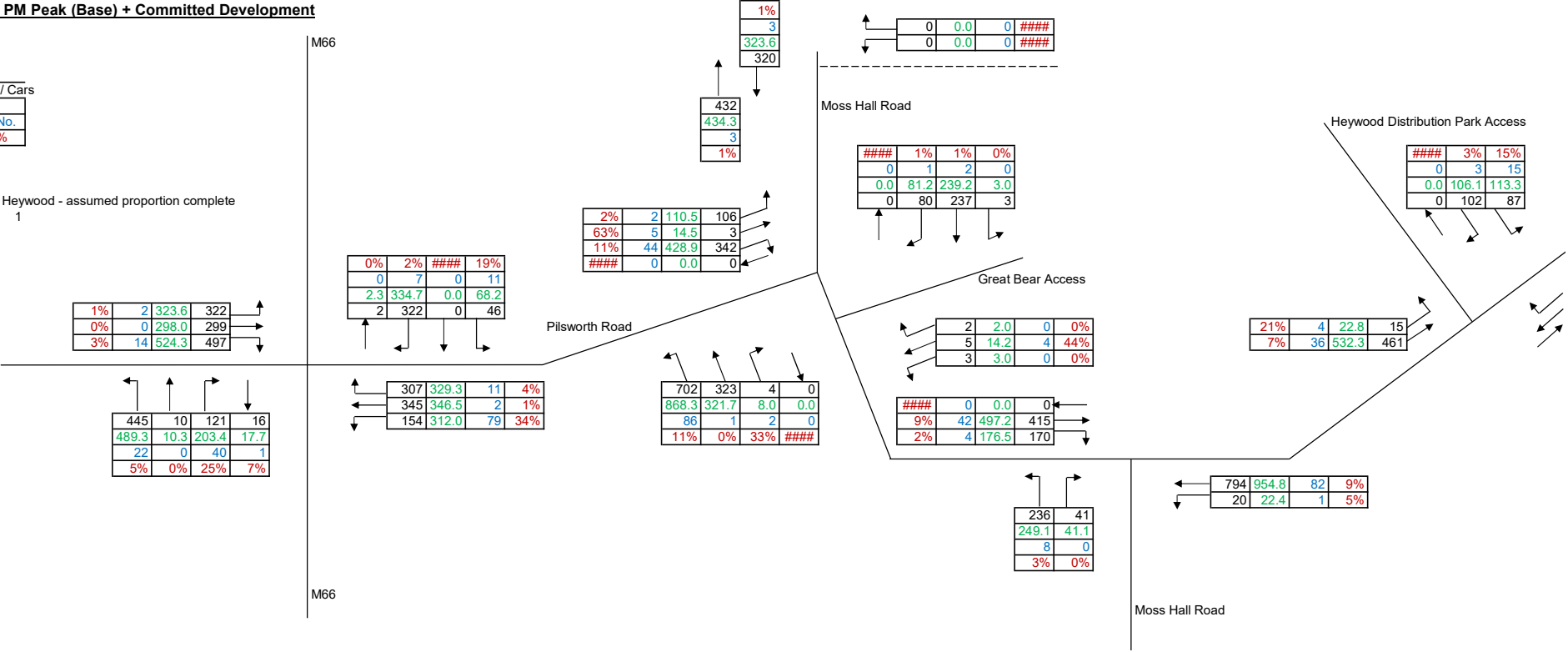
M66

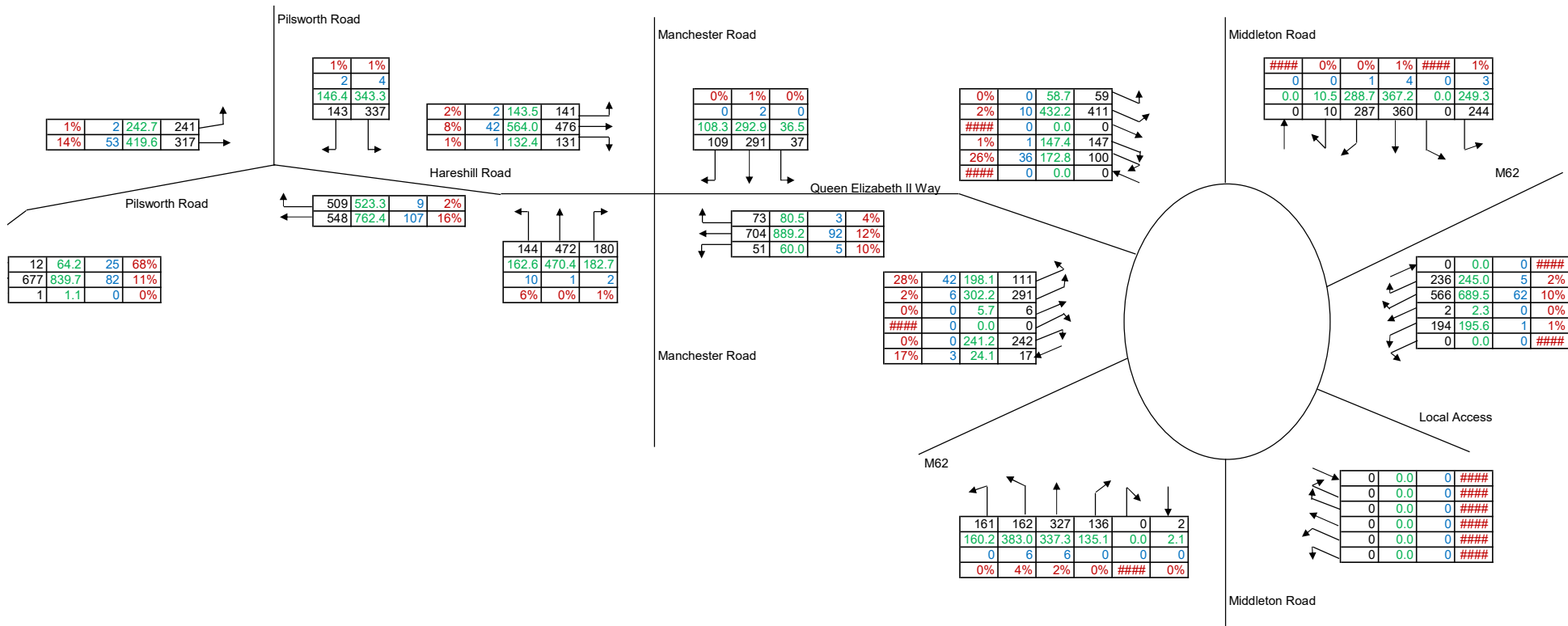


2038 PM Peak (Base) + Committed Development

LGVs / Cars			
PCU			
HGV No.			
HGV %			

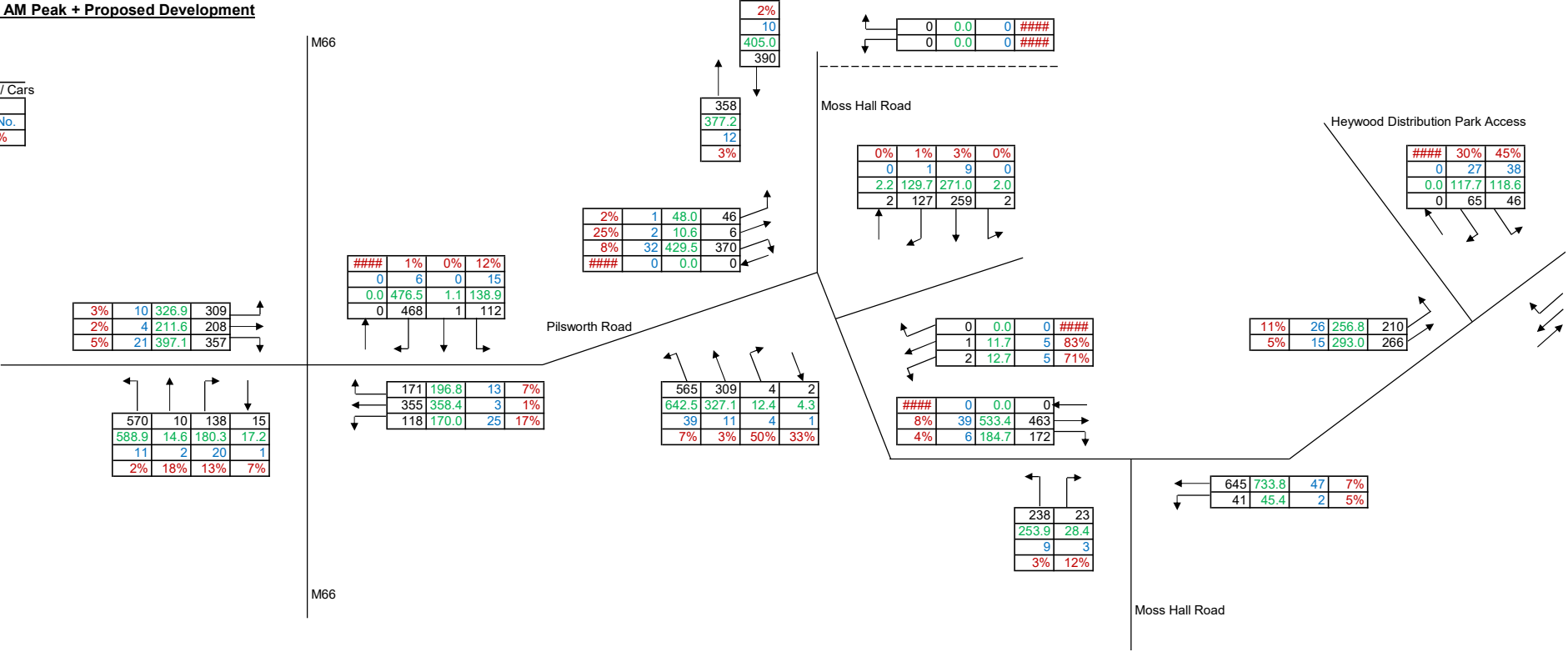
South Heywood - assumed proportion complete
1

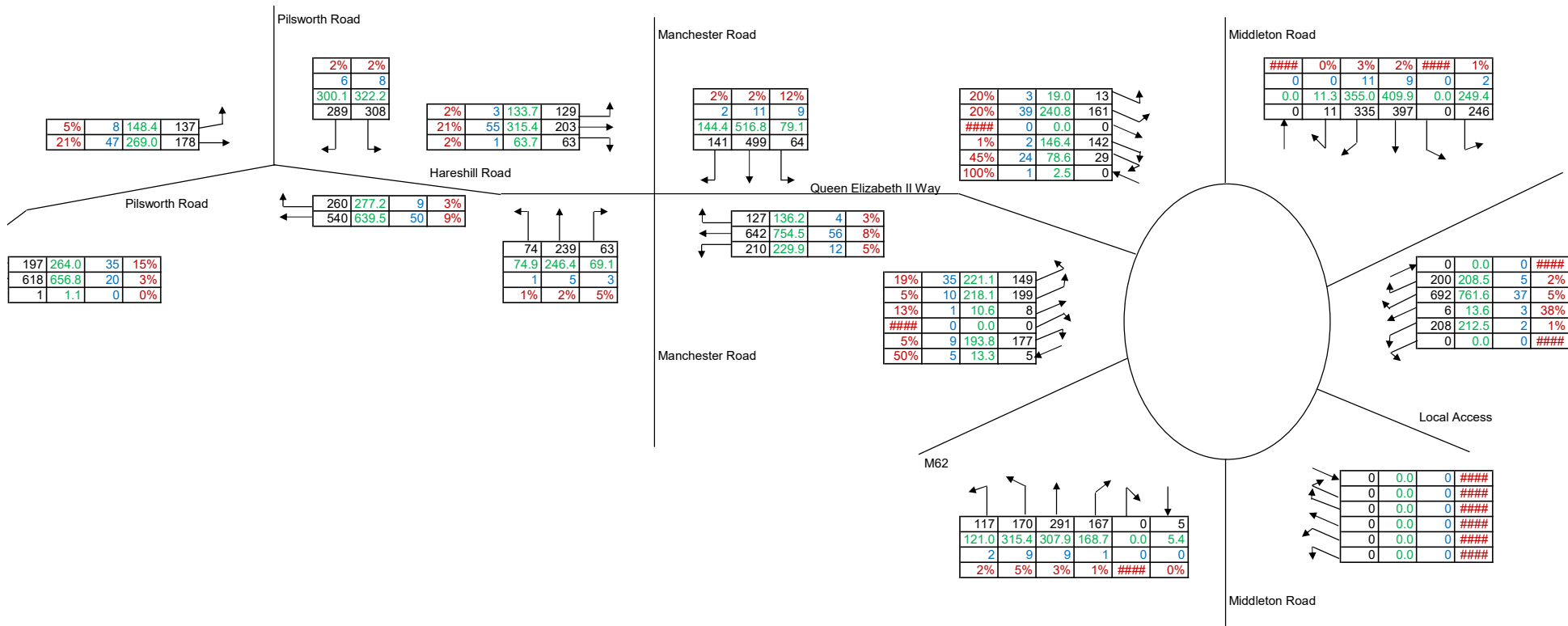




2038 AM Peak + Proposed Development

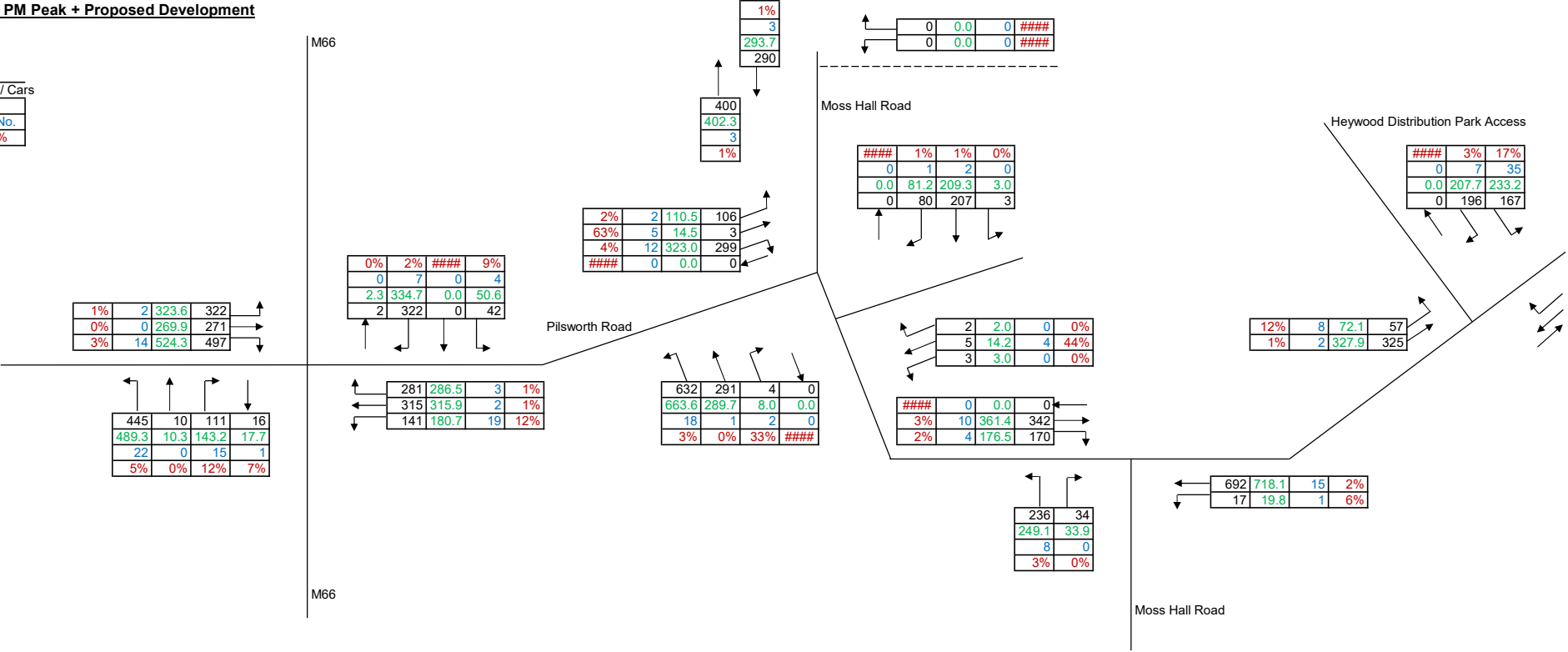
LGVs / Cars			
PCU			
HGV No.			
HGV %			

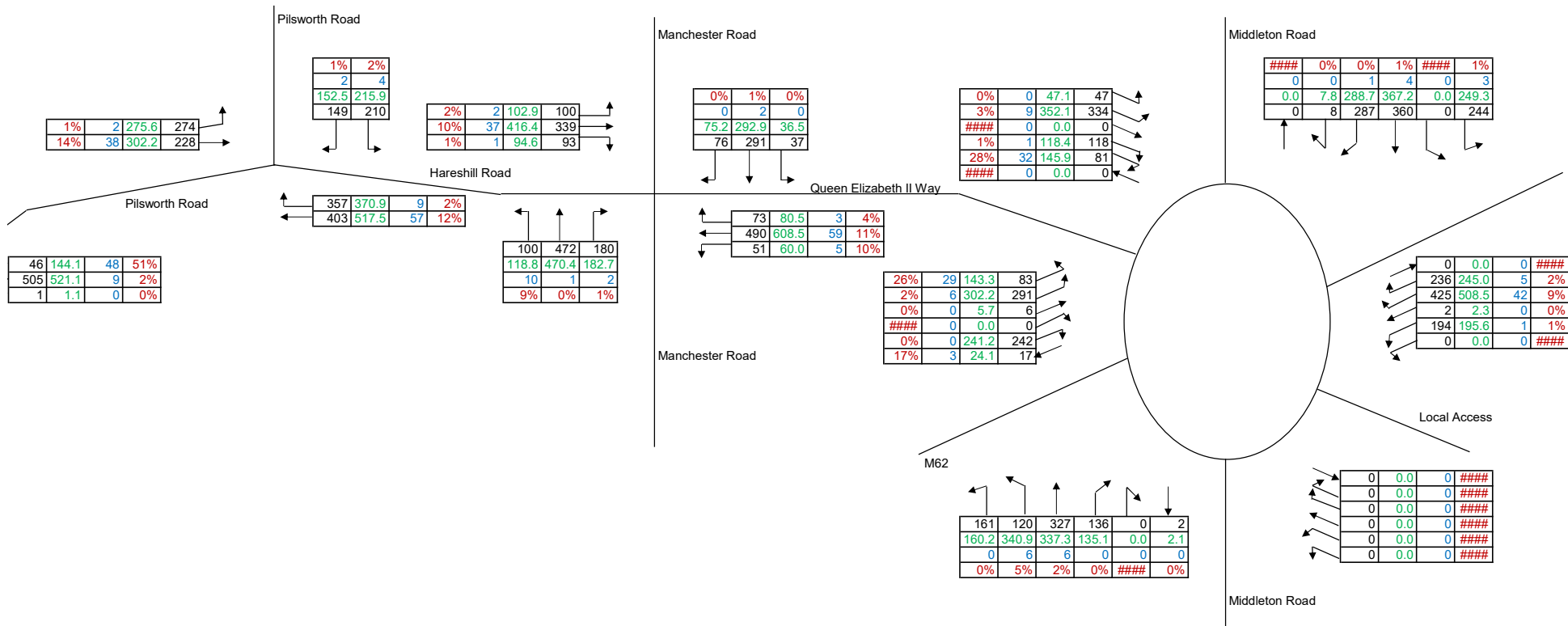




2038 PM Peak + Proposed Development

LGVs / Cars			
PCU			
HGV No.			
HGV %			

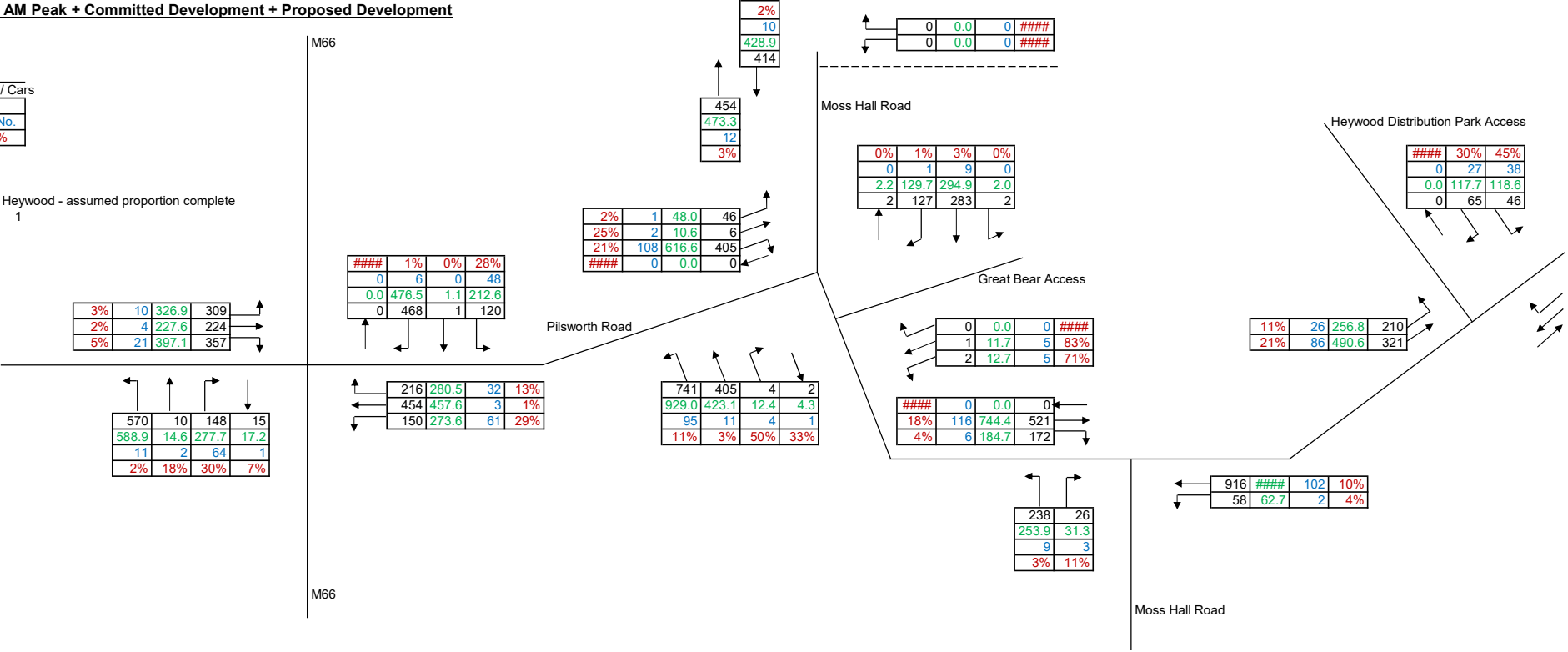


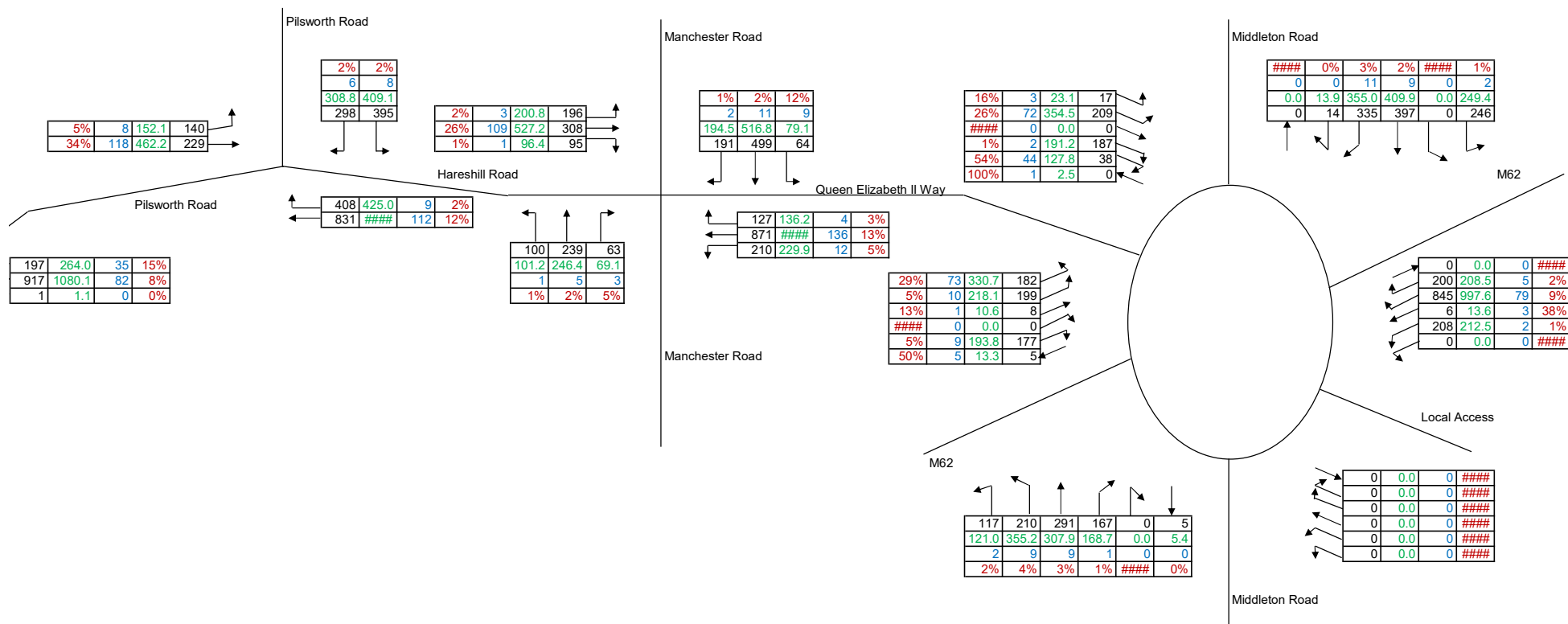


2038 AM Peak + Committed Development + Proposed Development

LGVs / Cars			
PCU			
HGV No.			
HGV %			

South Heywood - assumed proportion complete
1





2038 PM Peak + Committed Development + Proposed Development

LGVs / Cars			
PCU			
HGV No.			
HGV %			

South Heywood - assumed proportion complete
1

