



advant
ENGINEERS

**CALDERSHAW CENTRE
INGS LANE
ROCHDALE
OL12 7LQ**

Transport Statement

DOCUMENT No:
23083-DSR-002-A

**APPLICATION FOR PROPOSED INDUSTRIAL UNITS
CALDERSHAW BUSINESS CENTRE, INGS LANE, ROCHDALE, OL12 7LQ**

TRANSPORT STATEMENT



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TRANSPORT STATEMENT

1.0 Introduction and Background

- 1.1 This Transport Statement has been produced to support a planning application to create a new industrial unit development within the Caldershaw Business Centre on land off Ings Lane, Rochdale, OL12 7LQ (the site). The site of the proposed industrial units is on a vacant plot of land adjacent to the south of the Caldershaw Centre on the site of former mill buildings long since demolished.
- 1.2 In preparing this Transport Statement the following has been undertaken :-
- an inspection of the existing site, the highway access and the adjacent local highway network;
 - an interrogation and analysis of the road safety record for the local highway network;
 - a consideration of the relevant national and local policy;
 - an examination of the industrial unit scheme and plans;
 - an assessment of the traffic generating potential of the industrial unit development;
 - an assessment of the traffic and highway impact of the industrial unit scheme;
 - an assessment of the accessibility of the proposed development by public transport, walking and cycling.
- 1.3 The following Sections describe the analysis and assessment undertaken.

2.0 Site Location

- 2.1 The site is located approximately 2.8 km north-west of Rochdale town centre. The plot of land subject to this planning application is located to the west of Ings Lane and adjacent to the south of the Caldershaw Centre on the Caldershaw Business Park, Rochdale.
- 2.2 Access to the site off Ings Lane is proposed via an existing established access into the Caldershaw Centre and then into the forecourt of the proposed new industrial units.
- 2.3 The development site is situated centrally within an established industrial and business centre. The plot of land is located between other industrial and business developments on the western side of Ings Lane. The site location plan is shown in Appendix A.

3.0 Existing Characteristics

3.1 Road Layout and Hierarchy

- 3.2 The site of the proposed development is located centrally within the Caldershaw Business Centre. Caldershaw Business Centre is a large industrial area to the

northwest of Rochdale town centre. Caldershaw Business Centre, is bounded by Ings Avenue becoming Caldershaw Road to the north of the site. North of Ings Avenue and Caldershaw Road is a large residential area with housing either side of Caldershaw Road. The west of Caldershaw Business Centre is bounded by Caldershaw Green, a local community green space with a public footpath, a brook running through with a small reservoir and further west, a residential area. The south of Caldershaw Business Centre is bounded by Cutgate Road, a road running through a large residential area with housing along either side and residential properties beyond to the south. The east of Caldershaw Business Centre is bounded by the main leg of Ings Lane with residential housing either side of the road and a residential area to the east beyond Ings Lane.

3.3 A section of Ings Lane diverts off Ings Lane to the southeast of Caldershaw Business Centre and runs through the centre of Caldershaw Business Park servicing the units on the site and links back to Ings Avenue to the north of the site. This section of Ings Lane, which is the road which will serve the proposed development, is subject to a speed limit of 10 mph and has slow road markings in place in the vicinity of the site access via the Caldershaw Business Centre access.

3.4 Along Ings Avenue there is a 7.5 Ton weight limit with an exemption for access purposes.

3.5 Figure 1 shows the location of the development site in relation to the surrounding road network.



Figure 1 - Location of Development Site in the Context of the Local Road Network

3.6 Public Transport Access

3.7 The site is located close to bus stops on Ings Lane. Service Number 467 operates from bus stops located to the northeast of the site on Ings Lane a walk of approximately 240 metres taking around 4 minutes. Service Number R2 operates from bus stops located to the southeast of the site on Ings Lane a walk of approximately

400 metres taking around 5 minutes. A bus service map for access to the site and the surrounding areas is shown in Figure 2. Bus services can be accessed from the site within a short walking distance.

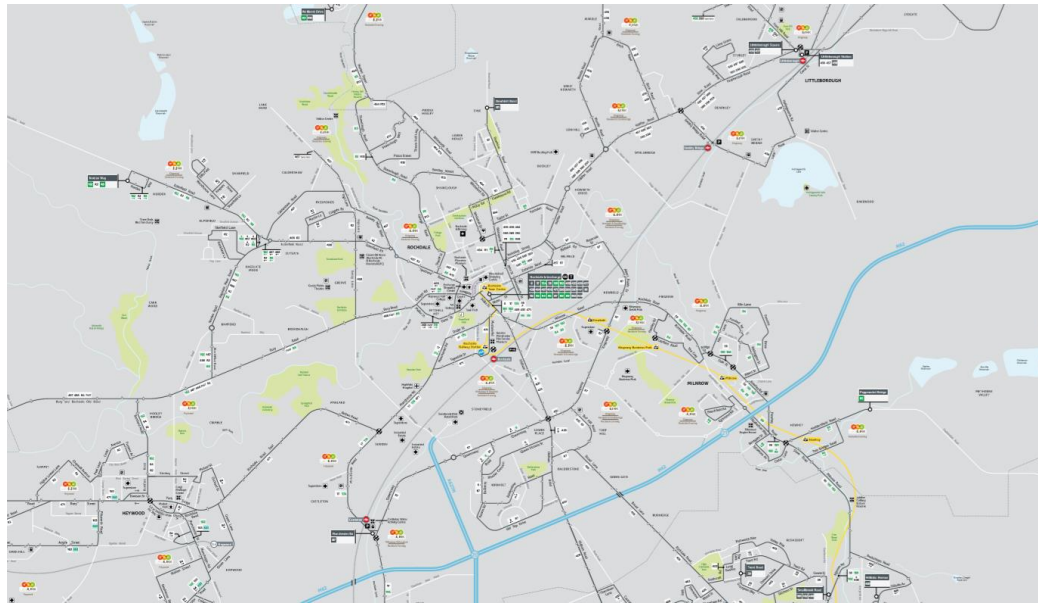


Figure 2 - Bus Map (TfGM)

- 3.8 Tables 1 and 2 show the bus services that travel along Ings Lane. Tables 1 and 2 indicate that there are 5 buses in the morning peak, interpeak and evening peak period passing along Ings Lane Mondays to Fridays.
- 3.9 The bus stops in Ings Lane are comfortably located within the 400-metre 'desirable' distance recommended for accessing public transport (CIHT, Providing for Journeys on Foot, 2000).
- 3.10 Bus access is considered to be excellent due to the bus frequency and proximity of the bus stops to the development site.

Table 1 Bus Services along Ings Lane 240 metres northeast of the site

Service No	Route	Services per Hour		
		AM	Off Peak	PM
467	Bury – Rochdale	1.5	1.5	1.5
467	Rochdale - Burt	1.5	1.5	1.5
Total		3	3	3

Table 2 Bus Services along Ings Lane 400 metres southeast of the site

Service No	Route	Services per Hour		
		AM	Off Peak	PM

R11	Rochdale – Shawfield Circular Inward Bound	1	1	1
R11	Rochdale – Shawfield Circular Outward Bound	1	1	1
Total		2	2	2

3.11 Rail Access

3.12 Rochdale Rail Station is located an approximate walking distance of 3.4 km away to the south-east of the proposed development site. The Table below sets out the weekday rail service frequency from Rochdale Rail Station.

Table 3 Frequency of Rail Services from Rochdale Rail Station

Route	AM Peak	Off-Peak	PM Peak
To Leeds	5 per hour	5 per hour	5 per hour
To Manchester	6 per hour	6 per hour	6 per hour
To Clitheroe	2 per hour	1 per hour	1 per hour
To Blackburn	3 per hour	2 per hour	3 per hour
To Wigan	5 per hour	5 per hour	5 per hour

3.13 Rochdale Metrolink and bus station are located a walk of approximately 2.7 km away to the south-east of the proposed development site. The Metrolink service has trams running every 12 minutes on the East Didsbury line.

3.14 Cycle Access

3.15 An assessment has been made of the locations that can be accessed within a 5km cycle ride from the proposed industrial development. The analysis is illustrated below in Figure 3.



Figure 3 - Cycle Access to the Development Site (www.app.traveltimeplatform.com)

3.16 A cycle map of routes near the site is located in Figure 4.

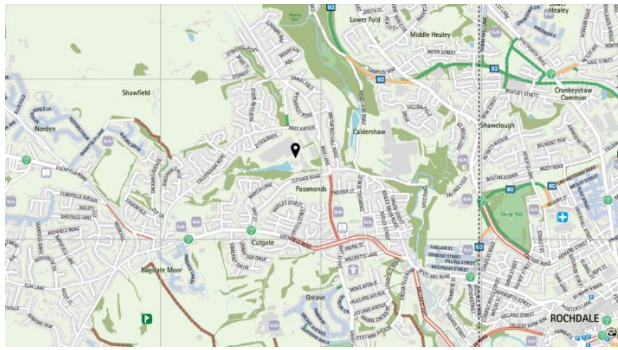


Figure 4 - Cycle Map of Routes (source : TfGM)

- 3.17 To the southeast of the site where Ings Lane splits in two and for much of the route into Rochdale town centre there are on-road cycle lanes on both sides of the carriageway with advance cycle stop lines present at traffic light signals. These cycle facilities will enable cyclists to travel along the main roads when accessing the proposed scheme by bicycle.

3.18 Walking Access

- 3.19 An assessment has been made of the locations that can be accessed within a 2km walk from the development site. This analysis is depicted in Figure 5 below.



Figure 5 - Walking Access to the Development Site (www.app.traveltimeplatform.com)

- 3.20 Access to the proposed development for pedestrians is by the existing established Ings Lane which services the Caldershaw Centre and there are footways along the roads surrounding Caldershaw Business Park.
- 3.21 The proposed development site is within a short walking distance of the bus routes along Ings Lane, with good public transport links to Rochdale Town Centre, areas around Rochdale and other areas outside of the borough, therefore the site is considered to be accessible by means of transport other than car.
- 3.22 The area around Caldershaw Business Park is surrounded by residential dwellings and it is anticipated many people in the area that gain employment at the site of the

proposed development would be able to commute by walking from the surrounding area.

3.23 The infrastructure in the vicinity of the proposed scheme and the surrounding road network are conducive to encouraging walking journeys.

3.24 Access to Services

3.25 There are a number of facilities and services located within a short distance that can be accessed by walking and cycling trips from the proposed development site, the walking distances are listed below :-

- Sandwich Shop Takeaway – approximately 350 metres
- Co-op Convenience Store inc. ATM – approximately 350 metres
- Childrens Nursery – approximately 500 metres
- Public House - approximately 550 metres
- Premier Convenience Store inc. Newsagent and parcel collection and delivery – approximately 850 metres
- Dentist – approximately 950 metres
- Cutgate Shopping Centre inc. pharmacy, cafe and convenience store – approximately 1 km
- Tesco Express Convenience Store inc ATM and Bakery – approximately 1.1 km

3.26 The distances to facilities and services set out above and the access by walking (Figure 5) and cycling (Figure 3) demonstrate the accessibility of the site by sustainable transport methods is excellent.

3.27 Road Safety Record

3.28 The crashmap (www.crashmap.co.uk) database has been interrogated to assess the road safety record for Ings Lane, Ings Avenue and the surrounding road network in the vicinity of the proposed development site. The output from the accident interrogation is shown in Figure 6 below.

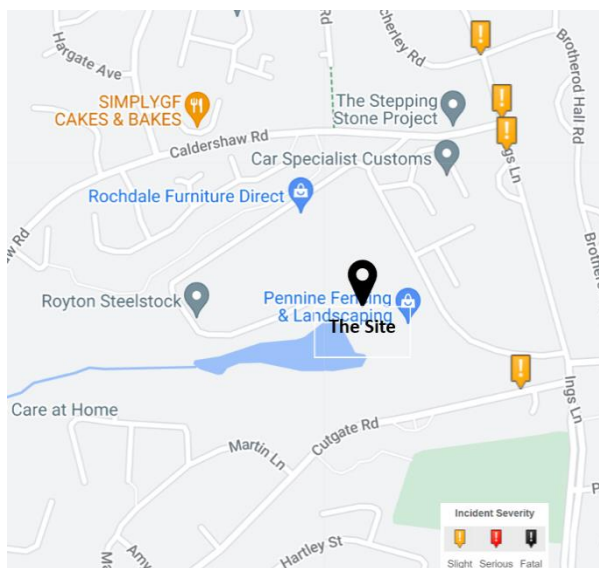


Figure 6 - Road Safety Record near the Development (www.crashmap.co.uk)

- 3.29 There have not been any recorded injury accidents on Ings Lane within Caldershaw Business Park during the five-year period of the accident analysis. There have been four injury accidents along Ings Lane bordering the east of Caldershaw Business Park in the vicinity of the site. The details of the injury accidents are summarised in the Table below:-

Table 4 Road Safety Summary

Date	Location	Severity of Incident	Vehicles Involved	Casualties Involved
30/05/21	Wycherley Rd/Brotherod Hall Rd/Ings Lane junction	Slight	3	2
29/01/21	Ings Lane/Ings Avenue junction	Slight	3	1
28/11/19	Ings Lane	Slight	1	1
30/04/19	Cutgate Rd	Slight	4	1

- 3.30 Whilst it is regrettable when there are injury accidents in the road network, the scale of the proposed scheme and anticipated traffic generation should not result in any worsening of the road safety record. The road safety record for the location should not represent a material concern in the context of the proposed development.

3.31 Existing Visibility

- 3.32 The visibility from the existing established site access onto Ings Lane has been examined. The visibility was considered to be acceptable for vehicles emerging from the site access. Adjacent junctions near the site were also examined and considered to have acceptable levels of visibility.

3.33 Summary

- 3.34 The local road network has demonstrated a good road safety record in the recent road safety analysis. The local environment is conducive to encouraging journeys by bus,

on foot and by cycling. Access to the development by public transport, walking and cycling has been determined to be excellent.

4.0 Transport Policy Context

4.1 National Policy

4.2 National Planning Policy Framework (NPPF) (2023)

4.3 The NPPF sets out the Government's economic, environmental and social planning policies for England. The NPPF introduces a set of core land-use planning principles which should underpin both plan-making and decision-taking.

4.4 Section 9 of the NPPF covers 'Promoting sustainable transport'. Relevant elements of this section are summarised as follows.

4.5 **Paragraph 114** - In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- (a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- (b) safe and suitable access to the site can be achieved for all users;
- (c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code [48](#); and
- (d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

4.6 **Paragraph 115.** 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.

4.7 **Paragraph 116.** Within this context, applications for development should:

- (a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- (b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- (c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- (d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- (e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

4.8 **Paragraph 117.** 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.

4.9 Local Policy

4.10 Rochdale Core Strategy

T2 - Improving accessibility

4.11 'We will improve accessibility by locating development where good access to public transport is available or can be provided, backed by measures to reduce the need for travel and effective provision for cyclists, pedestrians and people with impaired mobility. Development will be appropriately located to minimise the need to travel by car and the number and length of car trips made to access local amenities. Transport improvements will focus access to priority regeneration areas, e.g. town centres, housing regeneration areas and economic growth corridors. We will do this by:

a. Requiring development and infrastructure proposals to satisfy the Council's accessibility hierarchy. This requires transport user needs to be considered and addressed in the following priority order:

- i. People with impaired mobility and pedestrians;
- ii. Cyclists;
- iii. Public transport (Bus, Heavy and Light Rail) and "clean fuelled" vehicles;
- iv. Taxi, private hire vehicles;
- v. Powered two wheeled vehicles;
- vi. Commercial traffic for local access;
- vii. Shopping, visitors / tourist and off peak traffic; and
- viii. Long stay and peak time commuter traffic.

4.12 In all circumstances, the safety, accessibility and amenity of those who live or have business in the area will have priority, while providing reliable journey times for those travelling through.

d. We will require a Transport Statement for smaller developments that exceed the guidance on Transport Assessment thresholds or:

- i. Generate 50 to 99 vehicle movements per day (24 hours);
- ii. Generate 30 to 59 person trips in any peak hour (between 07-00 & 10-00 and / or 16-00 & 19-00);
- iii. Generate 20 to 29 vehicle movements in any single hour;
- iv. Generate up to 20 Heavy Goods Vehicles (over 7.5 tonnes);
- v. Propose 10 to 49 parking spaces; or
- vi. Consist of 50 to 79 residential units.

e. We will ensure that development allocations and submitted proposals are as far as possible accessible for all (including people with impaired mobility), applying the accessibility criteria set out in Appendix 4 or any future thresholds agreed for Greater Manchester. Developers should work in partnership with the Council from initial conception to completion and monitoring. To achieve this, developers should ensure access between communities and jobs, shops, schools and colleges, leisure and health facilities are convenient;

f. We will require developments to provide parking in compliance with the Council's Car Parking Standards (see Appendix 5); and

g. We will expect development proposals to financially contribute to transport improvements where additional traffic movements cannot be accommodated on the existing network. Such contributions will support:

- i. Measures to secure modal shift and sustainable travel / behavioural change initiatives;
- ii. Improvements to public transport and related infrastructure;
- iii. Other traffic management and local safety measures and/or removal or restriction of parking provision; and
- iv. Improvements to the highway infrastructure, in combination with (i), (ii) and (iii) when those have been demonstrated to be insufficient.'

4.13 **Assessment of the Proposed Industrial Development Scheme Against Existing Policy**

4.14 The transport policies set out above follow a common theme for promoting access to development by sustainable transport.

4.15 Accessibility to the proposed industrial development has been examined in this Transport Statement and it concluded that access to services by sustainable transport is considered excellent. Car parking for the development is considered to comply with the Council's parking policy. Analysis has been undertaken on parking accumulation and this has concluded that the proposed parking is adequate for the development, is excellently located for access by public transport, walking and cycling and would not present any network operational issue or highway safety issue.

4.16 The proposed industrial development scheme is considered to be compliant with the aspirations of existing transport policies and is supportive in helping achieve their objectives.

5.0 **Development Proposals**

5.1 The proposed development application is for the approval of 9 industrial units with varying sizes. The scheme will use an existing access onto Ings Lane. The access into the proposed development site will provide parking within the curtilage of the site. Cycling parking will also be provided with the development site.

5.2 The proposed site layout for the development is shown in **Appendix B**.

5.3 The proposed development is set out below.

Table 5 Proposed Development Use

Unit Ref	Floor Area
Unit 1	99
Unit 2	109
Unit 3	112
Unit 4	110
Unit 5	110
Unit 6	112
Unit 7	173
Unit 8	180
Unit 9	165
Total	1170

5.4 Vehicular Access

5.5 Access to the site off Ings Lane is proposed via an existing established access into the Caldershaw Centre and then into the forecourt of the proposed new industrial units.

5.6 Servicing to the Development

5.7 Swept path analysis has been undertaken to show how a delivery vehicle would access and negotiate within the proposed development site. The swept path analysis demonstrates that the delivery vehicle is able to access and leave the site in forward gear. Swept path analysis is contained in **Appendix C**.

5.8 Visibility

5.9 The proposed development will utilise an existing, established access point off Ings Lane into the Caldershaw Centre and then on into the site. The access has been used for a substantial period and as such the access is considered sufficient to serve the site. Visibility is considered to be adequate in each direction from the site access.

5.10 Parking Strategy

5.11 Rochdale Council sets out parking standards in Appendix 5 of the Core Strategy.

5.12 Car Parking

5.13 For general industry the Council's maximum parking standard is to have 1 parking space for 60 sq.m of floor space.

5.14 The proposed industrial development scheme will provide a total of 18 car parking spaces, including 3 accessible spaces plus a further 8 larger parking spaces for vans and 1 parking space for a forklift truck and additionally there are 3 loading/unloading spaces for large lorries. This level of parking provision is considered to comply with the Council's parking policy.

5.15 In order to demonstrate that the parking provision is robust, an assessment has been made of the anticipated parking accumulation for the proposed development. The proposed development scheme has used employment land (industrial unit) in the traffic generation and parking accumulation analysis. This assessment determined that

the proposed car parking spaces would meet the anticipated parking demand for the proposed development use and not have the potential to result in any overspill parking onto Ings Lane or other roads. Refer to **Appendix D** for Parking Accumulation analysis.

- 5.16 The Transport Statement has demonstrated that the development is well located for convenient access by bus, cycling and walking. With the development located in a sustainable location and with the level of parking proposed then the proposed scheme does not have the potential to result in any highway operational problems or highway safety issues.

5.17 Accessible Parking

- 5.18 Three Accessible parking space are proposed within the scheme, and this is shown on the proposed site layout. The Council's parking standards state that 10% of the car parking spaces are to be accessible parking spaces. The number of accessible spaces is considered compliant with the Council's parking standards.

5.19 Cycle Parking

- 5.20 The Council requires cycle parking to be provide at 1 space per 700m², which would require 2 cycle parking spaces. The scheme proposes to provide cycle stands to meet the Council's policy on cycle provision.

5.21 Motorcycle Parking

- 5.22 The Council's parking standards require 1 motorcycle parking stand to be provided per 2700m² but with a minimum of 2 spaces. The scheme will provide motorcycle parking to meet the Council's parking policy.

5.23 Public Transport Access

- 5.24 Earlier in this Transport Statement the existing bus service frequency and the walking distances to bus stops were described. The public transport access to the development site is considered to be excellent and no improvements are deemed necessary.

5.25 Cycle Access

- 5.26 The report earlier discussed the cycle access and provided a diagram showing the locations that could be accessed within a 30-minute cycle journey (equivalent to 5km at average cycling speeds). The report has also set out the proximity of local services and amenities in relation to the proposed development site.

- 5.27 It was concluded that access by cycling is excellent, and no further improvements are required.

5.28 Walking Access

- 5.29 There are footways along the roads surrounding Caldershaw Business Park. The report has earlier set out the destinations that could be reached within a 2km walking

distance and the close proximity of local facilities and amenities, bus stops and residential areas to the proposed industrial development.

- 5.30 The accessibility by walking is considered excellent and no additional pedestrian infrastructure is deemed necessary.

6.0 Trip Rates and Traffic Generation

6.1 Trip Generation Methodology (TRICS Database)

- 6.2 The Trip Rate Information Computer System, known more commonly as the TRICS database, is a database that contains travel survey information to a range of development types and sizes. The database is nationally recognised and widely used as a tool to estimate the future traffic generation of new development by utilising the database to forecast traffic based on a range of factors including size of development, location, parking, etc.

- 6.3 The TRICS database has been interrogated for the future traffic generation of the proposed development on land off Ings Lane, Rochdale. The proposed application is for B8 and E(g)(iii) uses within the 3 buildings so the following land use categories have been examined for the suitability in providing a traffic forecast for the proposed development :-

Proposed Use

- 02 Employment - (C) Industrial Unit
- 02 Employment - (F) Warehouse

- 6.4 A trip forecasting model has been developed to cover the peak hour periods in the network :-

- Weekday 8:00-9:00; and
- Weekday 17:00-18:00.

- 6.5 The output from the TRICS database analysis is provided in **Appendix E**.

- 6.6 The vehicular trip rates produced through the TRICS database have been estimated for the proposed industrial units. The Table below shows the forecast trip rates and traffic generation for the proposed new industrial units.

Table 6 Vehicular Trip Rates & Traffic Generation 03-C Industrial Unit

	Trip Rates						Traffic Generation					
	AM Peak (8.00-9.00)			PM Peak (17.00-18.00)			AM Peak (8.00-9.00)			PM Peak (17.00-18.00)		
Area	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
1170	0.458	0.278	0.736	0.082	0.426	0.508	5	3	9	1	5	6
Total Traffic Generation							5	3	9	1	5	6

Table 7 Vehicular Trip Rates & Traffic Generation 03-F Warehouse

	Trip Rates						Traffic Generation					
	AM Peak (8.00-9.00)			PM Peak (17.00-18.00)			AM Peak (8.00-9.00)			PM Peak (17.00-18.00)		
Area	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
1170	0.516	0.192	0.708	0.096	0.408	0.504	6	2	8	1	5	6
Total Traffic Generation							6	2	8	1	5	6

- 6.7 The analysis of the two different categories from the TRICS database produce very similar traffic forecasts.

7.0 Traffic Impact

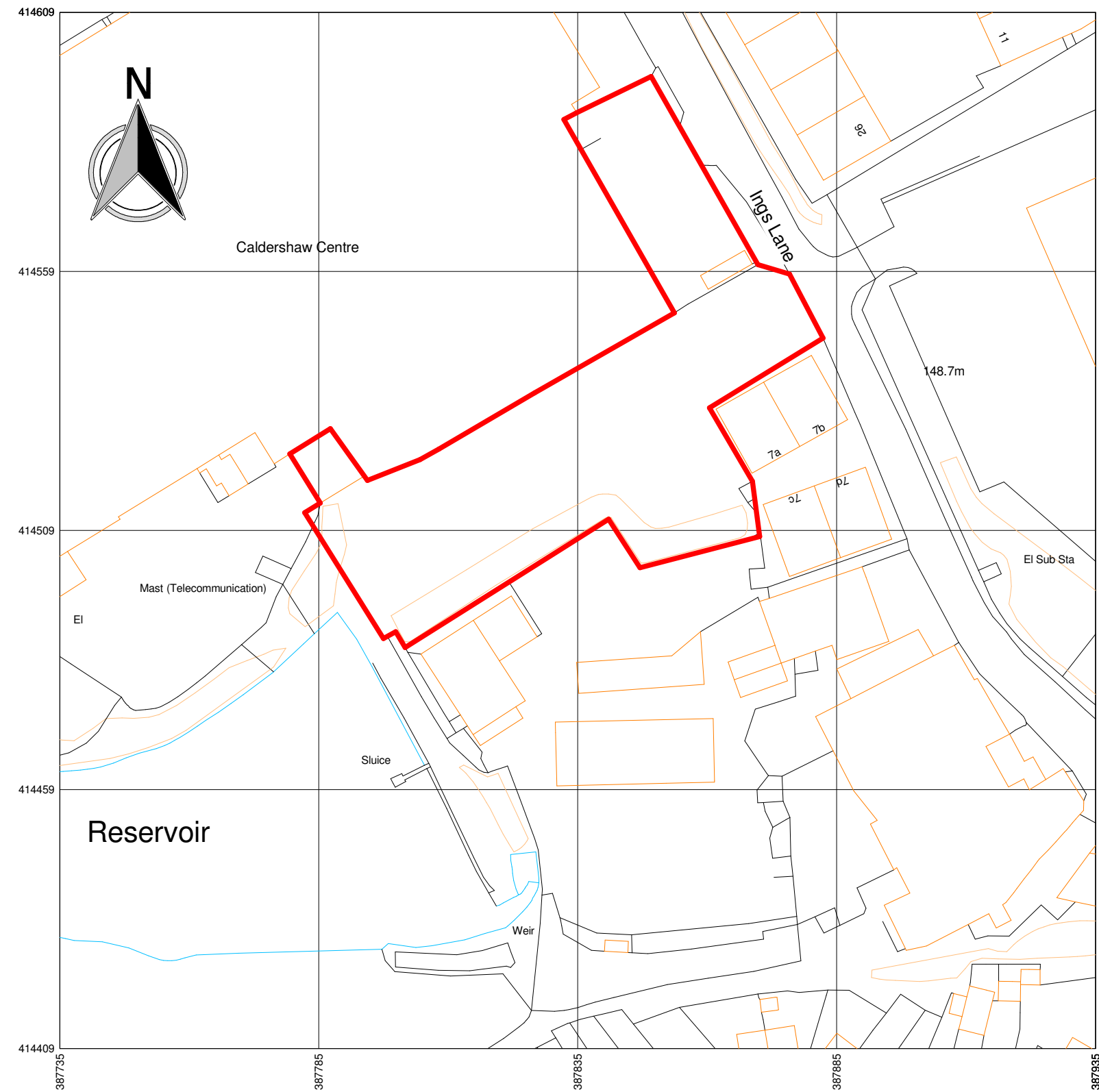
- 7.1 The traffic generation analysis of the application for proposed development on the land off Ings Lane, Rochdale forecasts a total anticipated traffic level of 9 two-way trips in the morning peak and 6 two-way trips in the evening peak hours respectively. This anticipated traffic flow equates to around one vehicle every 7 minutes in the morning peak and one vehicle every 10 minutes in the evening peak hour. This anticipated traffic level from the development proposed at Ings Lane is expected to have a negligible impact on the local road network.
- 7.2 This Transport Statement has demonstrated the infrastructure in the surrounding road network is conducive to encouraging access by public transport, cycling and walking to and from the development site.
- 7.3 The scheme proposes parking spaces, which includes 3 accessible spaces. This level of parking provision is considered compliant with the Council's parking standards. Parking accumulation analysis has been undertaken and this demonstrated that the maximum parking demand for the scheme would be 9 spaces and therefore the proposed parking spaces are considered adequate to meet the parking demands of the proposed scheme.
- 7.4 Within Section 3 of this report, the road safety record for Ings Lane, the road that provides access to the development site, and the surrounding road network were investigated. The analysis concluded that Ings Lane and the surrounding road network can be considered to have a good road safety record. The development proposal is not anticipated to worsen the road safety record and there should be no road safety grounds to refuse the development. Swept path analysis shows that delivery and servicing vehicles are able to manoeuvre in the site and leave the site in forward gear.

8.0 Summary and Conclusions

- 8.1 This Transport Statement has been prepared to support an application for a proposed industrial scheme of 9 units on land to the west of Ings Lane, Rochdale.
- 8.2 The Transport Statement demonstrates that Ings Lane and the surrounding road network experienced a good road safety record. The proposed development is not anticipated to worsen the road safety record.

- 8.3 The Transport Statement has undertaken a robust analysis of the anticipated traffic generation from the proposed industrial development and the traffic impact has been deemed to be negligible on the local road network. The traffic and highway impact of the proposed development cannot be considered to produce severe road network impacts so there should be no highway or traffic grounds to oppose the development.
- 8.4 The scheme proposes car parking, cycle parking and motorcycle parking that is compliant with the Council's parking standards.
- 8.5 Parking accumulation analysis has demonstrated that the proposed parking provision would be adequate to meet the parking demand forecast for the scheme. This parking provision and the parking accumulation analysis demonstrates that the scheme should not result in any off-site parking demands and therefore, the scheme does not have the potential to create any highway safety issues through displaced car parking.
- 8.6 The access to local amenities from the proposed development site by public transport, walking and cycling is considered to be excellent. This Transport Statement has concluded that no improvements to walking, cycling and public transport are deemed necessary to make the development acceptable.
- 8.7 The Transport Statement has demonstrated the traffic impact of the proposed development will have negligible effect on the operation or capacity of the local highway network and combined with the good road safety record within the local highway network, then this should mean on highway and traffic grounds the application for the proposed industrial development scheme should be approved.

Appendix A



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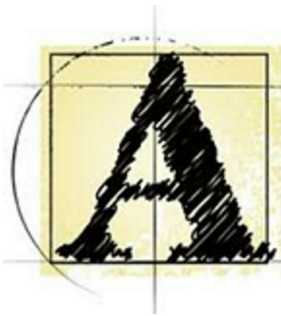
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PROJECT TITLE
Caldershaw Centre, Ings Lane, Rochdale

PLANNING SUBMISSION

DRAWING TITLE
Location Plan

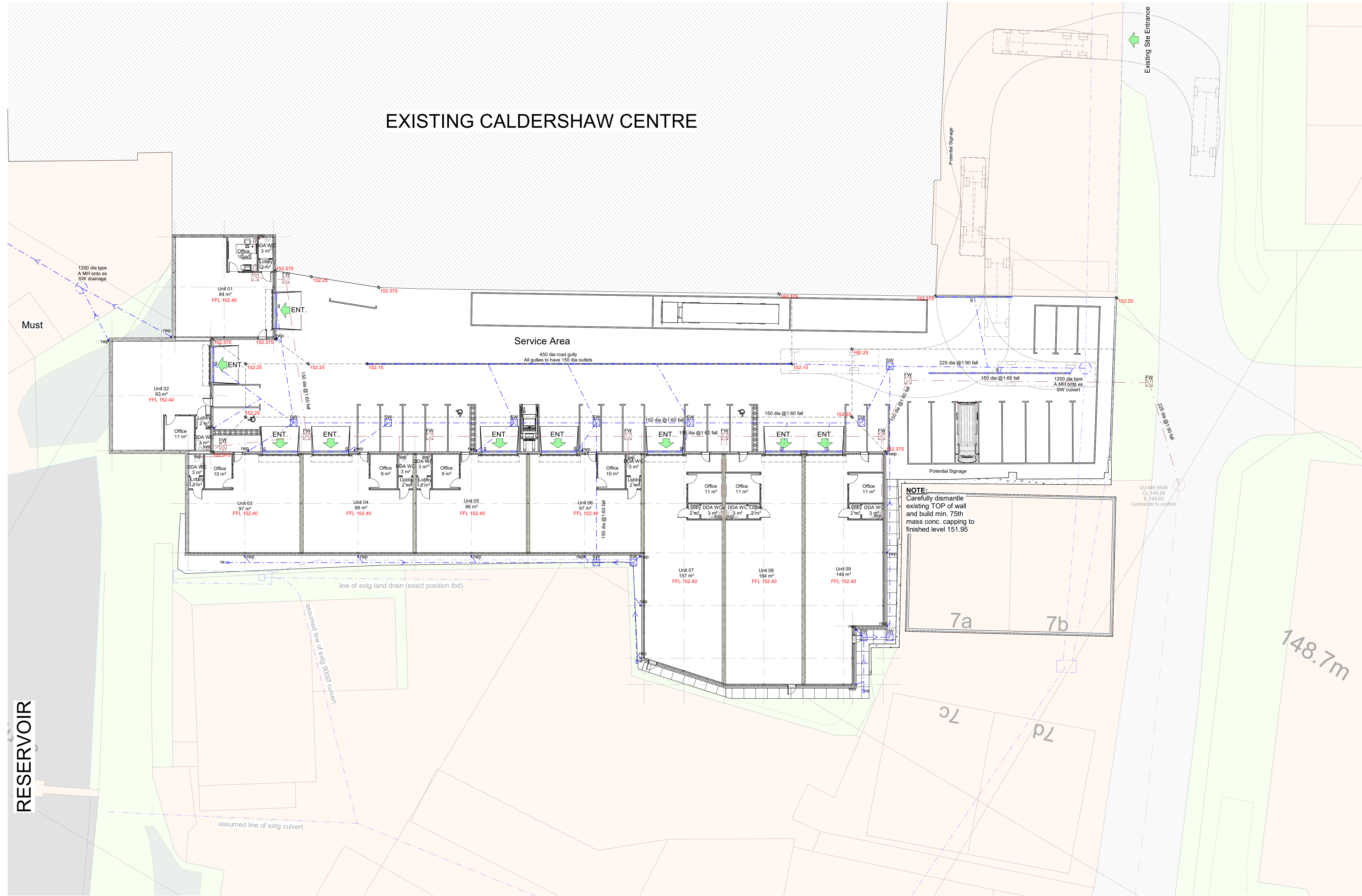
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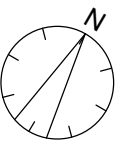
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Appendix B



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ALL DIMENSIONS SHOULD BE CHECKED ON SITE.
DO NOT SCALE FROM THIS DRAWING
ANY DRAWING ERRORS OR DIVERGENCIES SHOULD BE BROUGHT TO THE ATTENTION OF DESIGN TEAM AT THE ADDRESS SHOWN BELOW.

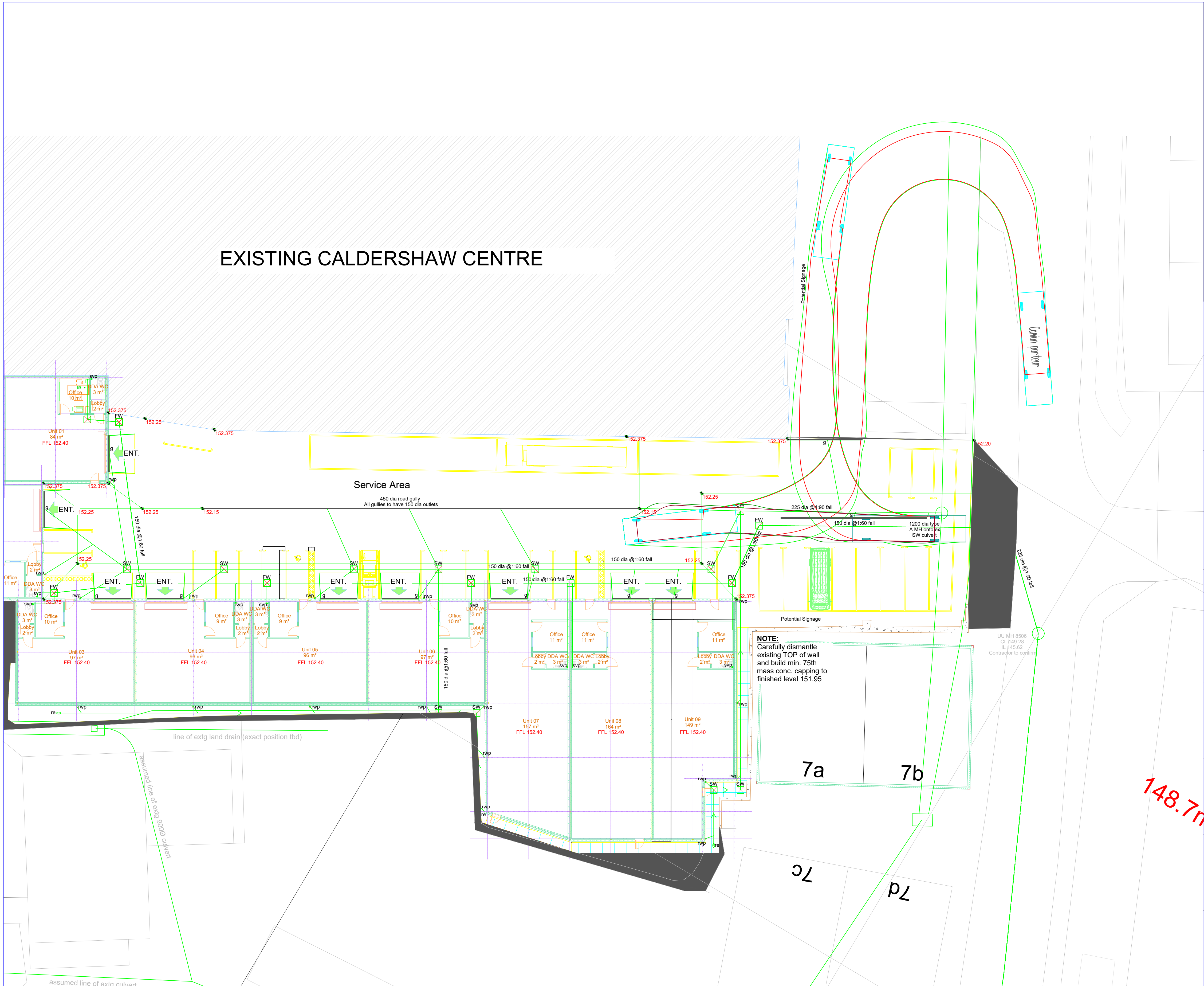
NOTES



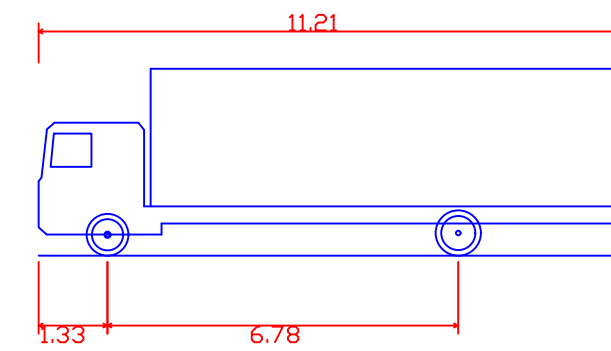
1 Proposed - Site Plan
1 : 200

				CLIENT I.Q.7. LTD		PROJECT TITLE Caldershaw Centre, Ings Lane, Rochdale	
				33 Mere Drive Clifton Swinton Manchester, M27 8SD United Kingdom M: +44 (0)746 264 4148 E: achiguma@icloud.com		PLANNING SUBMISSION	
						CLIENT TITLE Proposed Site Plan	SCALE @ A1 1 : 200
						DATE 10/09/2023	REVISION P1
				P1 Vehicle turning circle added P0 First Issue		DRAWN AC	
				CHECKED KK		DATE 10/11/2023	
						15/09/2023	

Appendix C



Vehicle Used in the Swept Path Analysis



Canion porteur	
Overall Length	11.210m
Overall Width	2.600m
Overall Body Height	3.615m
Min Body Ground Clearance	0.410m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.170m

Revisions

Client
Advant Consulting Group Limited



Scheme
Bison Place, Leyland

Title
Swept Paths Rigid Vehicle

Drawn N.Peet	Checked M.Peet	Date 11.3.2024
Project 497-24	Drawing No 497-24-1	Scale 1:500 @ A1

Appendix D

Ings Lane Rochdale Proposed Industrial Development
Industrial Unit Parking Accumulation Using Trip Rates

Time	IN	OUT	Accumulation	Capacity
			0	18
07:00-8:00	5	1	4	14
8:00-9:00	5	3	6	12
9:00-10:00	5	4	7	11
10:00-11:00	6	5	9	9
11:00-12:00	4	4	9	9
12:00-13:00	4	5	8	10
13:00-14:00	4	5	7	11
14:00-15:00	4	4	7	11
15:00-16:00	4	4	7	11
16:00-17:00	2	4	4	14
17:00-18:00	1	5	0	18
18:00-19:00	1	1	0	18

Appendix E

Calculation Reference: AUDIT-756701-231020-1010

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	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: 3625 to 4700 (units: sqm)
Range Selected by User: 350 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 19/09/16

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

Selected survey days:
Monday 1 days
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 undertaken using machines.

Selected Locations:
Edge of Town 2

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

Selected Location Sub Categories:
Industrial Zone 1
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 X days - Selected
Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:
B8 2 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:

5,001 to 10,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
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:

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	4163	0.072	2	4163	0.048	2	4163	0.120
07:30 - 08:00	2	4163	0.168	2	4163	0.024	2	4163	0.192
08:00 - 08:30	2	4163	0.216	2	4163	0.084	2	4163	0.300
08:30 - 09:00	2	4163	0.300	2	4163	0.108	2	4163	0.408
09:00 - 09:30	2	4163	0.120	2	4163	0.012	2	4163	0.132
09:30 - 10:00	2	4163	0.048	2	4163	0.024	2	4163	0.072
10:00 - 10:30	2	4163	0.108	2	4163	0.084	2	4163	0.192
10:30 - 11:00	2	4163	0.132	2	4163	0.108	2	4163	0.240
11:00 - 11:30	2	4163	0.096	2	4163	0.108	2	4163	0.204
11:30 - 12:00	2	4163	0.120	2	4163	0.084	2	4163	0.204
12:00 - 12:30	2	4163	0.108	2	4163	0.060	2	4163	0.168
12:30 - 13:00	2	4163	0.096	2	4163	0.096	2	4163	0.192
13:00 - 13:30	2	4163	0.096	2	4163	0.156	2	4163	0.252
13:30 - 14:00	2	4163	0.192	2	4163	0.108	2	4163	0.300
14:00 - 14:30	2	4163	0.132	2	4163	0.060	2	4163	0.192
14:30 - 15:00	2	4163	0.096	2	4163	0.096	2	4163	0.192
15:00 - 15:30	2	4163	0.096	2	4163	0.144	2	4163	0.240
15:30 - 16:00	2	4163	0.060	2	4163	0.156	2	4163	0.216
16:00 - 16:30	2	4163	0.060	2	4163	0.132	2	4163	0.192
16:30 - 17:00	2	4163	0.036	2	4163	0.132	2	4163	0.168
17:00 - 17:30	2	4163	0.048	2	4163	0.252	2	4163	0.300
17:30 - 18:00	2	4163	0.048	2	4163	0.156	2	4163	0.204
18:00 - 18:30	2	4163	0.036	2	4163	0.180	2	4163	0.216
18:30 - 19:00	2	4163	0.036	2	4163	0.072	2	4163	0.108
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.520			2.484			5.004

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:	3625 - 4700 (units: sqm)
Survey date range:	01/01/15 - 19/09/16
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 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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	4163	0.024	2	4163	0.048	2	4163	0.072
07:30 - 08:00	2	4163	0.024	2	4163	0.024	2	4163	0.048
08:00 - 08:30	2	4163	0.024	2	4163	0.024	2	4163	0.048
08:30 - 09:00	2	4163	0.048	2	4163	0.060	2	4163	0.108
09:00 - 09:30	2	4163	0.024	2	4163	0.012	2	4163	0.036
09:30 - 10:00	2	4163	0.036	2	4163	0.012	2	4163	0.048
10:00 - 10:30	2	4163	0.024	2	4163	0.036	2	4163	0.060
10:30 - 11:00	2	4163	0.072	2	4163	0.072	2	4163	0.144
11:00 - 11:30	2	4163	0.072	2	4163	0.072	2	4163	0.144
11:30 - 12:00	2	4163	0.048	2	4163	0.048	2	4163	0.096
12:00 - 12:30	2	4163	0.060	2	4163	0.012	2	4163	0.072
12:30 - 13:00	2	4163	0.072	2	4163	0.024	2	4163	0.096
13:00 - 13:30	2	4163	0.060	2	4163	0.048	2	4163	0.108
13:30 - 14:00	2	4163	0.084	2	4163	0.036	2	4163	0.120
14:00 - 14:30	2	4163	0.060	2	4163	0.012	2	4163	0.072
14:30 - 15:00	2	4163	0.072	2	4163	0.024	2	4163	0.096
15:00 - 15:30	2	4163	0.072	2	4163	0.072	2	4163	0.144
15:30 - 16:00	2	4163	0.036	2	4163	0.012	2	4163	0.048
16:00 - 16:30	2	4163	0.036	2	4163	0.072	2	4163	0.108
16:30 - 17:00	2	4163	0.012	2	4163	0.012	2	4163	0.024
17:00 - 17:30	2	4163	0.000	2	4163	0.036	2	4163	0.036
17:30 - 18:00	2	4163	0.012	2	4163	0.072	2	4163	0.084
18:00 - 18:30	2	4163	0.000	2	4163	0.036	2	4163	0.036
18:30 - 19:00	2	4163	0.024	2	4163	0.024	2	4163	0.048
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.996			0.900			1.896

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
07:30 - 08:00	2	4163	0.012	2	4163	0.000	2	4163	0.012
08:00 - 08:30	2	4163	0.012	2	4163	0.000	2	4163	0.012
08:30 - 09:00	2	4163	0.012	2	4163	0.000	2	4163	0.012
09:00 - 09:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
09:30 - 10:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
10:00 - 10:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
10:30 - 11:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
11:00 - 11:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
11:30 - 12:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
12:00 - 12:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
12:30 - 13:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
13:00 - 13:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
13:30 - 14:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
14:00 - 14:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
14:30 - 15:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
15:00 - 15:30	2	4163	0.000	2	4163	0.012	2	4163	0.012
15:30 - 16:00	2	4163	0.000	2	4163	0.012	2	4163	0.012
16:00 - 16:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
16:30 - 17:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
17:00 - 17:30	2	4163	0.000	2	4163	0.012	2	4163	0.012
17:30 - 18:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
18:00 - 18:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
18:30 - 19:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.036			0.036			0.072

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)
 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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	4163	0.048	2	4163	0.000	2	4163	0.048
07:30 - 08:00	2	4163	0.132	2	4163	0.000	2	4163	0.132
08:00 - 08:30	2	4163	0.180	2	4163	0.036	2	4163	0.216
08:30 - 09:00	2	4163	0.216	2	4163	0.024	2	4163	0.240
09:00 - 09:30	2	4163	0.084	2	4163	0.000	2	4163	0.084
09:30 - 10:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
10:00 - 10:30	2	4163	0.024	2	4163	0.012	2	4163	0.036
10:30 - 11:00	2	4163	0.048	2	4163	0.000	2	4163	0.048
11:00 - 11:30	2	4163	0.012	2	4163	0.036	2	4163	0.048
11:30 - 12:00	2	4163	0.036	2	4163	0.000	2	4163	0.036
12:00 - 12:30	2	4163	0.024	2	4163	0.024	2	4163	0.048
12:30 - 13:00	2	4163	0.012	2	4163	0.048	2	4163	0.060
13:00 - 13:30	2	4163	0.024	2	4163	0.072	2	4163	0.096
13:30 - 14:00	2	4163	0.084	2	4163	0.060	2	4163	0.144
14:00 - 14:30	2	4163	0.060	2	4163	0.036	2	4163	0.096
14:30 - 15:00	2	4163	0.012	2	4163	0.048	2	4163	0.060
15:00 - 15:30	2	4163	0.012	2	4163	0.060	2	4163	0.072
15:30 - 16:00	2	4163	0.012	2	4163	0.144	2	4163	0.156
16:00 - 16:30	2	4163	0.000	2	4163	0.024	2	4163	0.024
16:30 - 17:00	2	4163	0.024	2	4163	0.120	2	4163	0.144
17:00 - 17:30	2	4163	0.048	2	4163	0.216	2	4163	0.264
17:30 - 18:00	2	4163	0.024	2	4163	0.072	2	4163	0.096
18:00 - 18:30	2	4163	0.036	2	4163	0.144	2	4163	0.180
18:30 - 19:00	2	4163	0.012	2	4163	0.048	2	4163	0.060
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.164			1.224			2.388

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)
 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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
07:30 - 08:00	2	4163	0.012	2	4163	0.000	2	4163	0.012
08:00 - 08:30	2	4163	0.012	2	4163	0.024	2	4163	0.036
08:30 - 09:00	2	4163	0.024	2	4163	0.024	2	4163	0.048
09:00 - 09:30	2	4163	0.012	2	4163	0.000	2	4163	0.012
09:30 - 10:00	2	4163	0.012	2	4163	0.012	2	4163	0.024
10:00 - 10:30	2	4163	0.060	2	4163	0.036	2	4163	0.096
10:30 - 11:00	2	4163	0.012	2	4163	0.036	2	4163	0.048
11:00 - 11:30	2	4163	0.012	2	4163	0.000	2	4163	0.012
11:30 - 12:00	2	4163	0.036	2	4163	0.036	2	4163	0.072
12:00 - 12:30	2	4163	0.024	2	4163	0.024	2	4163	0.048
12:30 - 13:00	2	4163	0.012	2	4163	0.024	2	4163	0.036
13:00 - 13:30	2	4163	0.012	2	4163	0.036	2	4163	0.048
13:30 - 14:00	2	4163	0.024	2	4163	0.012	2	4163	0.036
14:00 - 14:30	2	4163	0.012	2	4163	0.012	2	4163	0.024
14:30 - 15:00	2	4163	0.012	2	4163	0.012	2	4163	0.024
15:00 - 15:30	2	4163	0.012	2	4163	0.012	2	4163	0.024
15:30 - 16:00	2	4163	0.012	2	4163	0.000	2	4163	0.012
16:00 - 16:30	2	4163	0.024	2	4163	0.036	2	4163	0.060
16:30 - 17:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
17:00 - 17:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
17:30 - 18:00	2	4163	0.012	2	4163	0.012	2	4163	0.024
18:00 - 18:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
18:30 - 19:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.348			0.348			0.696

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)
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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
07:30 - 08:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
08:00 - 08:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
08:30 - 09:00	2	4163	0.012	2	4163	0.000	2	4163	0.012
09:00 - 09:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
09:30 - 10:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
10:00 - 10:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
10:30 - 11:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
11:00 - 11:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
11:30 - 12:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
12:00 - 12:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
12:30 - 13:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
13:00 - 13:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
13:30 - 14:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
14:00 - 14:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
14:30 - 15:00	2	4163	0.000	2	4163	0.012	2	4163	0.012
15:00 - 15:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
15:30 - 16:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
16:00 - 16:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
16:30 - 17:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
17:00 - 17:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
17:30 - 18:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
18:00 - 18:30	2	4163	0.000	2	4163	0.000	2	4163	0.000
18:30 - 19:00	2	4163	0.000	2	4163	0.000	2	4163	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.012			0.012			0.024

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-756701-231020-1042

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

<u>Selected regions and areas:</u>		
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	CU CUMBERLAND	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: 175 to 1772 (units: sqm)
 Range Selected by User: 150 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/09/22

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

Selected survey days:

Tuesday 1 days
 Thursday 4 days
 Friday 2 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:

Edge of Town 6
 Free Standing (PPS6 Out of Town) 1

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

Selected Location Sub Categories:

Industrial Zone 7

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 9 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 7 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	2 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 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	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.

LIST OF SITES relevant to selection parameters

1	BP-02-C-01	POWDER COATINGS	BLACKPOOL
	CHORLEY ROAD		
	BLACKPOOL		
	LITTLE CARLETON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1010 sqm	
	Survey date: THURSDAY	20/06/19	Survey Type: MANUAL
2	BR-02-C-02	STAINLESS FITTINGS	BRISTOL CITY
	SOUTH LIBERTY LANE		
	BRISTOL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1475 sqm	
	Survey date: TUESDAY	22/09/15	Survey Type: MANUAL
3	CU-02-C-01	STEEL FABRICATION	CUMBERLAND
	BLACKDYKE ROAD		
	CARLISLE		
	KINGSTOWN IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	715 sqm	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL
4	LC-02-C-06	STEEL FABRICATION	LANCASHIRE
	TOLLGATE ROAD		
	BURSCOUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	700 sqm	
	Survey date: THURSDAY	21/04/22	Survey Type: MANUAL
5	LE-02-C-01	COMMERCIAL VEHICLE SERVICES	LEICESTERSHIRE
	WYMESWOLD ROAD		
	NEAR LOUGHBOROUGH		
	BURTON ON THE WOLDS		
	Free Standing (PPS6 Out of Town)		
	Industrial Zone		
	Total Gross floor area:	175 sqm	
	Survey date: FRIDAY	17/06/22	Survey Type: MANUAL
6	NF-02-C-03	SHEET METAL CONTRACTOR	NORFOLK
	ELVIN WAY		
	NORWICH		
	HELLESDON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	260 sqm	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
7	PB-02-C-01	STEEL FABRICATOR	PETERBOROUGH
	NEWARK ROAD		
	PETERBOROUGH		
	FENGATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1772 sqm	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
GS-02-C-02	covid
LC-02-C-05	covid

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
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	438	0.000	2	438	0.000	2	438	0.000
05:30 - 06:00	2	438	0.114	2	438	0.000	2	438	0.114
06:00 - 06:30	2	438	0.114	2	438	0.000	2	438	0.114
06:30 - 07:00	2	438	0.229	2	438	0.114	2	438	0.343
07:00 - 07:30	7	872	0.065	7	872	0.000	7	872	0.065
07:30 - 08:00	7	872	0.327	7	872	0.049	7	872	0.376
08:00 - 08:30	7	872	0.196	7	872	0.098	7	872	0.294
08:30 - 09:00	7	872	0.262	7	872	0.180	7	872	0.442
09:00 - 09:30	7	872	0.180	7	872	0.147	7	872	0.327
09:30 - 10:00	7	872	0.262	7	872	0.180	7	872	0.442
10:00 - 10:30	7	872	0.311	7	872	0.147	7	872	0.458
10:30 - 11:00	7	872	0.196	7	872	0.246	7	872	0.442
11:00 - 11:30	7	872	0.147	7	872	0.147	7	872	0.294
11:30 - 12:00	7	872	0.196	7	872	0.180	7	872	0.376
12:00 - 12:30	7	872	0.131	7	872	0.213	7	872	0.344
12:30 - 13:00	7	872	0.213	7	872	0.196	7	872	0.409
13:00 - 13:30	7	872	0.213	7	872	0.246	7	872	0.459
13:30 - 14:00	7	872	0.115	7	872	0.147	7	872	0.262
14:00 - 14:30	7	872	0.164	7	872	0.065	7	872	0.229
14:30 - 15:00	7	872	0.147	7	872	0.246	7	872	0.393
15:00 - 15:30	7	872	0.147	7	872	0.147	7	872	0.294
15:30 - 16:00	7	872	0.164	7	872	0.213	7	872	0.377
16:00 - 16:30	7	872	0.082	7	872	0.262	7	872	0.344
16:30 - 17:00	7	872	0.049	7	872	0.098	7	872	0.147
17:00 - 17:30	7	872	0.049	7	872	0.311	7	872	0.360
17:30 - 18:00	7	872	0.033	7	872	0.115	7	872	0.148
18:00 - 18:30	7	872	0.049	7	872	0.065	7	872	0.114
18:30 - 19:00	7	872	0.016	7	872	0.049	7	872	0.065
19:00 - 19:30	2	438	0.000	2	438	0.114	2	438	0.114
19:30 - 20:00	2	438	0.114	2	438	0.114	2	438	0.228
20:00 - 20:30	2	438	0.000	2	438	0.000	2	438	0.000
20:30 - 21:00	2	438	0.000	2	438	0.000	2	438	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:			4.285			4.089			8.374

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:	175 - 1772 (units: sqm)
Survey date range:	01/01/15 - 29/09/22
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:	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 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/C - INDUSTRIAL UNIT
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	438	0.000	2	438	0.000	2	438	0.000
05:30 - 06:00	2	438	0.000	2	438	0.000	2	438	0.000
06:00 - 06:30	2	438	0.000	2	438	0.000	2	438	0.000
06:30 - 07:00	2	438	0.114	2	438	0.114	2	438	0.228
07:00 - 07:30	7	872	0.033	7	872	0.000	7	872	0.033
07:30 - 08:00	7	872	0.000	7	872	0.016	7	872	0.016
08:00 - 08:30	7	872	0.000	7	872	0.016	7	872	0.016
08:30 - 09:00	7	872	0.016	7	872	0.016	7	872	0.032
09:00 - 09:30	7	872	0.016	7	872	0.000	7	872	0.016
09:30 - 10:00	7	872	0.033	7	872	0.033	7	872	0.066
10:00 - 10:30	7	872	0.065	7	872	0.065	7	872	0.130
10:30 - 11:00	7	872	0.016	7	872	0.033	7	872	0.049
11:00 - 11:30	7	872	0.000	7	872	0.000	7	872	0.000
11:30 - 12:00	7	872	0.016	7	872	0.000	7	872	0.016
12:00 - 12:30	7	872	0.016	7	872	0.016	7	872	0.032
12:30 - 13:00	7	872	0.033	7	872	0.016	7	872	0.049
13:00 - 13:30	7	872	0.000	7	872	0.000	7	872	0.000
13:30 - 14:00	7	872	0.000	7	872	0.033	7	872	0.033
14:00 - 14:30	7	872	0.016	7	872	0.016	7	872	0.032
14:30 - 15:00	7	872	0.016	7	872	0.033	7	872	0.049
15:00 - 15:30	7	872	0.033	7	872	0.033	7	872	0.066
15:30 - 16:00	7	872	0.016	7	872	0.033	7	872	0.049
16:00 - 16:30	7	872	0.016	7	872	0.016	7	872	0.032
16:30 - 17:00	7	872	0.000	7	872	0.000	7	872	0.000
17:00 - 17:30	7	872	0.000	7	872	0.000	7	872	0.000
17:30 - 18:00	7	872	0.000	7	872	0.000	7	872	0.000
18:00 - 18:30	7	872	0.000	7	872	0.000	7	872	0.000
18:30 - 19:00	7	872	0.000	7	872	0.000	7	872	0.000
19:00 - 19:30	2	438	0.000	2	438	0.000	2	438	0.000
19:30 - 20:00	2	438	0.000	2	438	0.000	2	438	0.000
20:00 - 20:30	2	438	0.000	2	438	0.000	2	438	0.000
20:30 - 21:00	2	438	0.000	2	438	0.000	2	438	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:			0.455			0.489			0.944

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 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	2	438	0.000	2	438	0.000	2	438	0.000
05:30 - 06:00	2	438	0.000	2	438	0.000	2	438	0.000
06:00 - 06:30	2	438	0.000	2	438	0.000	2	438	0.000
06:30 - 07:00	2	438	0.000	2	438	0.000	2	438	0.000
07:00 - 07:30	7	872	0.000	7	872	0.000	7	872	0.000
07:30 - 08:00	7	872	0.000	7	872	0.000	7	872	0.000
08:00 - 08:30	7	872	0.000	7	872	0.000	7	872	0.000
08:30 - 09:00	7	872	0.033	7	872	0.000	7	872	0.033
09:00 - 09:30	7	872	0.000	7	872	0.000	7	872	0.000
09:30 - 10:00	7	872	0.000	7	872	0.000	7	872	0.000
10:00 - 10:30	7	872	0.000	7	872	0.000	7	872	0.000
10:30 - 11:00	7	872	0.000	7	872	0.000	7	872	0.000
11:00 - 11:30	7	872	0.000	7	872	0.000	7	872	0.000
11:30 - 12:00	7	872	0.000	7	872	0.000	7	872	0.000
12:00 - 12:30	7	872	0.000	7	872	0.000	7	872	0.000
12:30 - 13:00	7	872	0.000	7	872	0.000	7	872	0.000
13:00 - 13:30	7	872	0.016	7	872	0.016	7	872	0.032
13:30 - 14:00	7	872	0.000	7	872	0.000	7	872	0.000
14:00 - 14:30	7	872	0.000	7	872	0.000	7	872	0.000
14:30 - 15:00	7	872	0.000	7	872	0.000	7	872	0.000
15:00 - 15:30	7	872	0.000	7	872	0.000	7	872	0.000
15:30 - 16:00	7	872	0.000	7	872	0.000	7	872	0.000
16:00 - 16:30	7	872	0.000	7	872	0.000	7	872	0.000
16:30 - 17:00	7	872	0.000	7	872	0.000	7	872	0.000
17:00 - 17:30	7	872	0.000	7	872	0.033	7	872	0.033
17:30 - 18:00	7	872	0.016	7	872	0.000	7	872	0.016
18:00 - 18:30	7	872	0.000	7	872	0.000	7	872	0.000
18:30 - 19:00	7	872	0.000	7	872	0.000	7	872	0.000
19:00 - 19:30	2	438	0.000	2	438	0.000	2	438	0.000
19:30 - 20:00	2	438	0.000	2	438	0.000	2	438	0.000
20:00 - 20:30	2	438	0.000	2	438	0.000	2	438	0.000
20:30 - 21:00	2	438	0.000	2	438	0.000	2	438	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:			0.065			0.049			0.114

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

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

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

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	438	0.000	2	438	0.000	2	438	0.000
05:30 - 06:00	2	438	0.000	2	438	0.000	2	438	0.000
06:00 - 06:30	2	438	0.114	2	438	0.000	2	438	0.114
06:30 - 07:00	2	438	0.000	2	438	0.000	2	438	0.000
07:00 - 07:30	7	872	0.016	7	872	0.000	7	872	0.016
07:30 - 08:00	7	872	0.229	7	872	0.016	7	872	0.245
08:00 - 08:30	7	872	0.115	7	872	0.033	7	872	0.148
08:30 - 09:00	7	872	0.147	7	872	0.065	7	872	0.212
09:00 - 09:30	7	872	0.115	7	872	0.049	7	872	0.164
09:30 - 10:00	7	872	0.147	7	872	0.082	7	872	0.229
10:00 - 10:30	7	872	0.115	7	872	0.033	7	872	0.148
10:30 - 11:00	7	872	0.131	7	872	0.131	7	872	0.262
11:00 - 11:30	7	872	0.082	7	872	0.098	7	872	0.180
11:30 - 12:00	7	872	0.098	7	872	0.082	7	872	0.180
12:00 - 12:30	7	872	0.049	7	872	0.098	7	872	0.147
12:30 - 13:00	7	872	0.098	7	872	0.082	7	872	0.180
13:00 - 13:30	7	872	0.147	7	872	0.164	7	872	0.311
13:30 - 14:00	7	872	0.082	7	872	0.065	7	872	0.147
14:00 - 14:30	7	872	0.082	7	872	0.016	7	872	0.098
14:30 - 15:00	7	872	0.033	7	872	0.131	7	872	0.164
15:00 - 15:30	7	872	0.033	7	872	0.033	7	872	0.066
15:30 - 16:00	7	872	0.082	7	872	0.115	7	872	0.197
16:00 - 16:30	7	872	0.016	7	872	0.115	7	872	0.131
16:30 - 17:00	7	872	0.016	7	872	0.049	7	872	0.065
17:00 - 17:30	7	872	0.049	7	872	0.295	7	872	0.344
17:30 - 18:00	7	872	0.016	7	872	0.098	7	872	0.114
18:00 - 18:30	7	872	0.033	7	872	0.065	7	872	0.098
18:30 - 19:00	7	872	0.016	7	872	0.016	7	872	0.032
19:00 - 19:30	2	438	0.000	2	438	0.114	2	438	0.114
19:30 - 20:00	2	438	0.114	2	438	0.114	2	438	0.228
20:00 - 20:30	2	438	0.000	2	438	0.000	2	438	0.000
20:30 - 21:00	2	438	0.000	2	438	0.000	2	438	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:			2.175			2.159			4.334

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 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	2	438	0.000	2	438	0.000	2	438	0.000
05:30 - 06:00	2	438	0.114	2	438	0.000	2	438	0.114
06:00 - 06:30	2	438	0.000	2	438	0.000	2	438	0.000
06:30 - 07:00	2	438	0.114	2	438	0.000	2	438	0.114
07:00 - 07:30	7	872	0.016	7	872	0.000	7	872	0.016
07:30 - 08:00	7	872	0.065	7	872	0.016	7	872	0.081
08:00 - 08:30	7	872	0.082	7	872	0.049	7	872	0.131
08:30 - 09:00	7	872	0.098	7	872	0.082	7	872	0.180
09:00 - 09:30	7	872	0.049	7	872	0.098	7	872	0.147
09:30 - 10:00	7	872	0.065	7	872	0.065	7	872	0.130
10:00 - 10:30	7	872	0.098	7	872	0.033	7	872	0.131
10:30 - 11:00	7	872	0.049	7	872	0.082	7	872	0.131
11:00 - 11:30	7	872	0.065	7	872	0.049	7	872	0.114
11:30 - 12:00	7	872	0.082	7	872	0.098	7	872	0.180
12:00 - 12:30	7	872	0.065	7	872	0.098	7	872	0.163
12:30 - 13:00	7	872	0.082	7	872	0.098	7	872	0.180
13:00 - 13:30	7	872	0.065	7	872	0.082	7	872	0.147
13:30 - 14:00	7	872	0.033	7	872	0.049	7	872	0.082
14:00 - 14:30	7	872	0.065	7	872	0.033	7	872	0.098
14:30 - 15:00	7	872	0.098	7	872	0.082	7	872	0.180
15:00 - 15:30	7	872	0.082	7	872	0.082	7	872	0.164
15:30 - 16:00	7	872	0.065	7	872	0.065	7	872	0.130
16:00 - 16:30	7	872	0.049	7	872	0.098	7	872	0.147
16:30 - 17:00	7	872	0.033	7	872	0.049	7	872	0.082
17:00 - 17:30	7	872	0.000	7	872	0.016	7	872	0.016
17:30 - 18:00	7	872	0.016	7	872	0.016	7	872	0.032
18:00 - 18:30	7	872	0.016	7	872	0.000	7	872	0.016
18:30 - 19:00	7	872	0.000	7	872	0.016	7	872	0.016
19:00 - 19:30	2	438	0.000	2	438	0.000	2	438	0.000
19:30 - 20:00	2	438	0.000	2	438	0.000	2	438	0.000
20:00 - 20:30	2	438	0.000	2	438	0.000	2	438	0.000
20:30 - 21:00	2	438	0.000	2	438	0.000	2	438	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.566			1.356			2.922

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

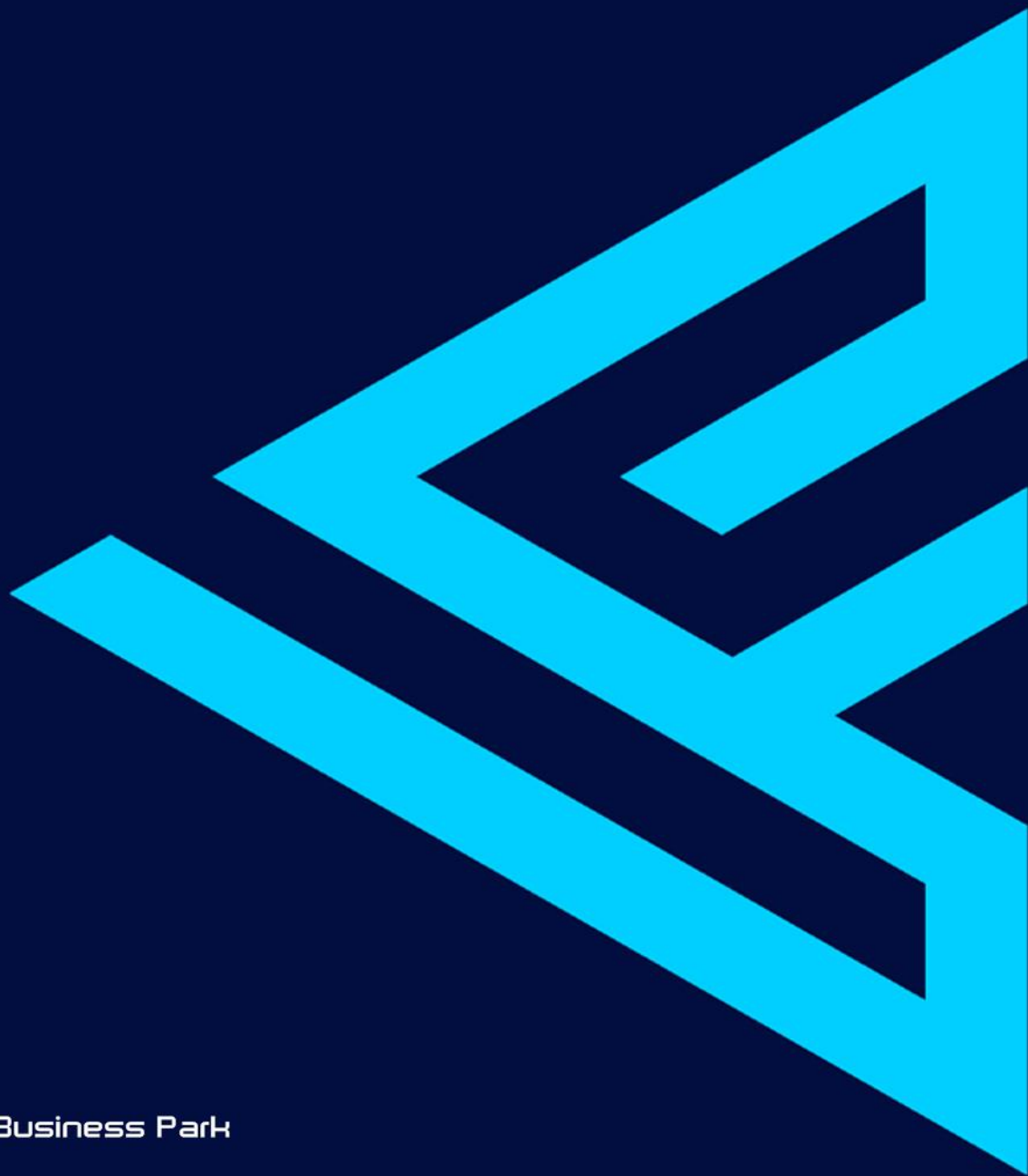
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 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	2	438	0.000	2	438	0.000	2	438	0.000
05:30 - 06:00	2	438	0.000	2	438	0.000	2	438	0.000
06:00 - 06:30	2	438	0.000	2	438	0.000	2	438	0.000
06:30 - 07:00	2	438	0.000	2	438	0.000	2	438	0.000
07:00 - 07:30	7	872	0.000	7	872	0.000	7	872	0.000
07:30 - 08:00	7	872	0.033	7	872	0.000	7	872	0.033
08:00 - 08:30	7	872	0.000	7	872	0.000	7	872	0.000
08:30 - 09:00	7	872	0.000	7	872	0.016	7	872	0.016
09:00 - 09:30	7	872	0.000	7	872	0.000	7	872	0.000
09:30 - 10:00	7	872	0.016	7	872	0.000	7	872	0.016
10:00 - 10:30	7	872	0.033	7	872	0.016	7	872	0.049
10:30 - 11:00	7	872	0.000	7	872	0.000	7	872	0.000
11:00 - 11:30	7	872	0.000	7	872	0.000	7	872	0.000
11:30 - 12:00	7	872	0.000	7	872	0.000	7	872	0.000
12:00 - 12:30	7	872	0.000	7	872	0.000	7	872	0.000
12:30 - 13:00	7	872	0.000	7	872	0.000	7	872	0.000
13:00 - 13:30	7	872	0.000	7	872	0.000	7	872	0.000
13:30 - 14:00	7	872	0.000	7	872	0.000	7	872	0.000
14:00 - 14:30	7	872	0.000	7	872	0.000	7	872	0.000
14:30 - 15:00	7	872	0.000	7	872	0.000	7	872	0.000
15:00 - 15:30	7	872	0.000	7	872	0.000	7	872	0.000
15:30 - 16:00	7	872	0.000	7	872	0.000	7	872	0.000
16:00 - 16:30	7	872	0.000	7	872	0.033	7	872	0.033
16:30 - 17:00	7	872	0.000	7	872	0.000	7	872	0.000
17:00 - 17:30	7	872	0.000	7	872	0.000	7	872	0.000
17:30 - 18:00	7	872	0.000	7	872	0.000	7	872	0.000
18:00 - 18:30	7	872	0.000	7	872	0.000	7	872	0.000
18:30 - 19:00	7	872	0.000	7	872	0.016	7	872	0.016
19:00 - 19:30	2	438	0.000	2	438	0.000	2	438	0.000
19:30 - 20:00	2	438	0.000	2	438	0.000	2	438	0.000
20:00 - 20:30	2	438	0.000	2	438	0.000	2	438	0.000
20:30 - 21:00	2	438	0.000	2	438	0.000	2	438	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:			0.082			0.081			0.163

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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