

**PROPOSED WAREHOUSE UNIT WITH ANCILLARY OFFICES
WATERFOLD BUSINESS PARK, BURY**

TPIF (Portfolio No.1) LLP
Transport Statement

October 2023

Proposed Warehouse Unit with Ancillary Office

Waterfold Business Park, Bury

TRANSPORT STATEMENT

Contents

1.0	INTRODUCTION.....	1
1.1	Appointment of Connect Consultants.....	1
1.2	Site Location.....	1
1.3	Development Proposals	2
1.4	Pre-application.....	2
1.5	Planning Policy.....	2
1.6	Report Overview	6
2.0	SITE TRANSPORT CONTEXT	7
2.1	Introduction	7
2.2	Pedestrian Access	7
2.3	Cycling	9
2.4	Bus Access	10
2.5	Highways Access.....	12
2.6	Section Conclusion	13
3.0	PROPOSED DEVELOPMENT.....	14
3.1	Introduction	14
3.2	Proposed Site Access Arrangements.....	14
3.3	Servicing	14
3.4	Parking.....	15
3.5	Section Conclusion	17
4.0	TRAFFIC ASSESSMENT	18
4.1	Introduction	18
4.2	Existing Trip Attraction	18
4.3	Proposed Trip Attraction.....	19
4.4	Net Traffic Effect.....	20
4.5	Existing Collision Analysis	21
4.6	Section Conclusion	22
5.0	SUMMARY AND CONCLUSIONS	23
5.1	Summary.....	23
5.2	Conclusions	23

List of Tables

Table 2.1 – Bus Stop Frequency	12
Table 4.1 – TRICS Key Selection Criteria – Warehouse (Commercial) and Office	18
Table 4.2 – TRICS Summary – Existing Site Trips	19
Table 4.3 – Total Existing Site Trips	19
Table 4.4 – TRICS Summary – Proposed Trip Attraction	20
Table 4.7 – Net Traffic Effect	20

List of Figures

Figure 1.1 – Site in its Local Context	1
Figure 2.1 – 2km Walk Catchment	8
Figure 2.2 – Cycle Catchment Area	9
Figure 2.3 – Bury Cycle Map	10
Figure 2.4 – Bus Stop Locations	11
Figure 2.5 – Highway Network	13
Figure 3.1 – RBC Parking Standards	15
Figure 3.2 – Greater Manchester EV Charging Standards	16
Figure 4.1 – Collision Study Area	21

List of Appendices

Appendix 1 – Proposed Site Layout
Appendix 2 – Swept Path Analysis
Appendix 3 – TRICS Outputs

1.0 INTRODUCTION

1.1 Appointment of Connect Consultants

1.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by TPIF (Portfolio No.1) LLP in relation to their proposed warehouse unit in Waterfold Park in Bury, Greater Manchester.

1.2 Site Location

1.2.1 The proposal site forms an existing distribution centre with site composition including the following:

- Warehouse – 4,857 sq.m. Gross Internal Area (GIA)
- Three-storey Office – 7,080 sq.m. GIA
- On-site car park comprising 400 spaces.

1.2.2 The site is located in the southern section of Waterfold Park, which comprises a mix of office and warehouse uses, as well as a carvery pub and a hotel. It is accessed via the Waterfold arm of the Heap Bridge Interchange northeast of the site, which affords access onto the M66 via Junction 2.

1.2.3 The proposal site is bound to the north by office and warehouse units, to the east by the M66, to the south by a track and undeveloped land, and to the west by the River Roch.

1.2.4 There are no recent planning applications relevant to the proposals.

1.2.5 Figure 1.1 below identifies the proposal site boundary within the context of the local area.

Figure 1.1 – Site in its Local Context



Source: Google. N.B. the proposal site boundary is denoted by a red line.

1.3 Development Proposals

- 1.3.1 The development proposals are shown on the plan provided at Appendix 1. The proposals include the redevelopment of existing premises, comprising full demolition; erection of new building for Class B8 purposes with ancillary offices; installation of external plant and gatehouse; hardstanding for servicing and parking; attenuation pond; and boundary enclosure.
- 1.3.2 The proposed development will measure 18,337 sq.m. GIA.
- 1.3.3 Access into the site will continue to be via the south arm of the mini roundabout situated adjacent to the northeast corner of the site. An internal service road will facilitate access into the on-site car park and into the service yard, which will be secured via a gatehouse.
- 1.3.4 The current facility on the site has a GIA of 11,937 sq.m of which 60% are offices, which means that the office element cannot be considered ancillary to the warehouse element. Conversely, the proposal is for a large warehousing unit with ancillary offices. Therefore, while the proposals result in a significant increase in GIA, the change of emphasis from offices to warehouse space means that the proposed development would be less trip intensive than the existing site use.

1.4 Pre-application

- 1.4.1 Pre-application advice has been provided by Rochdale Borough Council (RBC) in the form of a consultation report, dated 30th March 2023, which includes brief advice related to highways.

1.5 Planning Policy

- 1.5.1 This report section provides a brief overview of the national planning policy context and objectives.

National Planning Policy Framework (NPPF), September 2023

- 1.5.2 The National Planning Policy Framework (NPPF) was first published on the 27th March 2012. A revised NPPF was published on 5th September 2023. It sets out the Government's planning policies for England and sets out a framework for local authorities to produce their own local plans.
- 1.5.3 The key purpose of the NPPF is to contribute to the achievement of sustainable development. It sets out three overarching interdependent objectives as, a) an economic objective, b) a social objective, and c) an environmental objective.
- 1.5.4 At its heart, the NPPF maintains its presumption in favour of sustainable development.
- 1.5.5 Chapter 9 *Promoting sustainable transport* sets out at paragraph 108 that,
"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network..."
- 1.5.6 Paragraph 110 addresses how development proposals are to be considered. It sets out that,
"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; and*
- 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 46; 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."*

1.5.7 Paragraph 111 states,

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Dft Circular 01/2022 – Strategic Road Network and the Delivery of Sustainable Development

- 1.5.8 DfT circular 01/2022 was published by National Highways (NH) on 23rd December 2022 and supersedes the DfT circular 02/2013. The report sets out how NH will deliver sustainable development and safeguard the primary function and purpose of the strategic road network (SRN).
- 1.5.9 Paragraph 50 of the circular states that *"An opening year assessment to include trips generated by the proposed development, forecasted growth and committed development shall be carried out to establish the residual transport impacts of a proposed development. For multi-phase developments, additional assessments shall be provided based on the opening of each phase."*
- 1.5.10 Paragraph 51 goes on to echo the words of the NPPF, indicating that *"Where a transport assessment indicates that a development would have an unacceptable safety impact or the residual cumulative impacts on the SRN would be severe, the developer must identify when, in relation to the occupation of the development, transport improvements become necessary."*

Paragraphs 52 to 54 deal with the management of potential mitigation works.

Rochdale Borough Council Adopted Core Strategy (October 2016)

- 1.5.11 The Rochdale Borough Council adopted Core Strategy sets out the long term spatial strategy for future development of Rochdale Borough. The relevant policies relating to transportation and highways, highlighted by RBC in their pre app advice, are summarised below.
- Policy DM1 – General development requirements:
"All development proposals, including changes of use of land and buildings, extensions and alterations, will be expected to demonstrate that they:
 - a. Are of high quality design and take the opportunity to enhance the quality of the area;*

b. Are compatible with surrounding land uses, both in terms of its impact upon those uses and the impact of the surrounding land uses upon the amenities of future residents / users;

d. Mitigate against any impacts due to noise, air, dust, light and odour pollution, traffic generation or inadequate access, where such mitigation is identified as being necessary;

e. Provide satisfactory vehicular access with adequate parking, manoeuvring, and servicing arrangements taking into account of the proposed use and location..."

- Policy T2 – Improving accessibility:

"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.

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. A home zone approach, with 20mph zones installed where feasible, around schools, colleges, local community facilities and in residential areas to provide safer routes and access for vulnerable road users, improving safety in residential communities. Initiatives will incorporate "smarter choice" measures to provide incentives to change travel behaviour, through reallocation of road space, parking policies / control and fiscal measures in favour of sustainable travel.

b. We will require Transport Assessments (TA) and Travel Plans (TP) for:

i. Residential developments of 80 units or more;

ii. All schools and Further Education Institutions (including extensions);

iii. Developments located in, or having an impact on, Air Quality Management Areas (AQMA);

iv. Areas where the Council has defined initiatives or targets to reduce traffic, restrict development growth, promote public transport, walking and cycling or measures to promote low emissions and tackle poor air quality;

v. Areas where the local transport infrastructure is inadequate e.g. sub-standard roads, poor pedestrian / cycle access or public transport provision; and

vi. Areas where additional development traffic is likely to increase accidents or conflicts between motorised and non-motorised users, particularly children, the elderly or people with impaired mobility

c. We will also expect developments to be supported by a Transport Assessment (TA) and Travel Plan (TP) if forecast trips exceed the indicative thresholds set out in DfT Guidance on Transport Assessments or any of the following thresholds:

i. 100 or more vehicle movements per day (24 hours);

ii. 60 or more person trips in any peak hour (between 07-00 & 10-00 and / or 16-00 & 19-00);

iii. 30 or more vehicle movements in any hour;

iv. More than 20 Heavy Goods Vehicles (over 7.5 tonnes) movements per day;

v. Any goods vehicle movement between midnight and 6am;

vi. Any significant abnormal loads; and

vii. 50 or more car parking spaces are proposed.

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;

Developers will contribute to essential transport infrastructure to service their proposals and to measures to alleviate any additional congestion resulting from their proposals on existing bottlenecks."

1.5.12 The proposed parking provision and relevant parking standards are set out at Section 3.4 of this report.

Greater Manchester Electric Charging Infrastructure Strategy

1.5.13 The RBC Core Strategy does not include specifically defined standards for Electric Vehicle (EV) charging provision and so reference has instead been made to the Greater Manchester Combined Authority report 'Electric Charging Infrastructure Strategy', which forms part of the Greater Manchester Transport Strategy 2040.

1.6 Report Overview

1.6.1 The remainder of this report is divided into four further sections, which are as follows:-

Section 2.0 Site Transport Context

1.6.2 This section of the report provides details of the site context, including its accessibility by all relevant transport modes.

Section 3.0 Proposed Development

1.6.3 The various components of the development proposal, including the site access arrangements and parking provision, are described within this section of the report.

Section 4.0 Traffic Assessment

1.6.4 This report section provides an assessment of the vehicular attraction of the proposed development and its traffic effects.

Section 5.0 Summary & Conclusions

1.6.5 A summary and the conclusions of the report are provided in this section.

2.0 SITE TRANSPORT CONTEXT

2.1 Introduction

- 2.1.1 This section of the report considers the accessibility of the site in terms of a range of transport modes.

2.2 Pedestrian Access

- 2.2.1 The Department for Transport's (DfT) document titled 'Manual for Streets' dated 2007 provides guidance in relation to walk distances. Section 4.4 gives the following advice:-

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".

- 2.2.2 The CIHT document 'Planning for Walking' (April 2015) reiterates the advice presented in 'Manual for Streets'. Section 6.4 of 'Planning for Walking' states the following:

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design."

- 2.2.3 Furthermore, 'Planning for Walking' indicates that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot.
- 2.2.4 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.
- 2.2.5 The actual distance that people will be prepared to walk will vary depending on the trip purpose and other factors such as the presence of road crossings, terrain, and the attractiveness of the environment.
- 2.2.6 Based on a maximum walk distance of 2km for staff, the approximate walk catchment is shown at Figure 2.1 below.

Figure 2.1 – 2km Walk Catchment



Source: Google. N.B. the proposal site is denoted by a blue star.

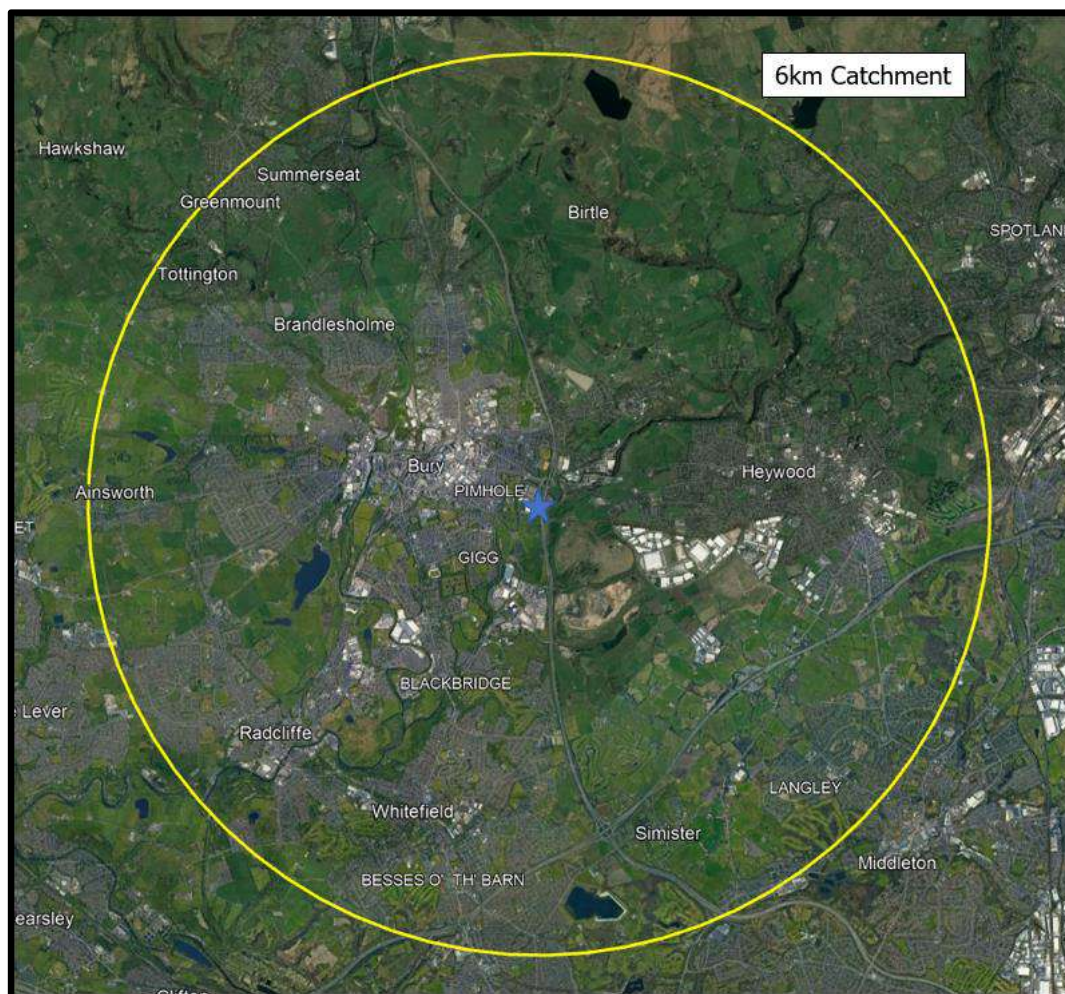
- 2.2.7 The walk catchment above indicates that there are a significant number of residences within the 2km staff walk catchment area.
- 2.2.8 Pedestrians are able to access the site via Waterfold Park's primary access road, which features footways and uncontrolled crossing facilities.
- 2.2.9 The main pedestrian access route into Waterfold Park is via the footway flanking the west side of the vehicular access road connected to the Heap Bridge Interchange. The footway links onto the south side of the A58 Rochdale Road via a residential road. The A58 Rochdale Road provides a direct route into the centre of Bury to the west and into the wider pedestrian network of Bury. The road can be crossed at the signal controlled junction at Wash Lane, and a signal crossing which is located further west.
- 2.2.10 The Heap Bridge Interchange can be traversed via a footway which runs along the roundabout's north side. The M66 northbound on-slip road can be crossed via an uncontrolled crossing and the M66 southbound off-slip road can be crossed via a signal-controlled crossing.

- 2.2.11 Pedestrian access into the site from the south and east is facilitated via a footpath which runs along the eastern and southern boundaries of the site, and is accessed adjacent to the mini roundabout at the northeast corner of the site. The footpath provides a route to/from Heywood in the east via an underpass through the M66 and a route into south Bury via a public right of way.
- 2.2.12 In light of the local pedestrian facilities, the site is well connected to the local pedestrian network with opportunities for staff to walk to work.

2.3 Cycling

- 2.3.1 The 2022 National Travel Survey table NTS0303 identifies average journey lengths by cycle in England of c.5.8km. The CIHT document titled 'Planning for Cycling' (October 2014) indicates that 80% of cycling trips are less than five miles (8km) and 40% are less than two miles (3.2km). This suggests that cycling can offer an alternative to car travel particularly for trips of less than 6km.
- 2.3.2 Based on a maximum cycle distance of 6km, the approximate cycle catchment is shown at Figure 2.2 below.

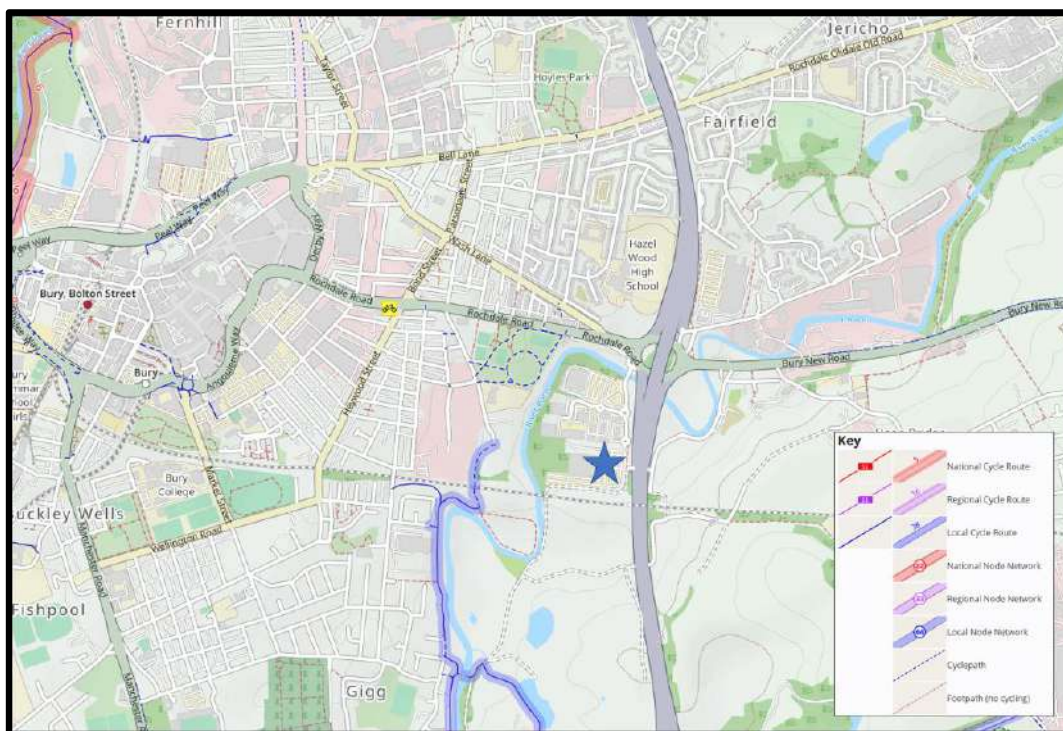
Figure 2.2 – Cycle Catchment Area



Source: Google. N.B. the proposal site is denoted by a blue star.

- 2.3.3 The 6km cycle catchment includes all of Bury, as well as surrounding areas including Heywood, Radcliffe, and Tottington. This provides a significant local population within cycle distance of the site.
- 2.3.4 Figure 2.3 below shows a cycle map for Bury and the surrounding areas taken from OpenStreetMap, showing local and national cycle ways in the area.

Figure 2.3 – Bury Cycle Map



Source: OpenStreetMap. N.B. the proposal site is denoted by a blue star.

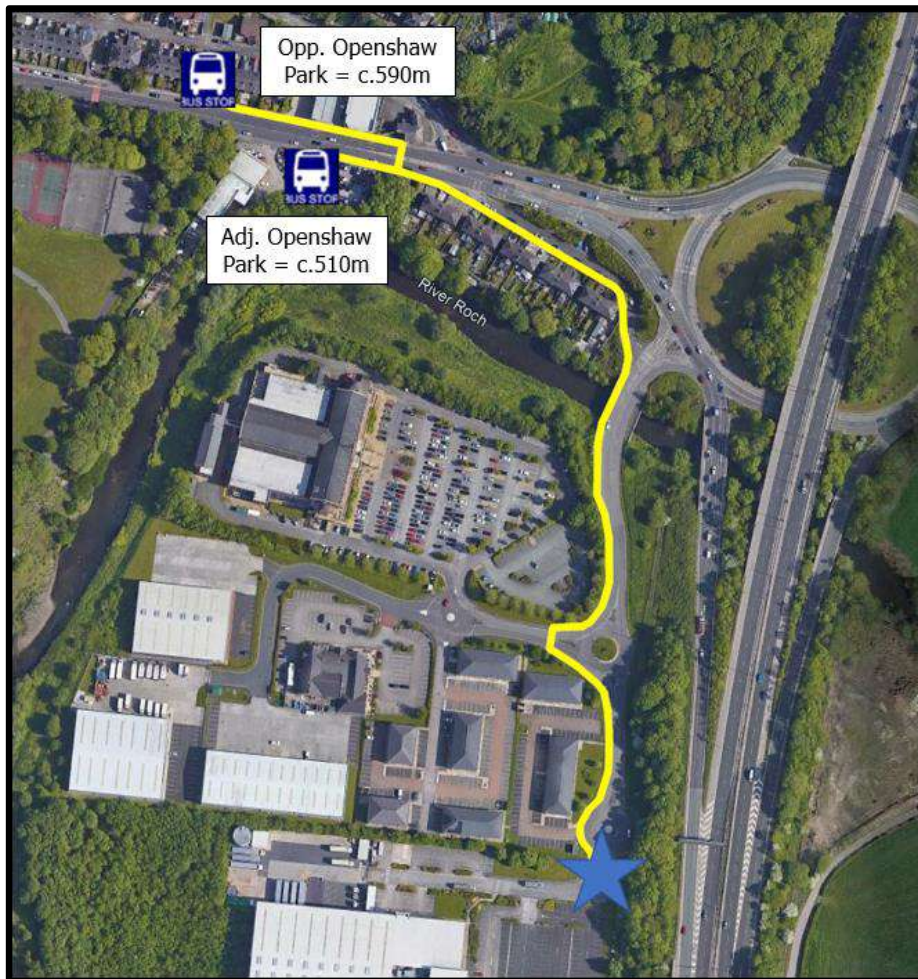
- 2.3.5 An unnamed Local Cycle Route is accessible west of the site, providing a route into south Bury.
- 2.3.6 Much of the surrounding cycle network comprises lightly-trafficked residential roads that are conducive to cycling, and allow for travel throughout the urban area of Bury and beyond.
- 2.3.7 Considering that the roads local to the site are urban in character, and that the site is within cycle distance of a substantial residential area, cycling provides an opportunity to access the site by a sustainable mode of transport.

2.4 Bus Access

- 2.4.1 The publication 'Planning for Public Transport in Developments' produced by the Institution of Highways and Transportation (IHT) specifies that new developments should be located within 400m of the nearest bus stop.
- 2.4.2 The nearest bus stops to the proposal site are situated on the A58 Rochdale Road approximately 510m and 590m walking distance north of the site for westbound and eastbound services, respectively. The westbound bus stop benefits from a bus shelter and the eastbound bus stop benefits from a flag-and-pole with timetable information.

- 2.4.3 Although these bus stops lie outside the IHT distance, based on an average walking speed of 1.2m/s, it will take just over 8 minutes to walk to/from the bus stops, which a commuter is likely to consider immaterial relative to their overall journey.
- 2.4.4 The above bus stops and their indicative walk routes to/from the site access are shown at Figure 2.4 below.

Figure 2.4 – Bus Stop Locations



Source: Google. N.B All distances, locations and areas approximate. The proposed site entrance is denoted by a blue star.

- 2.4.5 The routes that service the bus stops above and their approximate service frequencies are set out at Table 2.1 below.

Table 2.1 – Bus Stop Frequency

Service	Bus Stop	Route	Approximate Frequency		
			Monday – Friday	Saturday	Sunday
94	Adj Openshaw Park	Higher Crumpsall – Bury	One every hour	One every hour	One every 2 hours
	Opp Openshaw Park	Bury – Higher Crumpsall	One every hour	One every hour	One every 2 hours
163 (Go North West)	Adj Openshaw Park	Piccadilly Gardens – Bury	Every 15 mins	Every 15 mins	No service
	Opp Openshaw Park	Bury – Piccadilly Gardens	Every 15 mins	Every 15 mins	No service
163 (Bee Network)	Adj Openshaw Park	Piccadilly Gardens – Bury	No service	No service	Every 15-30 mins
	Opp Openshaw Park	Bury – Piccadilly Gardens	No service	No service	Every 15-30 mins
471 (Diamon Bus)	Adj Openshaw Park	Rochdale – Bolton	Every 10 mins	Every 10 mins	No service
	Opp Openshaw Park	Bolton - Rochdale	Every 10 mins	Every 10 mins	No service
471 (Bee Network)	Adj Openshaw Park	Rochdale – Bolton	No service	No service	Every 20-30 mins
	Opp Openshaw Park	Bolton - Rochdale	No service	No service	Every 20-30 mins
B4	Adj Openshaw Park	Heywood – Bury	One every hour	One every hour	No service
	Opp Openshaw Park	Bury – Heywood	One every hour	One every hour	No service

2.4.6 Table 2.1 shows that the two nearest bus stops to the site provide frequent and regular Monday to Sunday services to a variety of destinations, including Bury, Rochdale, Bolton and Manchester.

2.4.7 Having regard to the frequency of buses and the areas that the existing local buses serve, the site is accessible by public transport.

2.5 Highways Access

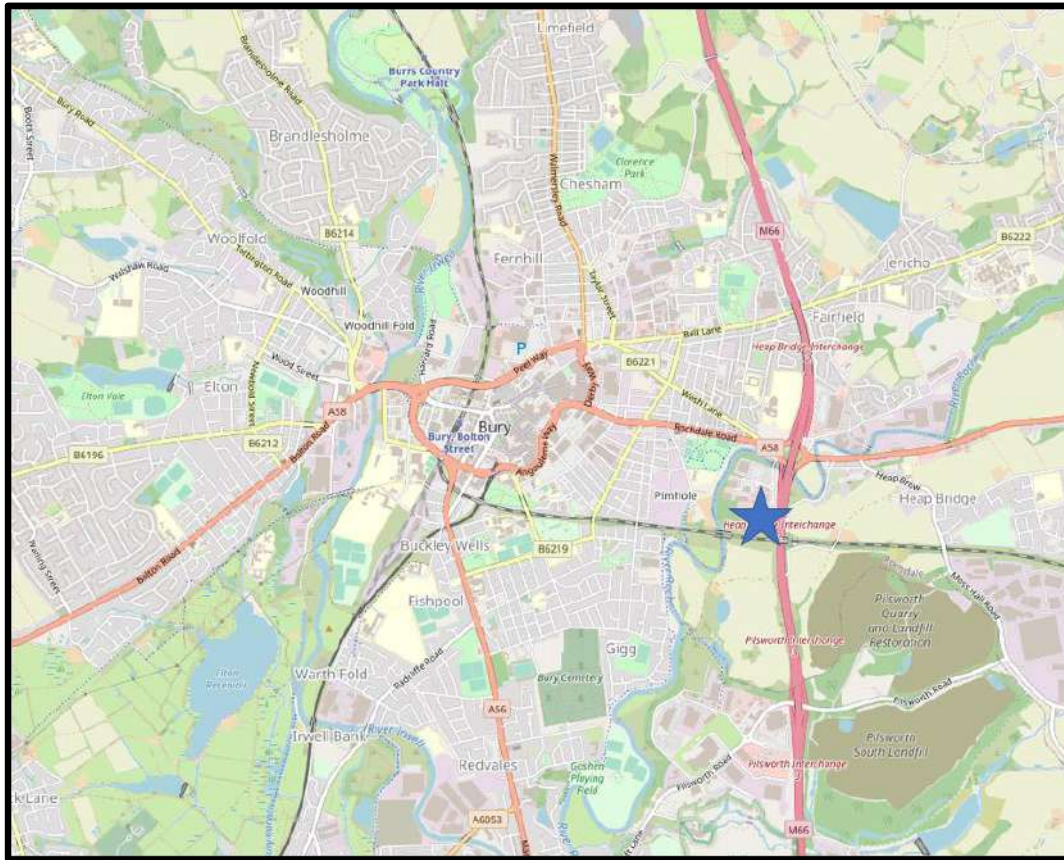
2.5.1 The proposal site is accessed via a mini roundabout forming part of one of Waterfold Park's internal spine roads. Waterfold Park is itself accessed via the Waterfold arm of the Heap Bridge Interchange, a signal-controlled roundabout interchange with northbound and southbound entry/exit slip roads for the M66.

2.5.2 The A58 Rochdale Road arm of the interchange provides a direct route into the centre of Bury and into the town's wider road network. The A58 Bury New Road arm affords access into Heywood and Rochdale to the east.

2.5.3 The interchange provides access onto the Strategic Road Network via the M66. North on the M66 are routes into Rawtenstall, Accrington, Blackburn, and Burnley; and south on the M66 is access onto the M60 and M62 via Simister Island (Junction 4), from which routes into Middleton, Prestwich, Oldham, and Manchester are facilitated.

2.5.4 Figure 2.5 below shows the site in its local highway context.

Figure 2.5 – Highway Network



Source: OpenStreetMap. N.B. the proposal site is denoted by a blue star.

2.5.5 Overall, the site has a prominent location in relation to the local road network from which it is readily accessible.

2.6 Section Conclusion

2.6.1 The proposal site is surrounded by a pedestrian network that includes a number of crossing facilities, and a residential catchment within walking distance of the site. Bury and much of the surrounding area is conducive to cycling and the bus stops local to the site are served by regular bus services, which provide access to/from a variety of destinations. The proposal site also has a prominent location relative to the local highway network. Overall, the site has an acceptable level of accessibility by all relevant transport modes.

3.0 PROPOSED DEVELOPMENT

3.1 Introduction

- 3.1.1 This report is based on a scheme comprising the redevelopment of existing premises, comprising full demolition; erection of new building for Class B8 purposes with ancillary offices; installation of external plant and gatehouse; hardstanding for servicing and parking; attenuation pond; and boundary enclosure.
- 3.1.2 The proposed site composition will include the following:
- Warehouse and Guardhouse – 16,942.36 sq.m. GIA
 - Office – 1,394.64 sq.m. GIA
 - Total GIA – 18,337 sq.m.
- 3.1.3 The proposals will result in an increase of 12,085.36 sq.m. of warehouse GIA and a decrease of 5,685.36 sq.m. of office GIA when compared with the existing distribution centre use.
- 3.1.4 As the proposed office element comprises a proportionately marginal floor area when compared with the total floor area, the office element is considered ancillary for the purposes of assessing parking provision and traffic impact.
- 3.1.5 The proposals include the reconfiguration and rationalisation of the on-site car park, which will decrease the number of car parking spaces from 400 to 180 spaces, of which eight spaces will be designated for disabled users and 36 spaces will be Electric Vehicle (EV) charging bays. A cycle store will be provided capable of securing up to 24 cycles. Five motorcycle spaces will also be provided.
- 3.1.6 The servicing yard will feature 46 dedicated HGV spaces along with 20 delivery bays and four level access doors which could be used as HGV spaces when not in use for loading.
- 3.1.7 The proposed site layout is identified on the plan provided at Appendix 1.

3.2 Proposed Site Access Arrangements

- 3.2.1 The proposal site will continue to be accessed via the south arm of the mini roundabout at the northeast corner of site. An internal service road will facilitate access into the on-site car park and into the service yard via a secured gatehouse. On-site footways and crossing facilities will ensure pedestrian access to the entrances of the building.
- 3.2.2 The site access arrangements are also shown at Appendix 1.

3.3 Servicing

- 3.3.1 Servicing of the site will take place at a service yard fronting the south side of the unit. HGVs will enter the site via the main access, travel along the internal service road and access the service yard via a secured gatehouse. Exit from the site will be via the same route.
- 3.3.2 The proposed site layout has been assessed for service vehicle manoeuvres based on the required turning movements of the largest service vehicle (FTA 18.5m articulated goods vehicle) with details of the swept path analysis provided at Appendix 2. The track plots show that the service route through the site is satisfactory and that service vehicles would be able to manoeuvre within the site, enabling them to arrive and depart to/from the site in forward gear.

3.4 Parking

3.4.1 Paragraph 107 of the National Planning Policy Framework NPPF, September 2023 states: -

"If setting local parking standards for residential and non-residential development, policies should take into account: -

- The accessibility of the development;*
- The type, mix and use of the development;*
- The availability of and opportunities for public transport;*
- Local car ownership levels; and*
- The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

3.4.2 Paragraph 108 of the NPPF 2023 states: -

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

3.4.3 The parking standards pertinent to the proposed development are set out in Appendix 5 of the RBC adopted Core Strategy (October 2016).

3.4.4 The parking provision has been proposed to both suit the operational needs of the likely end user and to reflect the site's land use class, which falls under Use Class B8 with the office element ancillary. The standards will therefore be referenced based on the total proposed floor area of a 'Store or distribution (B8)' use.

3.4.5 The RBC car, cycle and motorcycle parking standards are set out at Figure 3.1 below.

Figure 3.1 – RBC Parking Standards

Development Type	Maximum Standard for Car Parking Provision	Minimum Standard for Cycle Space Provision	Minimum Standard for Powered Two Wheeled Vehicle Parking Provision
B8: STORAGE/ DISTRIBUTION			
Storage / Distribution Warehousing	1 space per 100m ²	1 space per 850m ² (min 2 spaces)	1 space per 4,000m ² (min 2 spaces).

Source: RBC Core Strategy Appendix 5 (October 2016)

3.4.6 The car parking standards indicate a maximum of one space per 100 sq.m., which equates to 183 spaces for the proposed development ($18,337 \div 100 = 183.4$). The proposed development includes 180 spaces, which lies close to the maximum standards and is therefore considered acceptable.

- 3.4.7 The cycle parking standards indicate a minimum of one space per 850 sq.m. with a minimum of two spaces, which equates to 22 cycle spaces for the proposed development ($18,337 \div 850 = 21.6$). The proposed development includes 24 covered cycle spaces, which accords with local standards.
- 3.4.8 The motorcycle parking standards indicate a minimum of one space per 4,000 sq.m. with a minimum of two spaces, which equates to five motorcycle spaces for the proposed development ($18,337 \div 4,000 = 4.6$). The proposed development includes five motorcycle spaces, which accords with local standards.
- 3.4.9 The RBC standards for disabled parking indicate a minimum of 6% of total capacity for car parks with 12 to 200 spaces, which equates to 11 disabled spaces for the proposed development ($180 \times 6\% = 10.8$). The proposed development includes 11 disabled spaces, which accords with local standards.
- 3.4.10 The Transport for Greater Manchester report 'Electric Vehicle Charging Infrastructure Strategy', which forms part of the Greater Manchester Transport Strategy 2040, states the following in regards to EV charging provision in new developments:

"New developments within GM [Greater Manchester] should make adequate provision of EVCI to meet demand and encourage and accelerate the transition to EVs. To achieve this, new developments should be required to provide a minimum number of active EV charge points and offer enough passive provision to enable efficient expansion as demand increases. Each Local Planning Authority will develop their own Local Plan policies relating to the provision of EVCI in new development. The recommendations set out in the table below are intended to aid policy development and act as supplementary guidance."

- 3.4.11 As RBC have not published their own standards on EV charging provision, the recommendations set out in the Greater Manchester Transport Strategy will instead be referenced, which are shown at Figure 3.2 below.

Figure 3.2 – Greater Manchester EV Charging Standards

Development type		Active provision	Passive provision
Residential	Within property-based parking e.g. driveway and/or garage	1 per dwelling	-
	Designated off-street residential parking	1 per dwelling	-
	With non-designated off-street parking	10% of spaces	20% of spaces
Commercial	Office / general industrial	10% of spaces	20% of spaces
	Retail uses	10% of spaces	20% of spaces
	Sports centres, gyms and leisure facilities	10% of spaces	20% of spaces
Other	Education & non-residential institutions	10% of spaces	20% of spaces
	Petrol filling and motorway service stations	10% of spaces	20% of spaces

Source: 'Electric Vehicle Charging Infrastructure Strategy', Greater Manchester Combined Authority.

- 3.4.12 The GM standards indicate a guideline of 10% of total capacity dedicated to active EV charging spaces and 20% passive spaces adapted for future EV connectivity. This equates to 18 active EV spaces ($180 \times 10\% = 18$) and 36 passive EV spaces ($180 \times 20\% = 36$) for the proposed development. The proposals include 36 active EV spaces and no passive EV spaces, which exceed the GM guidelines for active spaces and has been proposed commensurate to the expected EV demand of the site.
- 3.4.13 Although RBC do not prescribe a set of standards for HGV parking, 46 HGV spaces are being provided on-site, along with docking bays and level access doors which could be used as spaces when not in use for loading, which ensures that the flow of HGVs departing the site can be controlled and that there is capacity on-site to ensure no overspill of HGV demand onto the local highway network.

3.5 Section Conclusion

- 3.5.1 Swept path analysis demonstrates that the proposed site access and internal site layout are suitable for their intended use.
- 3.5.2 The proposed car parking provision lies within the maximum standards and thus accords with local standards.
- 3.5.3 The proposed disabled, cycle and motorcycle parking provision accord with the local standards.
- 3.5.4 The proposed EV charging provision exceeds the GM guidelines for active EV charging spaces and have been proposed to accommodate the expected EV demand of the site.
- 3.5.5 The provision of HGV parking on-site enables control over the flow of HGVs departing the site and allows for capacity on-site to ensure no overspill of HGV demand onto the local highway network.

4.0 TRAFFIC ASSESSMENT

4.1 Introduction

4.1.1 This section of the report provides details of the potential traffic effect of the proposed development.

4.2 Existing Trip Attraction

4.2.1 The existing distribution centre comprises 4,857 sq.m. of warehouse floor area and 7,080 sq.m. of office floor area, which means that the office element cannot be considered ancillary to the warehouse element. As such, the warehouse and office elements will be assessed individually with the traffic impact of the existing site calculated as the sum of the two elements.

4.2.2 The potential traffic impact of the existing site use has been determined with reference to the latest version of the TRICS database (version 7.10.2), based on the key selection criteria set out at Table 4.1 below. The TRICS outputs are provided at Appendix 3.

4.2.3 It should be noted that the TRICS warehouse sites include ancillary offices and so there will be a slight overestimation in the trip attraction with the combination of the individual warehouse (with ancillary office) and office elements.

Table 4.1 – TRICS Key Selection Criteria – Warehouse (Commercial) and Office

Land use and trip rate selection		
Select Land Use By:	Full list Of Active Main/Sub Land Uses	Full list Of Active Main/Sub Land Uses
Main Land Use:	02 – EMPLOYMENT	02 – EMPLOYMENT
Sub Land Use:	F – WAREHOUSING (COMMERCIAL)	A – OFFICE
Calculation Options:	Vehicle Trip Rates	Vehicle Trip Rates
Regions:	England excluding Greater London	England excluding Greater London
Primary filtering		
Trip Rate Parameters:	Gross Floor Area	Gross Floor Area
Range:	1,000 to 12,000 sq.m.	1,000 to 12,000 sq.m.
Selected Dates:	01/01/15 to 27/09/21	01/01/15 to 11/11/22
Week days to include:	Weekdays	Weekdays
Location Types to include:	Edge of Town	Edge of Town
Secondary filtering		
Population < 1 Mile:	All available	All available
Population < 5 Miles:	All available	All available
Covid-19 surveys removed?	Yes	Yes

4.2.4 The resultant average trip rates and trip numbers for cars/vans/motorcycles and HGVs, based on the assumed network AM and PM peak hours of 08:00-09:00 and 17:00-18:00, and based on the existing warehouse and office floor areas, are set out at Table 4.2 below. It has been assumed that the warehouse element will generate the HGV trips.

Table 4.2 – TRICS Summary – Existing Site Trips

Peak	Trip Rates per 100 sq.m.			Trip Numbers		
	Arr	Dep	Tot	Arr	Dep	Tot
Warehouse (4,857 sq.m.) – Car/Van/Motorcycle Trips						
AM 08:00-09:00	0.235	0.097	0.332	11	5	16
PM 17:00-18:00	0.062	0.276	0.338	3	13	16
Warehouse (4,857 sq.m.) – HGV Trips						
AM 08:00-09:00	0.054	0.095	0.149	3	5	7
PM 17:00-18:00	0.099	0.062	0.161	5	3	8
Office (7,080 sq.m.)						
AM 08:00-09:00	2.212	0.154	2.366	157	11	168
PM 17:00-18:00	0.106	2.087	2.193	8	148	155

4.2.5 The sum of the existing site trips at Table 4.2 are shown at Table 4.3 below.

Table 4.3 – Total Existing Site Trips

Trips	AM 08:00-09:00			PM 17:00-18:00		
	Arr	Dep	Tot	Arr	Dep	Tot
Car/Van/Motorcycle Trips	168	16	184	11	161	172
HGV Trips	3	5	7	5	3	8
Total Trips	171	20	191	15	164	180

4.3 Proposed Trip Attraction

4.3.1 The potential trip attraction of the proposed development as a warehouse with ancillary offices has been determined with reference to the warehouse trip rates set out at Table 4.2. The TRICS trip rate parameter range was set to 1,000 – 30,000 sq.m. in order to investigate sites with floor areas closer to the proposed; however, no sites with floor areas between 12,000 sq.m. and 30,000 sq.m. were available and so the trip rates at Table 4.2 have been used.

4.3.2 The resultant AM/PM peak hour trip numbers, based on a total proposed GIA of 18,337 sq.m., are shown at Table 4.4 below.

Table 4.4 – TRICS Summary – Proposed Trip Attraction

Peak	Trip Rates per 100 sq.m.			Trip Numbers (based on 18,337 sq.m.)		
	Arr	Dep	Tot	Arr	Dep	Tot
Car/Van/Motorcycle Trips						
AM 08:00-09:00	0.235	0.097	0.332	43	18	61
PM 17:00-18:00	0.062	0.276	0.338	11	51	62
HGV Trips						
AM 08:00-09:00	0.054	0.095	0.149	10	17	27
PM 17:00-18:00	0.099	0.062	0.161	18	11	30
Total Trips						
AM 08:00-09:00	0.289	0.192	0.481	53	35	88
PM 17:00-18:00	0.161	0.338	0.499	30	62	92

4.4 Net Traffic Effect

- 4.4.1 The net traffic effect of the proposed development has been calculated as the difference between the proposed trips at Table 4.4 and the existing trips at Table 4.3.
- 4.4.2 The resultant net traffic effect for the two scenarios is set out at Table 4.5 below.

Table 4.5 – Net Traffic Effect

Vehicle Type	Scenario	AM 08:00-09:00			PM 17:00-18:00		
		Arr	Dep	Tot	Arr	Dep	Tot
Cars/Vans/ Motorcycles	Existing	168	16	184	11	161	172
	Proposed	43	18	61	11	51	62
	Net	-125	2	-123	1	-111	-110
HGVs	Existing	3	5	7	5	3	8
	Proposed	10	17	27	18	11	30
	Net	7	13	20	13	8	22
Total Vehicles	Existing	171	20	191	15	164	180
	Proposed	53	35	88	30	62	92
	Net	-118	15	-103	14	-102	-88

N.B. some mathematical rounding has taken place.

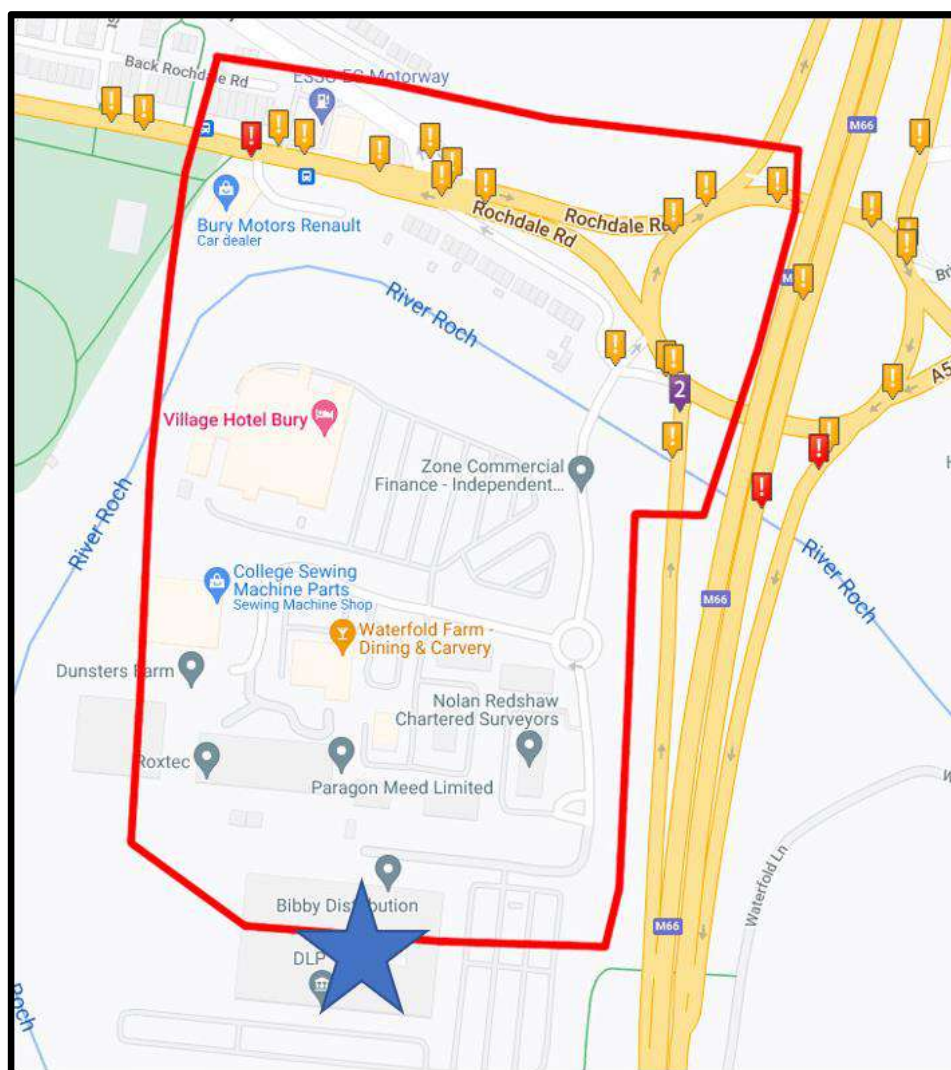
- 4.4.3 The proposed development is expected to result in a net reduction of 123 and 110 car/van/motorcycle trips during the AM and PM peak hours, respectively; and a net increase of 20 and 22 HGV trips during the AM and PM peak hours, respectively.

- 4.4.4 Although there is a net increase in HGV trips, there is a net decrease in total vehicular trips and the equivalent Passenger Car Units (1 car = 1 PCU; 1 HGV = 2.3 PCUs) still results in net decreases of 77 and 60 two-way total PCUs during the AM and PM peaks, respectively.
- 4.4.5 In summary, the proposed development is expected to result in a net decrease in the total number of vehicular trips on the local network, including on the SRN, and thus the traffic impact cannot be considered severe, in accordance with the NPPF.

4.5 Existing Collision Analysis

- 4.5.1 Although the proposed net decrease in traffic is not expected to worsen the pattern of local collisions, an analysis of local personal injury collisions has been undertaken.
- 4.5.2 Collision data has been obtained from Crashmap for the five year period 2017-2021. A plan showing the locations of recorded personal injury collisions over this period within a defined study area is shown at Figure 4.1 below.

Figure 4.1 – Collision Study Area



Source: Crashmap.co.uk. N.B. the proposal site is denoted by a blue star.

-
- 4.5.3 The collision map above shows that there have been no locations where more than five collisions in five years have occurred, and so there is no evidence to suggest a pattern of collisions that could be attributed to a road layout deficiency, nor one which is likely to be materially worsened by the development proposals.

4.6 Section Conclusion

- 4.6.1 In summary, the proposed development is expected to result in a net decrease in the total number of vehicular trips on the local network, including on the SRN, and thus the traffic impact cannot be considered severe, in accordance with the NPPF.
- 4.6.2 There is no evidence to suggest a pattern of collisions that could be attributed to a road layout deficiency, nor one which is likely to be materially worsened by the development proposals.
- 4.6.3 Considering the expected net reduction in traffic, no further assessment has been undertaken of junction capacity.

5.0 SUMMARY AND CONCLUSIONS

5.1 Summary

5.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by TPIF (Portfolio No.1) LLP in relation to their proposed warehouse unit in Waterfold Park in Bury. The report is summarised as follows:-

- The site is accessible by a choice of travel modes and will reduce reliance on the private car consistent with national and local planning policy.
- The proposed development is well conceived in terms of its access arrangements, composition and layout.
- The proposed car, cycle, motorcycle and disabled parking provision accords with local standards.
- It has been demonstrated that the servicing arrangements will be able to accommodate delivery traffic.
- The traffic assessment included in this report is based on a realistic traffic impact scenario and demonstrates that the proposals are expected to result in a total net reduction in traffic, which cannot be constituted as a severe impact in accordance with the NPPF.
- The proposed traffic effect of the development is not expected to materially worsen any potential occurrence or pattern of collisions on the local highway network.

5.2 Conclusions

5.2.1 The results of this assessment highlight that the proposed development is acceptable from a transport perspective.

APPENDIX 1 – PROPOSED SITE LAYOUT



Planning Site Plan
1 : 1000

Area Schedule:			
Warehouse:	16,814m ²	180,983ft ²	
GF Core	104.37m ²	1,123.49ft ²	
2 St. Offices:	961.64m ²	10,351ft ²	
2 St. Hub-Offices:	433m ²	4,663ft ²	
Gatehouse:	24m ²	262ft ²	
TOTAL (GIA):	18,337m²	197,383ft²	

Car Spaces: 180
Including 11 Enlarged accessible spaces with 42 spaces provided with electric charging facilities.

Cycle Spaces: 24
Motorcycle Spaces: 5

Dock Doors: 20
Including 4 Euro-dock doors
Level Access: 4

Trailers Spaces (17x3.5m): 46
Stacking/Staging Spaces: 11

Planning - Site Area Schedule		
Name	Area (Hectares)	Area (Acres)
Demise Line	4.92 hectare	12.15 acres
Net Dev Area	3.64 hectare	8.99 acres
Red Line Boundary	4.98 hectare	12.3 acres

Boundaries

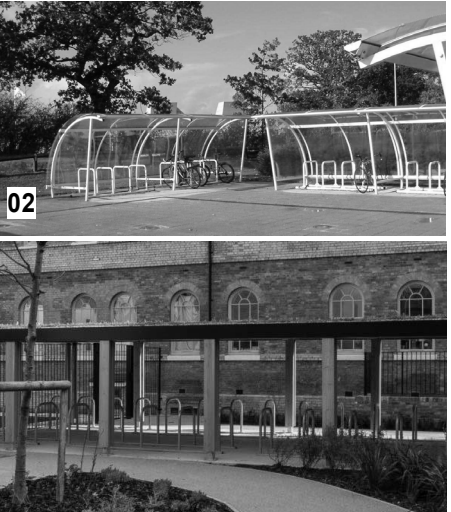
Red Line Boundary

Demise Line

Security Fence



01 WASTE MANAGEMENT STORE
Concrete base with 2.4m high timber palisade fencing with galvanized structure and green roof.



02 BICYCLE STORE
Urban Engineering 'Series A' or similar and approved Polycarbonate transparent sheets with polyester powder coated steel frame.
Colour: White (BS00E55) Sheffield steel cycle racks or similar and approved to accommodate 10 cycles per shelter.
Alternative option green roof cycle store.



03 BOUNDARY SECURITY FENCE
Typical Paladin Fencing:
The perimeter of the service yards will be provided with 2.4m high paladin fencing. Post and panels to be black finish.
Fences to be suitably set back from vehicular areas to reduce risk of accidental impact. Fencing / landscaping to be co-ordinated such that a maximum gap beneath fence is 100mm.



04 KNEE RAIL FENCING
Made from softwood guaranteed for 25 years. Galvanised strap for longer life
5 year treatment guarantee
Height 1.20m with planed finish.



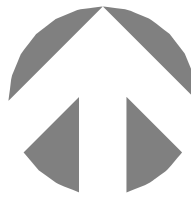
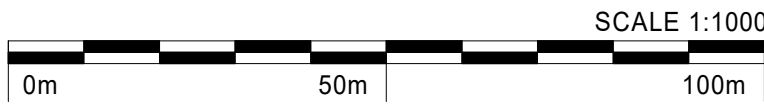
05 DOCK APRON RETAINING WALL
External retaining walls to the sides of the dock access will be also of fair faced concrete. Armco barrier galvanised mild steel and handrailing is to be provided adjacent to the retaining wall to level access ramps. The barrier uprights are to be surface fixed to the concrete.



06-07 VEHICLE AND PEDESTRIAN GATES:
To security sensitive areas near the main access road, vehicle gate is to be black steel paladin, 2.4m high to BS 1722-12:2006 (including concrete foundations). Gates to hinge open and be able to be held in the open position by providing bolt sleeves. Posts to be square section powder coated black steel with capped tops, cast in concrete bases.



08 MANUAL BARRIER
Manual car park barrier to be provided as indicated. Posts to be square section powder coated black steel with capped tops, cast in concrete bases.



Rev	Date	By	Description
P1	30/08/23	ELF	Issued for comments.
P2	14/09/23	ELF	Issued for Comments.
P3	28/09/23	ELF	Additional Disabled spaces added. Substation moved. Service road amended.
P4	28/09/23	ELF	Car park updated.
P5	04/10/23	ELF	Red Line Boundary updated.
P6	05/10/23	ELF	Issued for Planning.



SGP

Architects + Masterplanners

Waterfront House
2a Smith Way
Grove Park
Enderby
Leicester LE19 1SX

t: +44 (0)116 247 0557

www.stephengeorge.co.uk

Waterfold Business Park,
Bury

Drawing Name:
Site Plan

Drawing Stage: Planning

Status: S0

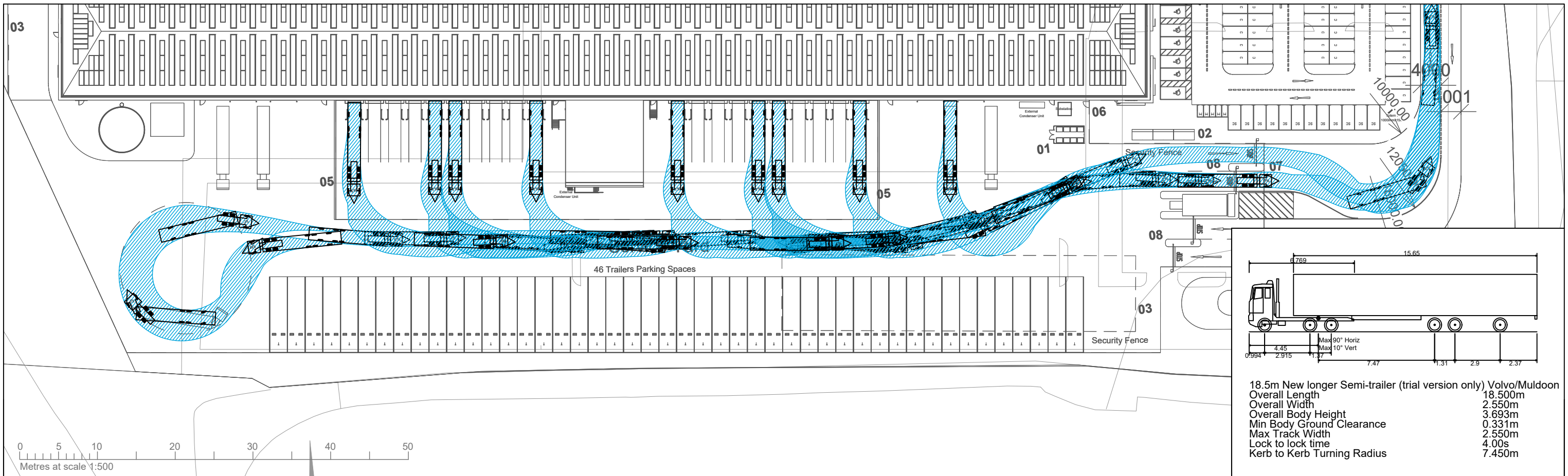
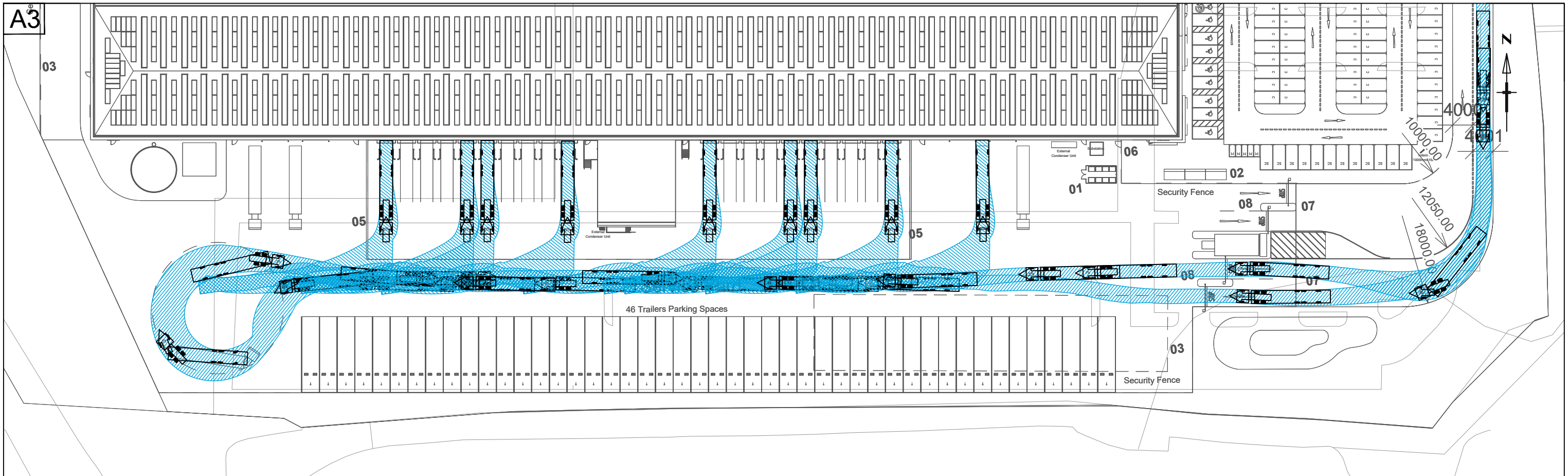
SGP File Ref: 22-244-SGP-ZZ-ZZ-M3-A-00000-Site

22-244 30/08/23 ELF MMS As @ A1 P6
SGP Project No: Date: Drawn: Team: PDC: Scale: Rev:

Drawing Number: 22-244-SGP-ZZ-ZZ-DR-A- 131001

Project Code Originator Volume Level Type Role Number

APPENDIX 2 – SWEPT PATH ANALYSIS



Reproduced from Ordnance Survey material by permission of Ordnance Survey on behalf of the Controller of His Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Connect Consultants Ltd Licence number: 100022432

APPENDIX 3 – TRICS OUTPUTS

Calculation Reference: AUDIT-142301-230928-0930

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
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BD BRADFORD	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 11200 (units: sqm)
 Range Selected by User: 1000 to 12000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 27/09/21

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:

Monday	2 days
Thursday	1 days
Friday	3 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:

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	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	6 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

Population within 1 mile:

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

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

Car ownership within 5 miles:

0.6 to 1.0	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.

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-03	PPE DISTRIBUTION	HAMPSHIRE
	WARSASH ROAD		
	PARK GATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3665 sqm	
	Survey date: MONDAY	27/09/21	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	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-F-01	Covid-19

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	6699	0.154	6	6699	0.092	6	6699	0.246
07:30 - 08:00	6	6699	0.182	6	6699	0.087	6	6699	0.269
08:00 - 08:30	6	6699	0.117	6	6699	0.112	6	6699	0.229
08:30 - 09:00	6	6699	0.174	6	6699	0.080	6	6699	0.254
09:00 - 09:30	6	6699	0.129	6	6699	0.065	6	6699	0.194
09:30 - 10:00	6	6699	0.104	6	6699	0.065	6	6699	0.169
10:00 - 10:30	6	6699	0.080	6	6699	0.080	6	6699	0.160
10:30 - 11:00	6	6699	0.102	6	6699	0.090	6	6699	0.192
11:00 - 11:30	6	6699	0.080	6	6699	0.100	6	6699	0.180
11:30 - 12:00	6	6699	0.097	6	6699	0.082	6	6699	0.179
12:00 - 12:30	6	6699	0.107	6	6699	0.092	6	6699	0.199
12:30 - 13:00	6	6699	0.095	6	6699	0.067	6	6699	0.162
13:00 - 13:30	6	6699	0.087	6	6699	0.107	6	6699	0.194
13:30 - 14:00	6	6699	0.114	6	6699	0.085	6	6699	0.199
14:00 - 14:30	6	6699	0.085	6	6699	0.114	6	6699	0.199
14:30 - 15:00	6	6699	0.100	6	6699	0.109	6	6699	0.209
15:00 - 15:30	6	6699	0.100	6	6699	0.174	6	6699	0.274
15:30 - 16:00	6	6699	0.082	6	6699	0.107	6	6699	0.189
16:00 - 16:30	6	6699	0.104	6	6699	0.177	6	6699	0.281
16:30 - 17:00	6	6699	0.062	6	6699	0.137	6	6699	0.199
17:00 - 17:30	6	6699	0.092	6	6699	0.206	6	6699	0.298
17:30 - 18:00	6	6699	0.075	6	6699	0.137	6	6699	0.212
18:00 - 18:30	6	6699	0.040	6	6699	0.142	6	6699	0.182
18:30 - 19:00	6	6699	0.032	6	6699	0.075	6	6699	0.107
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:			3.513			3.338			6.851

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

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

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

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

Parameter summary

Trip rate parameter range selected:	3625 - 11200 (units: sqm)
Survey date range:	01/01/15 - 27/09/21
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:	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.

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	6699	0.035	6	6699	0.055	6	6699	0.090
07:30 - 08:00	6	6699	0.022	6	6699	0.042	6	6699	0.064
08:00 - 08:30	6	6699	0.022	6	6699	0.055	6	6699	0.077
08:30 - 09:00	6	6699	0.032	6	6699	0.040	6	6699	0.072
09:00 - 09:30	6	6699	0.022	6	6699	0.027	6	6699	0.049
09:30 - 10:00	6	6699	0.027	6	6699	0.010	6	6699	0.037
10:00 - 10:30	6	6699	0.037	6	6699	0.040	6	6699	0.077
10:30 - 11:00	6	6699	0.037	6	6699	0.030	6	6699	0.067
11:00 - 11:30	6	6699	0.045	6	6699	0.055	6	6699	0.100
11:30 - 12:00	6	6699	0.025	6	6699	0.025	6	6699	0.050
12:00 - 12:30	6	6699	0.055	6	6699	0.032	6	6699	0.087
12:30 - 13:00	6	6699	0.032	6	6699	0.015	6	6699	0.047
13:00 - 13:30	6	6699	0.020	6	6699	0.037	6	6699	0.057
13:30 - 14:00	6	6699	0.037	6	6699	0.020	6	6699	0.057
14:00 - 14:30	6	6699	0.035	6	6699	0.015	6	6699	0.050
14:30 - 15:00	6	6699	0.030	6	6699	0.032	6	6699	0.062
15:00 - 15:30	6	6699	0.042	6	6699	0.037	6	6699	0.079
15:30 - 16:00	6	6699	0.042	6	6699	0.025	6	6699	0.067
16:00 - 16:30	6	6699	0.052	6	6699	0.050	6	6699	0.102
16:30 - 17:00	6	6699	0.035	6	6699	0.025	6	6699	0.060
17:00 - 17:30	6	6699	0.047	6	6699	0.017	6	6699	0.064
17:30 - 18:00	6	6699	0.052	6	6699	0.045	6	6699	0.097
18:00 - 18:30	6	6699	0.020	6	6699	0.025	6	6699	0.045
18:30 - 19:00	6	6699	0.027	6	6699	0.007	6	6699	0.034
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:			1.041			1.145			2.186

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	1	10446	0.077	1	10446	0.019	1	10446	0.096
05:30 - 06:00	1	10446	0.191	1	10446	0.029	1	10446	0.220
06:00 - 06:30	1	10446	0.124	1	10446	0.038	1	10446	0.162
06:30 - 07:00	1	10446	0.316	1	10446	0.019	1	10446	0.335
07:00 - 07:30	6	6699	0.077	6	6699	0.012	6	6699	0.089
07:30 - 08:00	6	6699	0.132	6	6699	0.020	6	6699	0.152
08:00 - 08:30	6	6699	0.077	6	6699	0.022	6	6699	0.099
08:30 - 09:00	6	6699	0.114	6	6699	0.020	6	6699	0.134
09:00 - 09:30	6	6699	0.065	6	6699	0.025	6	6699	0.090
09:30 - 10:00	6	6699	0.045	6	6699	0.012	6	6699	0.057
10:00 - 10:30	6	6699	0.012	6	6699	0.015	6	6699	0.027
10:30 - 11:00	6	6699	0.040	6	6699	0.027	6	6699	0.067
11:00 - 11:30	6	6699	0.020	6	6699	0.030	6	6699	0.050
11:30 - 12:00	6	6699	0.030	6	6699	0.025	6	6699	0.055
12:00 - 12:30	6	6699	0.027	6	6699	0.040	6	6699	0.067
12:30 - 13:00	6	6699	0.035	6	6699	0.027	6	6699	0.062
13:00 - 13:30	6	6699	0.042	6	6699	0.040	6	6699	0.082
13:30 - 14:00	6	6699	0.055	6	6699	0.045	6	6699	0.100
14:00 - 14:30	6	6699	0.030	6	6699	0.072	6	6699	0.102
14:30 - 15:00	6	6699	0.052	6	6699	0.065	6	6699	0.117
15:00 - 15:30	6	6699	0.037	6	6699	0.114	6	6699	0.151
15:30 - 16:00	6	6699	0.030	6	6699	0.065	6	6699	0.095
16:00 - 16:30	6	6699	0.017	6	6699	0.097	6	6699	0.114
16:30 - 17:00	6	6699	0.027	6	6699	0.104	6	6699	0.131
17:00 - 17:30	6	6699	0.025	6	6699	0.162	6	6699	0.187
17:30 - 18:00	6	6699	0.015	6	6699	0.082	6	6699	0.097
18:00 - 18:30	6	6699	0.017	6	6699	0.107	6	6699	0.124
18:30 - 19:00	6	6699	0.002	6	6699	0.062	6	6699	0.064
19:00 - 19:30	1	10446	0.048	1	10446	0.134	1	10446	0.182
19:30 - 20:00	1	10446	0.019	1	10446	0.048	1	10446	0.067
20:00 - 20:30	1	10446	0.000	1	10446	0.019	1	10446	0.019
20:30 - 21:00	1	10446	0.057	1	10446	0.010	1	10446	0.067
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:			1.855			1.606			3.461

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	1	10446	0.000	1	10446	0.010	1	10446	0.010
05:30 - 06:00	1	10446	0.000	1	10446	0.000	1	10446	0.000
06:00 - 06:30	1	10446	0.010	1	10446	0.010	1	10446	0.020
06:30 - 07:00	1	10446	0.019	1	10446	0.010	1	10446	0.029
07:00 - 07:30	6	6699	0.035	6	6699	0.020	6	6699	0.055
07:30 - 08:00	6	6699	0.022	6	6699	0.020	6	6699	0.042
08:00 - 08:30	6	6699	0.017	6	6699	0.035	6	6699	0.052
08:30 - 09:00	6	6699	0.025	6	6699	0.020	6	6699	0.045
09:00 - 09:30	6	6699	0.042	6	6699	0.012	6	6699	0.054
09:30 - 10:00	6	6699	0.032	6	6699	0.042	6	6699	0.074
10:00 - 10:30	6	6699	0.027	6	6699	0.025	6	6699	0.052
10:30 - 11:00	6	6699	0.022	6	6699	0.032	6	6699	0.054
11:00 - 11:30	6	6699	0.015	6	6699	0.015	6	6699	0.030
11:30 - 12:00	6	6699	0.042	6	6699	0.032	6	6699	0.074
12:00 - 12:30	6	6699	0.025	6	6699	0.020	6	6699	0.045
12:30 - 13:00	6	6699	0.020	6	6699	0.025	6	6699	0.045
13:00 - 13:30	6	6699	0.025	6	6699	0.030	6	6699	0.055
13:30 - 14:00	6	6699	0.022	6	6699	0.020	6	6699	0.042
14:00 - 14:30	6	6699	0.020	6	6699	0.027	6	6699	0.047
14:30 - 15:00	6	6699	0.017	6	6699	0.007	6	6699	0.024
15:00 - 15:30	6	6699	0.020	6	6699	0.020	6	6699	0.040
15:30 - 16:00	6	6699	0.010	6	6699	0.015	6	6699	0.025
16:00 - 16:30	6	6699	0.027	6	6699	0.025	6	6699	0.052
16:30 - 17:00	6	6699	0.000	6	6699	0.007	6	6699	0.007
17:00 - 17:30	6	6699	0.017	6	6699	0.020	6	6699	0.037
17:30 - 18:00	6	6699	0.005	6	6699	0.007	6	6699	0.012
18:00 - 18:30	6	6699	0.002	6	6699	0.010	6	6699	0.012
18:30 - 19:00	6	6699	0.002	6	6699	0.005	6	6699	0.007
19:00 - 19:30	1	10446	0.000	1	10446	0.000	1	10446	0.000
19:30 - 20:00	1	10446	0.010	1	10446	0.010	1	10446	0.020
20:00 - 20:30	1	10446	0.000	1	10446	0.000	1	10446	0.000
20:30 - 21:00	1	10446	0.019	1	10446	0.010	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:			0.549			0.541			1.090

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	1	10446	0.010	1	10446	0.000	1	10446	0.010
05:30 - 06:00	1	10446	0.000	1	10446	0.000	1	10446	0.000
06:00 - 06:30	1	10446	0.000	1	10446	0.000	1	10446	0.000
06:30 - 07:00	1	10446	0.000	1	10446	0.000	1	10446	0.000
07:00 - 07:30	6	6699	0.000	6	6699	0.000	6	6699	0.000
07:30 - 08:00	6	6699	0.002	6	6699	0.000	6	6699	0.002
08:00 - 08:30	6	6699	0.000	6	6699	0.000	6	6699	0.000
08:30 - 09:00	6	6699	0.002	6	6699	0.000	6	6699	0.002
09:00 - 09:30	6	6699	0.000	6	6699	0.000	6	6699	0.000
09:30 - 10:00	6	6699	0.000	6	6699	0.000	6	6699	0.000
10:00 - 10:30	6	6699	0.002	6	6699	0.000	6	6699	0.002
10:30 - 11:00	6	6699	0.002	6	6699	0.000	6	6699	0.002
11:00 - 11:30	6	6699	0.000	6	6699	0.000	6	6699	0.000
11:30 - 12:00	6	6699	0.000	6	6699	0.000	6	6699	0.000
12:00 - 12:30	6	6699	0.000	6	6699	0.000	6	6699	0.000
12:30 - 13:00	6	6699	0.007	6	6699	0.000	6	6699	0.007
13:00 - 13:30	6	6699	0.000	6	6699	0.000	6	6699	0.000
13:30 - 14:00	6	6699	0.000	6	6699	0.000	6	6699	0.000
14:00 - 14:30	6	6699	0.000	6	6699	0.000	6	6699	0.000
14:30 - 15:00	6	6699	0.000	6	6699	0.005	6	6699	0.005
15:00 - 15:30	6	6699	0.000	6	6699	0.002	6	6699	0.002
15:30 - 16:00	6	6699	0.000	6	6699	0.002	6	6699	0.002
16:00 - 16:30	6	6699	0.002	6	6699	0.000	6	6699	0.002
16:30 - 17:00	6	6699	0.000	6	6699	0.000	6	6699	0.000
17:00 - 17:30	6	6699	0.000	6	6699	0.005	6	6699	0.005
17:30 - 18:00	6	6699	0.000	6	6699	0.000	6	6699	0.000
18:00 - 18:30	6	6699	0.000	6	6699	0.000	6	6699	0.000
18:30 - 19:00	6	6699	0.000	6	6699	0.000	6	6699	0.000
19:00 - 19:30	1	10446	0.000	1	10446	0.000	1	10446	0.000
19:30 - 20:00	1	10446	0.000	1	10446	0.000	1	10446	0.000
20:00 - 20:30	1	10446	0.000	1	10446	0.000	1	10446	0.000
20:30 - 21:00	1	10446	0.000	1	10446	0.000	1	10446	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:			0.027			0.014			0.041

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-142301-230822-0806

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	1 days
09	NORTH	
	DA DARLINGTON	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: 1230 to 5700 (units: sqm)
 Range Selected by User: 1000 to 12000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	2 days
Thursday	1 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:

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:

Commercial Zone	1
Development Zone	1
Residential Zone	1
No Sub Category	3

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

Secondary Filtering selection:

Use Class:

Not Known 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

Population within 1 mile:

1,001 to 5,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	1 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:

25,001 to 50,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	4 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	3 days
1.6 to 2.0	1 days

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

Travel Plan:

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.

LIST OF SITES relevant to selection parameters

1	AK-02-A-01 PIONEER WAY CASTLEFORD WHITWOOD Edge of Town No Sub Category Total Gross floor area: 1230 sqm Survey date: TUESDAY 23/05/17	OFFICES WAKEFIELD
2	DA-02-A-02 ALDERMAN BEST WAY DARLINGTON Edge of Town No Sub Category Total Gross floor area: 3530 sqm Survey date: THURSDAY 18/10/18	ENGINEERING COMPANY DARLINGTON Survey Type: MANUAL
3	NF-02-A-05 YARMOUTH ROAD NORWICH Edge of Town Residential Zone Total Gross floor area: 3697 sqm Survey date: MONDAY 12/09/22	COUNCIL OFFICES NORFOLK Survey Type: MANUAL
4	PB-02-A-04 LYNCH WOOD PETERBOROUGH Edge of Town Commercial Zone Total Gross floor area: 4040 sqm Survey date: WEDNESDAY 19/10/16	OFFICES PETERBOROUGH Survey Type: MANUAL
5	WL-02-A-01 THE CRESCENT AMESBURY SUNRISE WAY Edge of Town Development Zone Total Gross floor area: 2500 sqm Survey date: TUESDAY 18/09/18	PET INSURANCE COMPANY WILTSHIRE Survey Type: MANUAL
6	WS-02-A-06 YEOMAN ROAD WORTHING Edge of Town No Sub Category Total Gross floor area: 5700 sqm Survey date: WEDNESDAY 18/05/22	SOUTHERN WATER OFFICES WEST SUSSEX 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
EC-02-A-04	Covid-19
NM-02-A-01	Covid-19
SF-02-A-03	Covid-19
WO-02-A-03	Covid-19

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
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	6	3450	0.217	6	3450	0.039	6	3450	0.256
07:30 - 08:00	6	3450	0.715	6	3450	0.053	6	3450	0.768
08:00 - 08:30	6	3450	1.077	6	3450	0.072	6	3450	1.149
08:30 - 09:00	6	3450	1.135	6	3450	0.082	6	3450	1.217
09:00 - 09:30	6	3450	0.904	6	3450	0.063	6	3450	0.967
09:30 - 10:00	6	3450	0.309	6	3450	0.072	6	3450	0.381
10:00 - 10:30	6	3450	0.159	6	3450	0.072	6	3450	0.231
10:30 - 11:00	6	3450	0.082	6	3450	0.043	6	3450	0.125
11:00 - 11:30	6	3450	0.101	6	3450	0.058	6	3450	0.159
11:30 - 12:00	6	3450	0.063	6	3450	0.072	6	3450	0.135
12:00 - 12:30	6	3450	0.111	6	3450	0.324	6	3450	0.435
12:30 - 13:00	6	3450	0.213	6	3450	0.300	6	3450	0.513
13:00 - 13:30	6	3450	0.256	6	3450	0.280	6	3450	0.536
13:30 - 14:00	6	3450	0.246	6	3450	0.121	6	3450	0.367
14:00 - 14:30	6	3450	0.116	6	3450	0.179	6	3450	0.295
14:30 - 15:00	6	3450	0.121	6	3450	0.217	6	3450	0.338
15:00 - 15:30	6	3450	0.135	6	3450	0.271	6	3450	0.406
15:30 - 16:00	6	3450	0.024	6	3450	0.242	6	3450	0.266
16:00 - 16:30	6	3450	0.082	6	3450	0.502	6	3450	0.584
16:30 - 17:00	6	3450	0.068	6	3450	0.628	6	3450	0.696
17:00 - 17:30	6	3450	0.029	6	3450	1.440	6	3450	1.469
17:30 - 18:00	6	3450	0.077	6	3450	0.647	6	3450	0.724
18:00 - 18:30	5	3893	0.041	5	3893	0.447	5	3893	0.488
18:30 - 19:00	5	3893	0.036	5	3893	0.134	5	3893	0.170
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:			6.317			6.358			12.675

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

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

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

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

Parameter summary

Trip rate parameter range selected:	1230 - 5700 (units: sqm)
Survey date range:	01/01/15 - 11/11/22
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:	4

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.

Calculation Reference: AUDIT-142301-230928-0912

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
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BD BRADFORD	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 11200 (units: sqm)
 Range Selected by User: 1000 to 30000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 27/09/21

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:

Monday	2 days
Thursday	1 days
Friday	3 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:

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	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	6 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

Population within 1 mile:

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

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

Car ownership within 5 miles:

0.6 to 1.0	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.

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-03	PPE DISTRIBUTION	HAMPSHIRE
	WARSASH ROAD		
	PARK GATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3665 sqm	
	Survey date: MONDAY	27/09/21	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	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-F-01	Covid-19

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	6699	0.154	6	6699	0.092	6	6699	0.246
07:30 - 08:00	6	6699	0.182	6	6699	0.087	6	6699	0.269
08:00 - 08:30	6	6699	0.117	6	6699	0.112	6	6699	0.229
08:30 - 09:00	6	6699	0.174	6	6699	0.080	6	6699	0.254
09:00 - 09:30	6	6699	0.129	6	6699	0.065	6	6699	0.194
09:30 - 10:00	6	6699	0.104	6	6699	0.065	6	6699	0.169
10:00 - 10:30	6	6699	0.080	6	6699	0.080	6	6699	0.160
10:30 - 11:00	6	6699	0.102	6	6699	0.090	6	6699	0.192
11:00 - 11:30	6	6699	0.080	6	6699	0.100	6	6699	0.180
11:30 - 12:00	6	6699	0.097	6	6699	0.082	6	6699	0.179
12:00 - 12:30	6	6699	0.107	6	6699	0.092	6	6699	0.199
12:30 - 13:00	6	6699	0.095	6	6699	0.067	6	6699	0.162
13:00 - 13:30	6	6699	0.087	6	6699	0.107	6	6699	0.194
13:30 - 14:00	6	6699	0.114	6	6699	0.085	6	6699	0.199
14:00 - 14:30	6	6699	0.085	6	6699	0.114	6	6699	0.199
14:30 - 15:00	6	6699	0.100	6	6699	0.109	6	6699	0.209
15:00 - 15:30	6	6699	0.100	6	6699	0.174	6	6699	0.274
15:30 - 16:00	6	6699	0.082	6	6699	0.107	6	6699	0.189
16:00 - 16:30	6	6699	0.104	6	6699	0.177	6	6699	0.281
16:30 - 17:00	6	6699	0.062	6	6699	0.137	6	6699	0.199
17:00 - 17:30	6	6699	0.092	6	6699	0.206	6	6699	0.298
17:30 - 18:00	6	6699	0.075	6	6699	0.137	6	6699	0.212
18:00 - 18:30	6	6699	0.040	6	6699	0.142	6	6699	0.182
18:30 - 19:00	6	6699	0.032	6	6699	0.075	6	6699	0.107
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:			3.513			3.338			6.851

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

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

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

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

Parameter summary

Trip rate parameter range selected:	3625 - 11200 (units: sqm)
Survey date range:	01/01/15 - 27/09/21
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:	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.

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	6699	0.035	6	6699	0.055	6	6699	0.090
07:30 - 08:00	6	6699	0.022	6	6699	0.042	6	6699	0.064
08:00 - 08:30	6	6699	0.022	6	6699	0.055	6	6699	0.077
08:30 - 09:00	6	6699	0.032	6	6699	0.040	6	6699	0.072
09:00 - 09:30	6	6699	0.022	6	6699	0.027	6	6699	0.049
09:30 - 10:00	6	6699	0.027	6	6699	0.010	6	6699	0.037
10:00 - 10:30	6	6699	0.037	6	6699	0.040	6	6699	0.077
10:30 - 11:00	6	6699	0.037	6	6699	0.030	6	6699	0.067
11:00 - 11:30	6	6699	0.045	6	6699	0.055	6	6699	0.100
11:30 - 12:00	6	6699	0.025	6	6699	0.025	6	6699	0.050
12:00 - 12:30	6	6699	0.055	6	6699	0.032	6	6699	0.087
12:30 - 13:00	6	6699	0.032	6	6699	0.015	6	6699	0.047
13:00 - 13:30	6	6699	0.020	6	6699	0.037	6	6699	0.057
13:30 - 14:00	6	6699	0.037	6	6699	0.020	6	6699	0.057
14:00 - 14:30	6	6699	0.035	6	6699	0.015	6	6699	0.050
14:30 - 15:00	6	6699	0.030	6	6699	0.032	6	6699	0.062
15:00 - 15:30	6	6699	0.042	6	6699	0.037	6	6699	0.079
15:30 - 16:00	6	6699	0.042	6	6699	0.025	6	6699	0.067
16:00 - 16:30	6	6699	0.052	6	6699	0.050	6	6699	0.102
16:30 - 17:00	6	6699	0.035	6	6699	0.025	6	6699	0.060
17:00 - 17:30	6	6699	0.047	6	6699	0.017	6	6699	0.064
17:30 - 18:00	6	6699	0.052	6	6699	0.045	6	6699	0.097
18:00 - 18:30	6	6699	0.020	6	6699	0.025	6	6699	0.045
18:30 - 19:00	6	6699	0.027	6	6699	0.007	6	6699	0.034
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:			1.041			1.145			2.186

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	1	10446	0.077	1	10446	0.019	1	10446	0.096
05:30 - 06:00	1	10446	0.191	1	10446	0.029	1	10446	0.220
06:00 - 06:30	1	10446	0.124	1	10446	0.038	1	10446	0.162
06:30 - 07:00	1	10446	0.316	1	10446	0.019	1	10446	0.335
07:00 - 07:30	6	6699	0.077	6	6699	0.012	6	6699	0.089
07:30 - 08:00	6	6699	0.132	6	6699	0.020	6	6699	0.152
08:00 - 08:30	6	6699	0.077	6	6699	0.022	6	6699	0.099
08:30 - 09:00	6	6699	0.114	6	6699	0.020	6	6699	0.134
09:00 - 09:30	6	6699	0.065	6	6699	0.025	6	6699	0.090
09:30 - 10:00	6	6699	0.045	6	6699	0.012	6	6699	0.057
10:00 - 10:30	6	6699	0.012	6	6699	0.015	6	6699	0.027
10:30 - 11:00	6	6699	0.040	6	6699	0.027	6	6699	0.067
11:00 - 11:30	6	6699	0.020	6	6699	0.030	6	6699	0.050
11:30 - 12:00	6	6699	0.030	6	6699	0.025	6	6699	0.055
12:00 - 12:30	6	6699	0.027	6	6699	0.040	6	6699	0.067
12:30 - 13:00	6	6699	0.035	6	6699	0.027	6	6699	0.062
13:00 - 13:30	6	6699	0.042	6	6699	0.040	6	6699	0.082
13:30 - 14:00	6	6699	0.055	6	6699	0.045	6	6699	0.100
14:00 - 14:30	6	6699	0.030	6	6699	0.072	6	6699	0.102
14:30 - 15:00	6	6699	0.052	6	6699	0.065	6	6699	0.117
15:00 - 15:30	6	6699	0.037	6	6699	0.114	6	6699	0.151
15:30 - 16:00	6	6699	0.030	6	6699	0.065	6	6699	0.095
16:00 - 16:30	6	6699	0.017	6	6699	0.097	6	6699	0.114
16:30 - 17:00	6	6699	0.027	6	6699	0.104	6	6699	0.131
17:00 - 17:30	6	6699	0.025	6	6699	0.162	6	6699	0.187
17:30 - 18:00	6	6699	0.015	6	6699	0.082	6	6699	0.097
18:00 - 18:30	6	6699	0.017	6	6699	0.107	6	6699	0.124
18:30 - 19:00	6	6699	0.002	6	6699	0.062	6	6699	0.064
19:00 - 19:30	1	10446	0.048	1	10446	0.134	1	10446	0.182
19:30 - 20:00	1	10446	0.019	1	10446	0.048	1	10446	0.067
20:00 - 20:30	1	10446	0.000	1	10446	0.019	1	10446	0.019
20:30 - 21:00	1	10446	0.057	1	10446	0.010	1	10446	0.067
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:			1.855			1.606			3.461

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	1	10446	0.000	1	10446	0.010	1	10446	0.010
05:30 - 06:00	1	10446	0.000	1	10446	0.000	1	10446	0.000
06:00 - 06:30	1	10446	0.010	1	10446	0.010	1	10446	0.020
06:30 - 07:00	1	10446	0.019	1	10446	0.010	1	10446	0.029
07:00 - 07:30	6	6699	0.035	6	6699	0.020	6	6699	0.055
07:30 - 08:00	6	6699	0.022	6	6699	0.020	6	6699	0.042
08:00 - 08:30	6	6699	0.017	6	6699	0.035	6	6699	0.052
08:30 - 09:00	6	6699	0.025	6	6699	0.020	6	6699	0.045
09:00 - 09:30	6	6699	0.042	6	6699	0.012	6	6699	0.054
09:30 - 10:00	6	6699	0.032	6	6699	0.042	6	6699	0.074
10:00 - 10:30	6	6699	0.027	6	6699	0.025	6	6699	0.052
10:30 - 11:00	6	6699	0.022	6	6699	0.032	6	6699	0.054
11:00 - 11:30	6	6699	0.015	6	6699	0.015	6	6699	0.030
11:30 - 12:00	6	6699	0.042	6	6699	0.032	6	6699	0.074
12:00 - 12:30	6	6699	0.025	6	6699	0.020	6	6699	0.045
12:30 - 13:00	6	6699	0.020	6	6699	0.025	6	6699	0.045
13:00 - 13:30	6	6699	0.025	6	6699	0.030	6	6699	0.055
13:30 - 14:00	6	6699	0.022	6	6699	0.020	6	6699	0.042
14:00 - 14:30	6	6699	0.020	6	6699	0.027	6	6699	0.047
14:30 - 15:00	6	6699	0.017	6	6699	0.007	6	6699	0.024
15:00 - 15:30	6	6699	0.020	6	6699	0.020	6	6699	0.040
15:30 - 16:00	6	6699	0.010	6	6699	0.015	6	6699	0.025
16:00 - 16:30	6	6699	0.027	6	6699	0.025	6	6699	0.052
16:30 - 17:00	6	6699	0.000	6	6699	0.007	6	6699	0.007
17:00 - 17:30	6	6699	0.017	6	6699	0.020	6	6699	0.037
17:30 - 18:00	6	6699	0.005	6	6699	0.007	6	6699	0.012
18:00 - 18:30	6	6699	0.002	6	6699	0.010	6	6699	0.012
18:30 - 19:00	6	6699	0.002	6	6699	0.005	6	6699	0.007
19:00 - 19:30	1	10446	0.000	1	10446	0.000	1	10446	0.000
19:30 - 20:00	1	10446	0.010	1	10446	0.010	1	10446	0.020
20:00 - 20:30	1	10446	0.000	1	10446	0.000	1	10446	0.000
20:30 - 21:00	1	10446	0.019	1	10446	0.010	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:			0.549			0.541			1.090

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	1	10446	0.010	1	10446	0.000	1	10446	0.010
05:30 - 06:00	1	10446	0.000	1	10446	0.000	1	10446	0.000
06:00 - 06:30	1	10446	0.000	1	10446	0.000	1	10446	0.000
06:30 - 07:00	1	10446	0.000	1	10446	0.000	1	10446	0.000
07:00 - 07:30	6	6699	0.000	6	6699	0.000	6	6699	0.000
07:30 - 08:00	6	6699	0.002	6	6699	0.000	6	6699	0.002
08:00 - 08:30	6	6699	0.000	6	6699	0.000	6	6699	0.000
08:30 - 09:00	6	6699	0.002	6	6699	0.000	6	6699	0.002
09:00 - 09:30	6	6699	0.000	6	6699	0.000	6	6699	0.000
09:30 - 10:00	6	6699	0.000	6	6699	0.000	6	6699	0.000
10:00 - 10:30	6	6699	0.002	6	6699	0.000	6	6699	0.002
10:30 - 11:00	6	6699	0.002	6	6699	0.000	6	6699	0.002
11:00 - 11:30	6	6699	0.000	6	6699	0.000	6	6699	0.000
11:30 - 12:00	6	6699	0.000	6	6699	0.000	6	6699	0.000
12:00 - 12:30	6	6699	0.000	6	6699	0.000	6	6699	0.000
12:30 - 13:00	6	6699	0.007	6	6699	0.000	6	6699	0.007
13:00 - 13:30	6	6699	0.000	6	6699	0.000	6	6699	0.000
13:30 - 14:00	6	6699	0.000	6	6699	0.000	6	6699	0.000
14:00 - 14:30	6	6699	0.000	6	6699	0.000	6	6699	0.000
14:30 - 15:00	6	6699	0.000	6	6699	0.005	6	6699	0.005
15:00 - 15:30	6	6699	0.000	6	6699	0.002	6	6699	0.002
15:30 - 16:00	6	6699	0.000	6	6699	0.002	6	6699	0.002
16:00 - 16:30	6	6699	0.002	6	6699	0.000	6	6699	0.002
16:30 - 17:00	6	6699	0.000	6	6699	0.000	6	6699	0.000
17:00 - 17:30	6	6699	0.000	6	6699	0.005	6	6699	0.005
17:30 - 18:00	6	6699	0.000	6	6699	0.000	6	6699	0.000
18:00 - 18:30	6	6699	0.000	6	6699	0.000	6	6699	0.000
18:30 - 19:00	6	6699	0.000	6	6699	0.000	6	6699	0.000
19:00 - 19:30	1	10446	0.000	1	10446	0.000	1	10446	0.000
19:30 - 20:00	1	10446	0.000	1	10446	0.000	1	10446	0.000
20:00 - 20:30	1	10446	0.000	1	10446	0.000	1	10446	0.000
20:30 - 21:00	1	10446	0.000	1	10446	0.000	1	10446	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:			0.027			0.014			0.041

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.*