

Transport Statement

**Proposed Employment Site,
Lees Road, Knowsley**

Huyton Asphalt Ltd

November 2022

Doc Ref: CT/210682/TS/02

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Checked by: Peter Todd

Document Revision Control

Revision	Date	Status	Prepared By	Approved By
00	21.12.21	Draft	CT	PT
01	24.11.22	Draft	CT	PT
02	29.11.22	Issue	CT	PT

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CONTENTS

1.0 INTRODUCTION2

2.0 EXISTING CONDITIONS3

3.0 PROPOSED DEVELOPMENT7

4.0 ACCESSIBILITY9

5.0 TRIP GENERATION15

6.0 SUMMARY AND CONCLUSIONS20

APPENDICES

A PROPOSED SITE LAYOUT

B PROPOSED STAFFING INFORMATION

C ACCESS ARRANGEMENT PLAN

D SWEPT PATH ANALYSIS

E TRICS DATA

1.0 INTRODUCTION

General

- 1.1 SCP have been instructed by Huyton Asphalt Ltd to produce a Transport Statement (TS) in support of a planning application for an employment site extension, located on land to the east of Lees Road, Knowsley, to accommodate Huyton Asphalt Ltd.
- 1.2 This report has been prepared to accompany the planning application for the proposals and produced in accordance with the now archived Department for Transport's "*Guidance on Transport Assessment*" document and the National Planning Practice Guidance.
- 1.3 This TS provides an assessment of the traffic and transport implications associated with the development proposals to inform Knowsley Council (KC), as the local highway and planning authority, regarding the nature and magnitude of their impact.

Structure of This Report

- 1.4 The structure of this report is as follows:-
 - Chapter 2 - describes in detail the site location, local highway network and existing use of the site;
 - Chapter 3 - defines the development proposals including servicing and parking arrangements;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 5 – presents a summary of the impact of the development on the local highway network; and,
 - Chapter 6 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

General

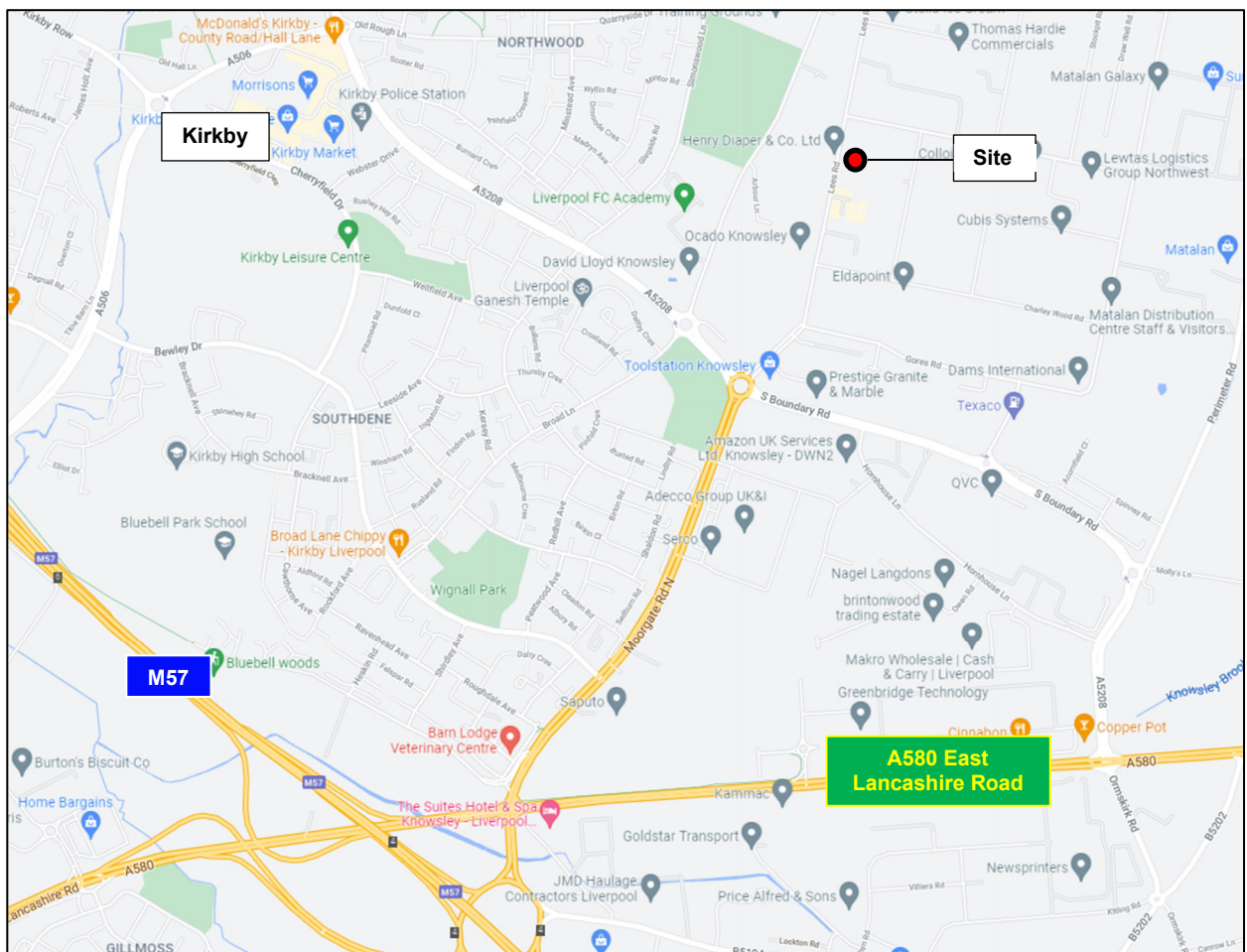
- 2.1 This Chapter provides a detailed description of the location of the site, the local highway network and the road safety record.

Site Location / Composition

- 2.2 The application site currently comprises an employment site located within the well-established employment area of Knowsley Industrial Park, to the east of Lees Road, Knowsley.

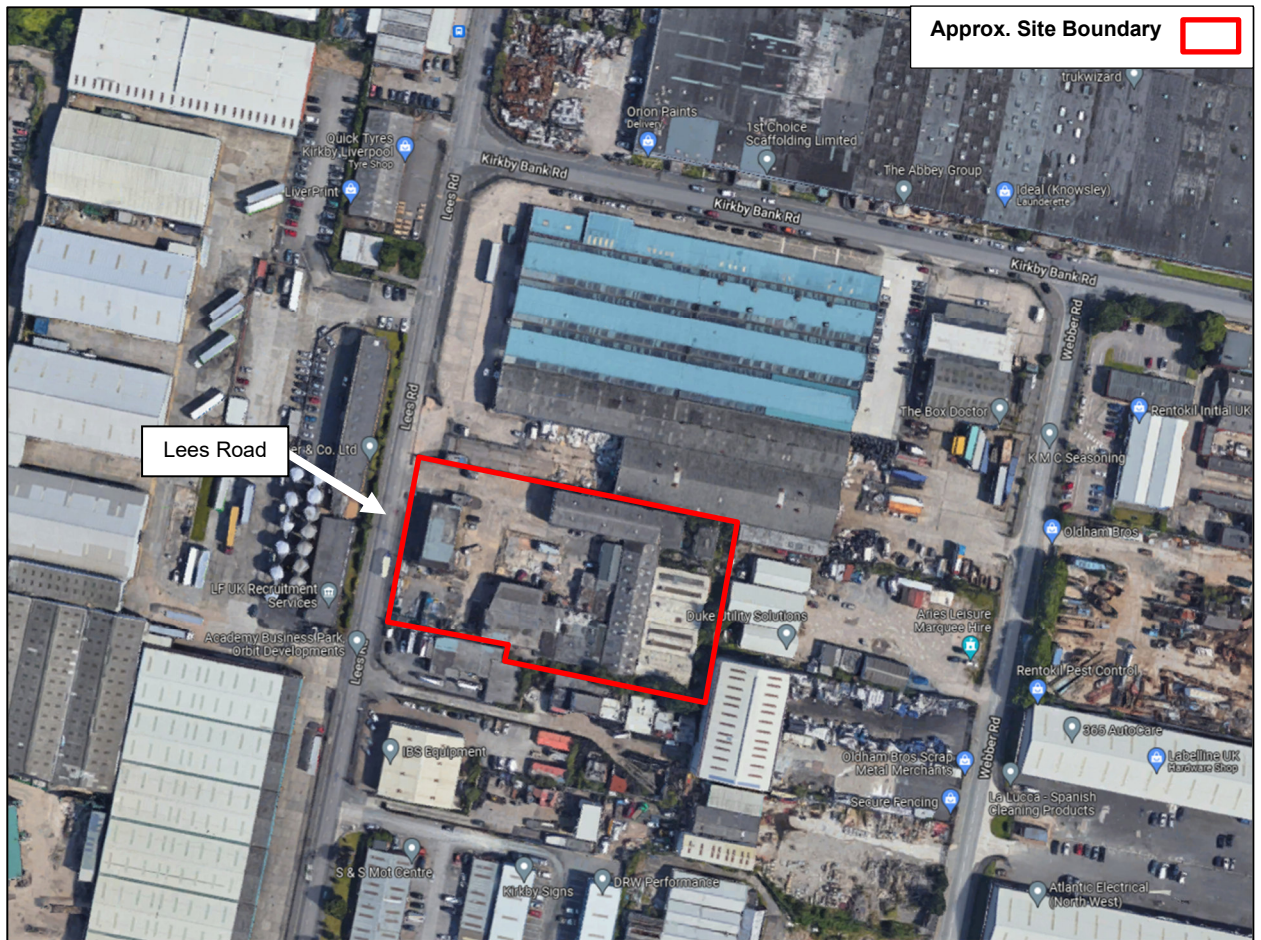
- 2.3 **Figure 2.1** below shows the site location in relation to the wider highway network.

Figure 2.1 – Site Location Plan – Wider View



- 2.4 The application site boundary is shown in relation to the local highway network in red on **Figure 2.2** below.

Figure 2.2 – Site Location Plan – Local View



- 2.5 The current employment site consists of a two-storey office block with a GFA of circa 485m² and a warehouse with a GFA of 522m² as well as a large area of hardstanding used for external storage, however, the application site formally comprised a much larger employment site with several other large warehouses prior to their demolition more than 3 years ago.
- 2.6 Access to the existing employment area is currently provided off Lees Road at the north-west and south-west corners of the site, via two simple dropped kerb accesses, as shown on **Figure 2.3** below. The northern access measures circa 6.5m wide and the southern access measures circa 3.5m wide, both of which are gated with the southern gate located at the back of footway and the northern gate set back circa 20m from the carriageway.

Figure 2.3 – Existing North (Left) and South (Right) Site Accesses



Local Highway Network

- 2.7 Lees Road fronts the western site boundary and provides access to the application site and surrounding Knowsley Industrial Park from the A5208/A5207/Lees Road roundabout, to the south-west of the site. To the north, Lees Road becomes Ashcroft Road, amongst others, after the Lees Road / Moss Road junction and forms a 'loop' road around the majority of Knowsley Industrial Park.
- 2.8 Lees Road is subject to a 30mph speed limit and becomes a one-way street circa 270m north of the A5208/A5207/Lees Road roundabout, varying between 1 and two lanes along its length. In the vicinity of the site, Lees Road has a carriageway width of approximately 7m and benefits from regularly spaced street lighting columns and wide footways on both sides of the road,
- 2.9 Having regard to the surrounding employment uses, Lees Road is often subject to HGV movements as well as other large delivery/service vehicles.

Existing Road Safety Record

- 2.10 The NPPG states that, *"Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems"*.
- 2.11 In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the online resource CrashMap for the most recent 5-year period. The location and severity of any accidents within the study area during this period, are shown in **Figure 2.4** below.

Figure 2.4 – Road Safety Record



- 2.12 The analysis shows that no accidents were recorded in the immediate vicinity of the site, although 1 accident was recorded in the study area during the 5-year study period. The recorded accident took place on Lees Road in 2017, approximately 80m south of the site, and resulted in 'serious' severity injuries.
- 2.13 The evidence presented above and illustrated in **Figure 2.4** demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals and that the local road network accommodates a number of HGVs and commercial vehicles, associated with the surrounding uses, without resulting in any highway safety issues for any road users.

3.0 PROPOSED DEVELOPMENT

General

- 3.1 The development proposals involve the extension of the existing two-storey office block, located to the east of Lees Road, Knowsley, with the existing warehouse to the rear being retained.
- 3.2 The proposed site layout plan is contained in **Appendix A** and the proposed office block is to be extended by 246m² resulting in a total GFA of 731m².
- 3.3 As detailed earlier, the employment site is proposed to accommodate Huyton Asphalt Ltd. Huyton Asphalt Ltd offer a bespoke operation that includes the surfacing roads, car parks, footpaths and sports pitches with associated preparation works. The applicant has confirmed the main operational hours of the business will be 07:00-19:00, however, one vehicle movement is anticipated to depart between 20:00-21:00 and arrive between 05:00-06:00, as detailed later.
- 3.4 In addition to the above, the applicant has provided detailed information on the staffing levels proposed at the site, presented in **Appendix B**. This confirms a total of 52 staff will be employed, with 27 staff members anticipated to work on-site 5-days per week and the remaining 25 staff anticipated to work between 1 and 4 days on-site, resulting in circa 35 staff on-site at any one time.

Proposed Access Arrangement

- 3.5 As shown on the site layout plan, presented in **Appendix A**, the existing vehicular accesses at the north-west and south-west corners of the site, off Lees Road, will be retained to serve the proposed development although the southern access will be significantly upgraded, as shown on drawing number SCP/210682/SK01 Rev B, presented in **Appendix C**. The northern and southern accesses have a width of circa 6.5m and 5.5m respectively and will operate on an in/out only access arrangement, whereby vehicular access is provided at the southern corner of the site and vehicular egress is provided at the northern corner of the site.
- 3.6 Despite the southern access being access only, junction visibility from both the site access and egress has been calculated based on the visibility requirements set out in the MfS for a 30mph road, providing visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a minimum 'y' (major road visibility) distance of 43m. As shown on drawing number SCP/210682/SK01 Rev B, presented in **Appendix C**, the required visibility is shown to be achievable.

- 3.7 Pedestrian and cycle access will be provided from the same locations as vehicular accesses as per the existing arrangement.

Servicing

- 3.8 The applicant has confirmed that the largest vehicle that will enter site will be an external contractor tractor unit and articulated 13.6m low-loader trailer (carrying plant), which will attend once a day. The site layout has been designed to accommodate the movements of this vehicle, as shown on drawing number SCP/210682/ATR01 Rev B, presented in **Appendix D**, which demonstrates that an articulated 13.6m low-loader trailer can enter the site, turn within the site and exit the site in a forward gear.

Parking

- 3.9 KC's parking standards are set out in their 'Ensuring a Choice of Travel' supplementary planning document (SPD) which sets out the following parking standards:
- B1 Office – 1 space per 30m²
 - B8 Storage and Distribution – 1 space per 100m²
- 3.10 As shown on the proposed site layout, presented in **Appendix A**, a total of 56 spaces are proposed, including 3 disabled bays, which is in excess of the Council's parking standards. As detailed earlier, Huyton Asphalt Ltd offer a bespoke operation and the level of parking proposed is required to accommodate the business needs.

4.0 ACCESSIBILITY

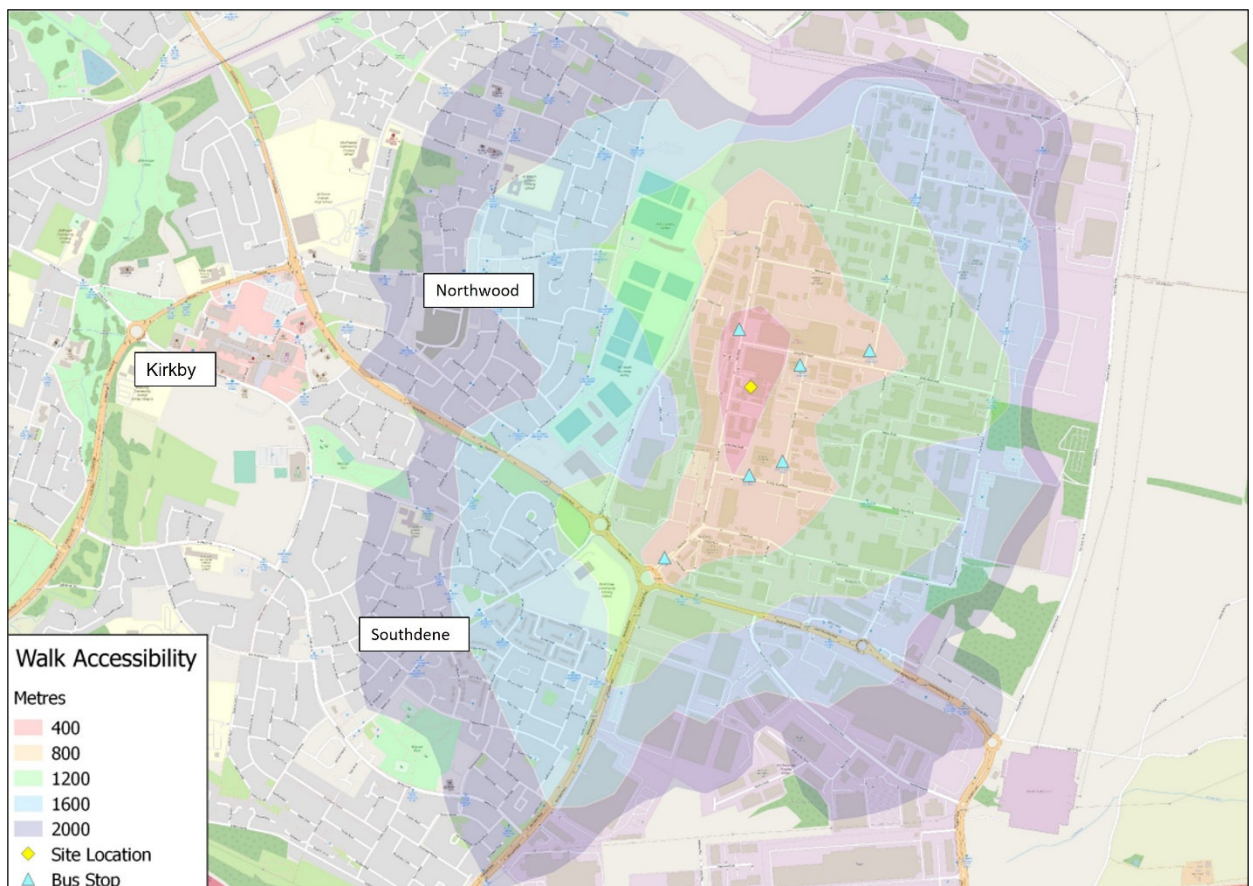
General

- 4.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

Pedestrian Accessibility

- 4.2 The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.3 Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 4.1** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 4.1 – Walking Accessibility 2km Isochrone

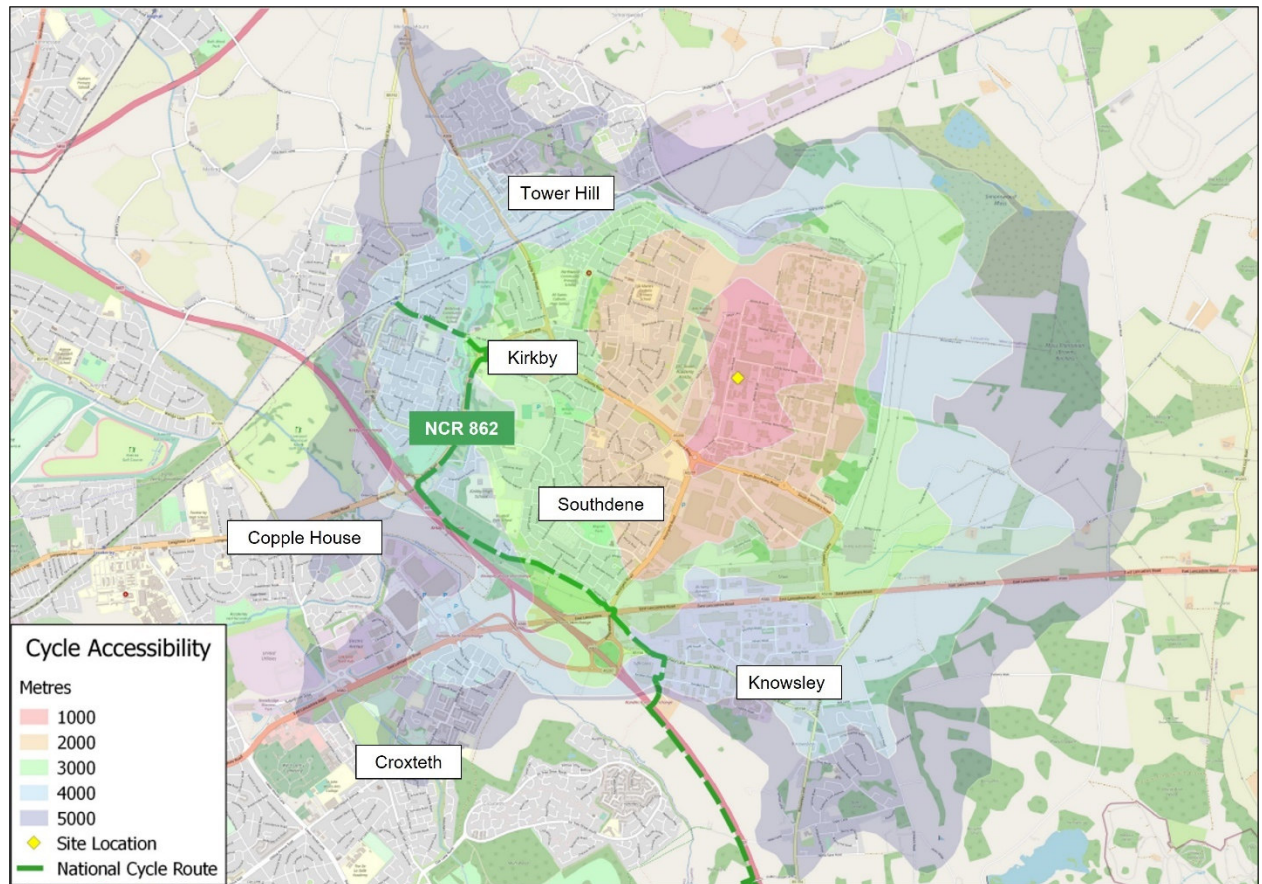


- 4.4 The site is within an acceptable walk distance of the nearby residential areas of Southdene, Northwood and the outskirts of Kirkby which provides a catchment for prospective staff members. Furthermore, there are numerous facilities within an acceptable walk distance which staff can access on foot during their lunchbreaks, including convenience stores, takeaways and cafes etc. There are good pedestrian connections on route from the site to the surrounding areas and the local area benefits from natural surveillance from the businesses and houses that abut all the main walking routes.
- 4.5 The site is also within a reasonable walk distance of numerous transport links including several bus services, as detailed later, to encourage prospective staff to travel via sustainable modes.
- 4.6 Overall, the site benefits from good levels of accessibility by foot with several residential areas nearby, which provide a catchment for prospective staff members, as well as public transport options and local facilities which staff can access on foot during their lunchbreaks, including convenience stores, takeaways and cafes etc., reducing the need for staff to travel by car.

Cycle Accessibility

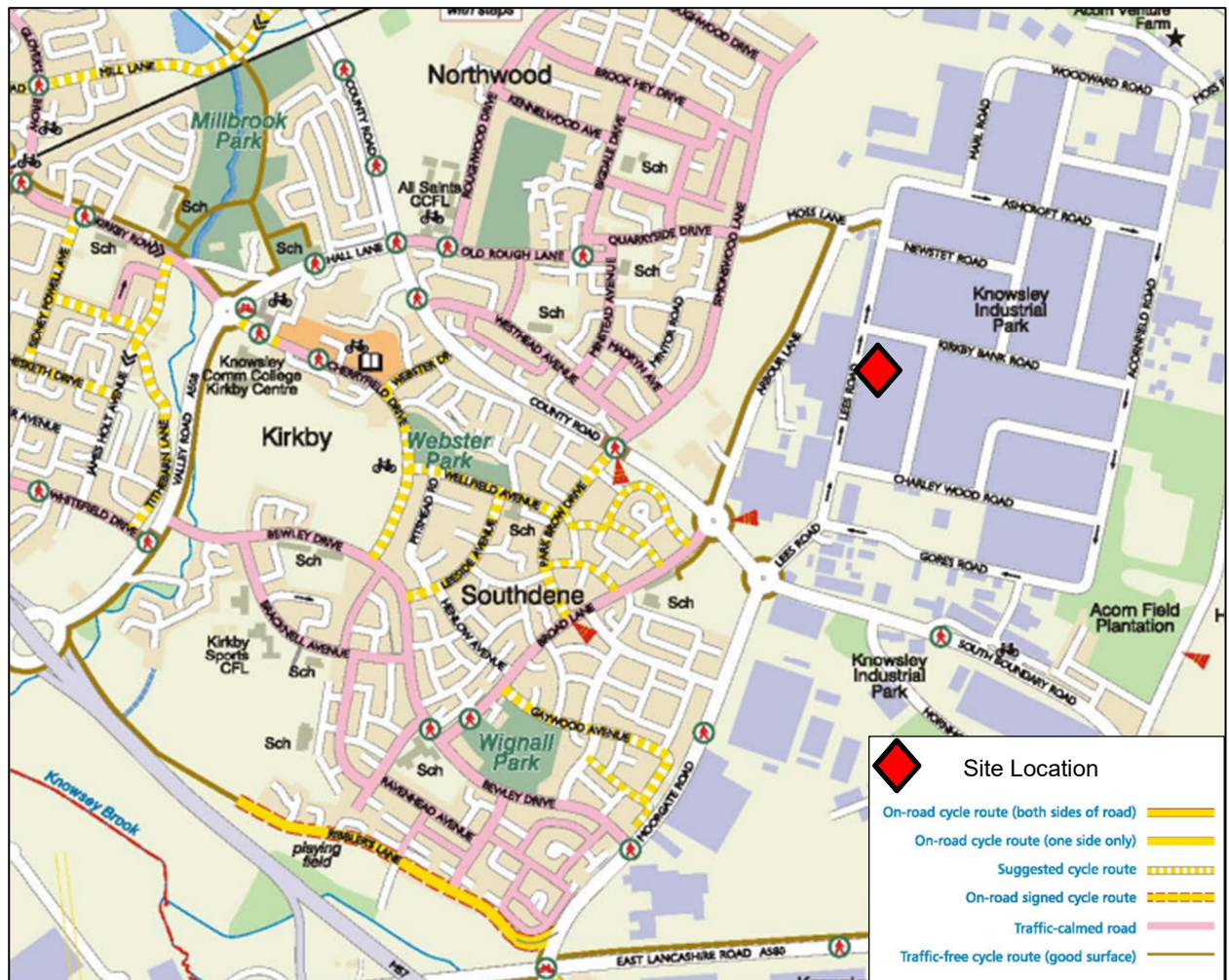
- 4.7 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 4.8 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 4.2** below.

Figure 4.2 - Cycle Accessibility 5km Isochrone



- 4.9 The plan demonstrates that the nearby areas of Southdene, Kirkby, Knowsley, and Tower Hill, amongst others, are all located within the 5km catchment area from the development site. The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage prospective staff to travel to/from work via bicycle.
- 4.10 **Figure 4.3** below shows the additional available cycle facilities in the vicinity of the site.

Figure 4.3 – Cycle Route Map



4.11 The site is located in close proximity to a traffic-free cycle route which links Lees Road to both traffic-calmed areas and suggested cycle routes on route to/from Southdene, Kirkby and Northwood as well as other destinations further afield.

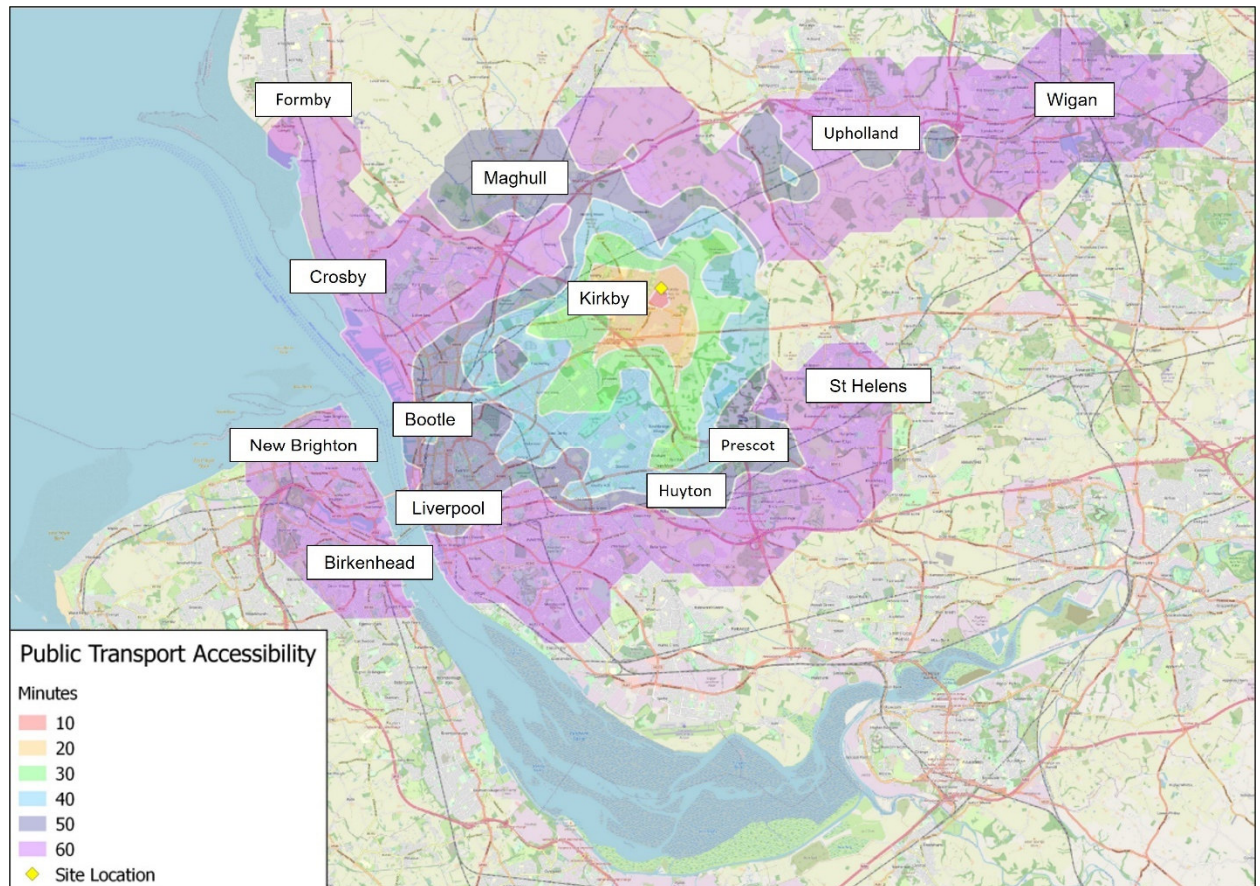
4.12 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective staff.

Public Transport

4.13 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."

- 4.14 The closest bus stop to the site is located on Lees Road, circa 150m north-east of the site and is therefore well within the recommended walk distance. In addition, a further bus stop is located on Charley Wood Road, within 400m of the site, that provides additional services. These bus stops are served by the number 14X, 17, 17X, 97A, 827, 898 and 899 buses which provide regular services, seven days a week (in combination), to numerous locations including Croxteth, Knowsley, Woolfall Heath, Kirkby, Southdene and Liverpool, amongst others. Therefore, prospective staff of the site will have access to bus services stopping close to the site which provide access to key destinations at a high frequency. It should also be noted that the number 97A bus service provides a direct connection to Kirkby Railway Station.
- 4.15 In terms of rail services, Kirkby Railway Station is located approximately 3.5km north-west of the site and is therefore well within an acceptable cycling distance. Furthermore, as detailed earlier, the number 97A bus service provides a direct connection between the site and Kirkby Railway Station which will further encourage prospective staff members to travel via train. The railway station offers regular direct services throughout the week including services to Fazakerley, Kirkdale, Moorfields, Liverpool, Rainford, Wigan Wallgate, Rochdale and Manchester, amongst others.
- 4.16 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 4.4** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 4.4 – 60 Minute Public Transport Catchment Isochrone



- 4.17 The above demonstrates that the site is within a close proximity to a number of bus and rail links, serving both the local area and other destinations further afield. The figure shows that key areas of Liverpool, Bootle, St. Helens, Wigan, Crosby and Birkenhead, amongst others, are in an acceptable 60-minute commute time.

Summary

- 4.18 Having regard to the above, it is considered that the site benefits from good levels of accessibility by sustainable modes. These findings demonstrate that prospective staff will not be wholly reliant on the private car to travel for to work.

5.0 TRIP GENERATION

General

- 5.1 This Chapter provides an estimate of the trips generated by the proposed development during the typical weekday AM (08:00-09:00) and PM peak hours (17:00-18:00), as well as across a full day, in comparison to the estimated trips that could be generated by the existing use.

Trip Generation – Existing Warehouse

- 5.2 In order to estimate the trip generating potential of the existing warehouse, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:
- i) Employment;
 - ii) Warehousing (Commercial);
 - iii) Multi modal surveys;
 - iv) Selection by GFA (3824m² to 80066m²);
 - v) Weekday surveys only; and
 - vi) Only sites in 'Edge of Town' locations have been selected.
- 5.3 The multi modal TRICS outputs for the existing warehouse are presented in **Appendix E** and are summarised in **Table 5.1** below.

Table 5.1 - Estimated Trip Rates (Per 100m ²) Associated with the Existing Warehouse						
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	0.069	0.026	0.021	0.084	0.557	0.596
Cycles	0.001	0.000	0.000	0.002	0.015	0.025
Pedestrians	0.011	0.002	0.000	0.007	0.038	0.042
Pub. Trans.	0.004	0.000	0.000	0.005	0.013	0.018

- 5.4 The estimated trip generation associated with the existing 3,620m² warehouse use is therefore as summarised in **Table 5.2** below.

Table 5.2 - Estimated Trip Generation – 3,620m² Warehouse						
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	2	1	1	3	20	22
Cycles	0	0	0	0	1	1
Pedestrians	0	0	0	0	1	2
Pub. Trans.	0	0	0	0	0	1

Trip Generation – Existing Office

5.5 In order to estimate the trip generating potential of the existing office, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:

- i) Employment;
- ii) Office;
- iii) Multi modal surveys;
- iv) Selection by GFA (178m² to 2000m²);
- v) Weekday surveys only; and
- vi) Only sites in 'Edge of Town' locations have been selected.

5.6 The multi modal TRICS outputs for the existing office are presented in **Appendix E** and are summarised in **Table 5.3** below.

Table 5.3 - Estimated Trip Rates (Per 100m²) Associated with the Existing Office						
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	3.881	0.348	0.384	3.899	11.729	11.963
Cycles	0.037	0.055	0.037	0.055	0.348	0.366
Pedestrians	0.220	0.000	0.000	0.183	1.502	1.452
Pub. Trans.	0.256	0.000	0.000	0.055	0.640	0.519

- 5.7 The estimated trip generation associated with the existing 485m² office is therefore as summarised in **Table 5.4** below.

Table 5.4 - Estimated Trip Generation – 485m² Office						
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	19	2	2	19	57	58
Cycles	0	0	0	0	2	2
Pedestrians	1	0	0	1	7	7
Pub. Trans.	1	0	0	0	3	3

Trip Generation – Proposed Development

- 5.8 As detailed earlier, the development site is proposed to accommodate Huyton Asphalt Ltd which offers a bespoke operation that includes the surfacing roads, car parks, footpaths and sports pitches with associated preparation works.
- 5.9 Due to the bespoke nature of the site, it doesn't fall under any of the comparator sites within the TRICS Database and therefore, the most appropriate method for estimating the proposed level of traffic is based on information from the applicant. The estimated trip generation associated with the proposed development has therefore been provided by the applicant and is summarised in **Table 5.5** below.

Table 5.5 - Estimated Trip Generation – Proposed Development									
Proposed Vehicle Movements	Arrivals				Departures				Total Two-Way
Time	Cars	Vans	7.5T+	Total	Cars	Vans	7.5T+	Total	
07:00	0	7	13	20	0	0	0	0	20
08:00	19	1	1	21	0	0	0	0	21
09:00	13	4	0	17	0	0	0	0	17
10:00	0	0	0	0	0	1	0	1	1
11:00	0	0	1	1	0	1	0	1	2
12:00	0	0	0	0	0	4	2	6	6
13:00	0	0	0	0	0	1	2	3	3
14:00	0	0	0	0	0	1	2	3	3
15:00	0	0	0	0	0	1	2	3	3
16:00	0	0	0	0	10	1	5	16	16
17:00	0	0	0	0	14	1	0	15	15
18:00	0	0	0	0	8	1	1	10	10
19:00	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	1	1	1
21:00	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	1	1	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0
Daily	32	12	16	60	32	12	15	59	119

Net Trip Generation

- 5.10 The net traffic generation is equal to the total estimated traffic generated via the proposed development minus the total estimated traffic generated by the existing uses and is as summarised in **Table 5.6** below.

Table 5.6 - Net Trip Generation						
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	0	-3	-3	-7	-17	-21

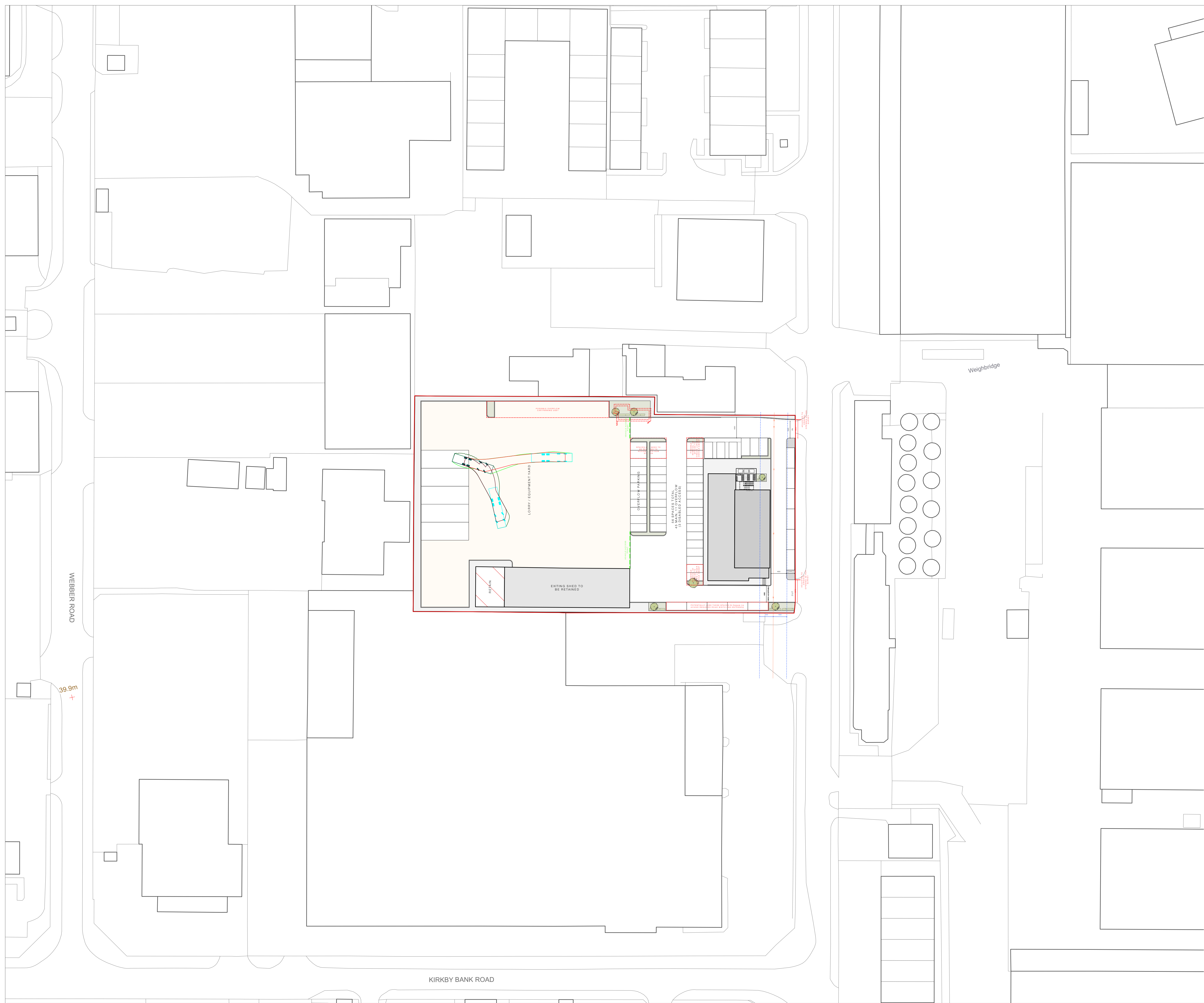
- 5.11 As detailed above, it is estimated that the scheme will result in a reduction of 3 two-way vehicle movements in the AM peak hour, 10 two-way vehicle movements in the PM peak hour and 38 two-way movements across a full day.
- 5.12 Having regard to the above, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been instructed by Huyton Asphalt Ltd to produce a Transport Statement in support of a planning application for an employment site, located on land to the east of Lees Road, Knowsley, to accommodate Huyton Asphalt Ltd.
- 6.2 The existing vehicular accesses at the north-west and south-west corners of the site, off Lees Road, will be retained to serve the proposed development although the southern access will be significantly upgraded. The northern and southern accesses have a width of 6.5m and 5.5m respectively and will operate on an in/out only access arrangement, whereby vehicular access is provided at the southern corner of the site and vehicular egress is provided at the northern corner of the site.
- 6.3 The personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals and that the local road network accommodates a number of HGVs and commercial vehicles, associated with the surrounding uses, without resulting in any highway safety issues for any road users.
- 6.4 It has been demonstrated that the development benefits from good levels of accessibility by sustainable modes. These findings demonstrate that prospective staff will not be wholly reliant on the private car to travel for to work.
- 6.5 The volume of traffic generated by the proposed development will not have a material impact on the operation of the local highway network and the effect of the additional traffic will be barely perceptible during the highway peak hours.
- 6.6 Having regard to the analysis presented in this TS, it is considered that there should be no highway related reason to withhold planning permission and the scheme is therefore commended to KC for approval.

S|C|P

APPENDIX A



REVISION NOTES		
Revision	Date	Description
A	12/05/2022	Status update to construction and adjustment to border. General design updates.
B	10/11/2022	Preliminary layout changes following discussion with client for discussion.
C	23/11/2022	Adjustment to entrance porch.

Additional Notes
Do not scale from this drawing.
Copyright of this drawing belongs solely to DK-Architects
All dimensions on this drawing are shown in millimeters unless stated otherwise.
All dimensions and levels on this drawing are to be checked by the contractor and any discrepancies must be reported back to the architect prior to the commencement of works.
Drawings to be read in conjunction with all Architects Specifications.
Please refer to M+E drawings for all Mechanical and Electrical information.
Please refer to SE Drawings for all Structural, Connection and Underground Details.

ISSUED FOR:

PRELIMINARY

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Client:

DK-Architects

Drawing Title:

Site Plan Proposed

Date:

09/02/22

Drawing no:

102

revision: C

Scale:

1:500 @ A1

Drawn:

TL

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APPENDIX B

OFFICE HEADCOUNT 26-10-21				
HUYTON ASPHALT		Attend HQ everyday	% time spent in office	Average No
Management	2			
1		N	30%	0.3
1		N	30%	0.3
Commercial	6			
1		Y	95%	0.95
1		Y	95%	0.95
1		Y	100%	1
1		Y	100%	1
1		Y	100%	1
1		Y	100%	1
Progammimg	4			
1		Y	100%	1
1		Y	100%	1
1		Y	100%	1
1		Y	100%	1
Supervisors	3			
1		N	20%	0.2
1		N	20%	0.2
1		N	20%	0.2
Housing	3			
1		Y	70%	0.7
1		Y	100%	1
1		N	20%	0.2
HR	2			
1		Y	100%	1
1		Y	100%	1
Quality Manager	1			
1		Y	100%	1
Credit Control	2			
1		Y	100%	1
1		Y	100%	1
Finance	4			
1		Y	100%	1
1		N	50%	0.5
1		Y	100%	1
1		Y	100%	1
Compliance/HE	4			
1		Y	80%	0.8
1		Y	100%	1
1		N	10%	0.1
1		N	10%	0.1
HSE	1			
1		Y	50%	0.5
PLANT	1			
1		N	60%	0.6
TOTAL HA	33			25
CIVILS				
Prescot Office	13	7 every day - 8 two days per week		7
				3
1	3	N	10%	0.1
1		N	10%	0.1
1		N	10%	0.1
	3	N	0%	0
TOTAL HAC	19			10
OVERALL TOTAL	52			35

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APPENDIX C

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APPENDIX D

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APPENDIX E

Calculation Reference: AUDIT-726001-211109-1102

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
09	NORTH	
	TV TEES VALLEY	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: 3824 to 80066 (units: sqm)
 Range Selected by User: 3824 to 80066 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 03/04/19

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	4 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	4
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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	3
No Sub Category	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.

SCP York Street Manchester

Licence No: 726001

Secondary Filtering selection:Use Class:

n/a	1 days
B8	3 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	4 days
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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	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 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:

Not Known	1 days
Yes	1 days
No	2 days

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

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters

1	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
2	LN-02-F-01	BOOK SERVICE	LINCOLNSHIRE
	TRENT ROAD		
	GRANTHAM		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	32300 sqm	
	Survey date: MONDAY	29/11/10	Survey Type: MANUAL
3	TV-02-F-02	ARGOS WAREHOUSE	TEES VALLEY
	ROUNDHOUSE ROAD		
	DARLINGTON		
	FAVERDALE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	80066 sqm	
	Survey date: TUESDAY	07/10/08	Survey Type: MANUAL
4	WO-02-F-02	DISTRIB. CENTRE	WORCESTERSHIRE
	COTSWOLD WAY		
	WORCESTER		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3824 sqm	
	Survey date: TUESDAY	10/09/02	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.

SCP York Street Manchester

Licence No: 726001

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

MULTI-MODAL 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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	30688	0.060	4	30688	0.029	4	30688	0.089
08:00 - 09:00	4	30688	0.069	4	30688	0.026	4	30688	0.095
09:00 - 10:00	4	30688	0.074	4	30688	0.029	4	30688	0.103
10:00 - 11:00	4	30688	0.026	4	30688	0.022	4	30688	0.048
11:00 - 12:00	4	30688	0.028	4	30688	0.037	4	30688	0.065
12:00 - 13:00	4	30688	0.040	4	30688	0.037	4	30688	0.077
13:00 - 14:00	4	30688	0.128	4	30688	0.084	4	30688	0.212
14:00 - 15:00	4	30688	0.039	4	30688	0.086	4	30688	0.125
15:00 - 16:00	4	30688	0.028	4	30688	0.052	4	30688	0.080
16:00 - 17:00	4	30688	0.029	4	30688	0.059	4	30688	0.088
17:00 - 18:00	4	30688	0.021	4	30688	0.084	4	30688	0.105
18:00 - 19:00	4	30688	0.015	4	30688	0.051	4	30688	0.066
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.557			0.596			1.153

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

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

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Parameter summary

Trip rate parameter range selected:	3824 - 80066 (units: sqm)
Survey date range:	01/01/01 - 03/04/19
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

SCP York Street Manchester

Licence No: 726001

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	30688	0.001	4	30688	0.000	4	30688	0.001
08:00 - 09:00	4	30688	0.001	4	30688	0.000	4	30688	0.001
09:00 - 10:00	4	30688	0.002	4	30688	0.001	4	30688	0.003
10:00 - 11:00	4	30688	0.000	4	30688	0.002	4	30688	0.002
11:00 - 12:00	4	30688	0.000	4	30688	0.001	4	30688	0.001
12:00 - 13:00	4	30688	0.000	4	30688	0.000	4	30688	0.000
13:00 - 14:00	4	30688	0.010	4	30688	0.011	4	30688	0.021
14:00 - 15:00	4	30688	0.001	4	30688	0.004	4	30688	0.005
15:00 - 16:00	4	30688	0.000	4	30688	0.002	4	30688	0.002
16:00 - 17:00	4	30688	0.000	4	30688	0.000	4	30688	0.000
17:00 - 18:00	4	30688	0.000	4	30688	0.002	4	30688	0.002
18:00 - 19:00	4	30688	0.000	4	30688	0.002	4	30688	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.025			0.040

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.

SCP York Street Manchester

Licence No: 726001

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	30688	0.002	4	30688	0.000	4	30688	0.002
08:00 - 09:00	4	30688	0.011	4	30688	0.002	4	30688	0.013
09:00 - 10:00	4	30688	0.009	4	30688	0.000	4	30688	0.009
10:00 - 11:00	4	30688	0.000	4	30688	0.002	4	30688	0.002
11:00 - 12:00	4	30688	0.000	4	30688	0.001	4	30688	0.001
12:00 - 13:00	4	30688	0.001	4	30688	0.002	4	30688	0.003
13:00 - 14:00	4	30688	0.012	4	30688	0.006	4	30688	0.018
14:00 - 15:00	4	30688	0.000	4	30688	0.009	4	30688	0.009
15:00 - 16:00	4	30688	0.000	4	30688	0.002	4	30688	0.002
16:00 - 17:00	4	30688	0.001	4	30688	0.004	4	30688	0.005
17:00 - 18:00	4	30688	0.000	4	30688	0.007	4	30688	0.007
18:00 - 19:00	4	30688	0.002	4	30688	0.007	4	30688	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.038			0.042			0.080

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.

SCP York Street Manchester

Licence No: 726001

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	30688	0.002	4	30688	0.000	4	30688	0.002
08:00 - 09:00	4	30688	0.004	4	30688	0.000	4	30688	0.004
09:00 - 10:00	4	30688	0.004	4	30688	0.002	4	30688	0.006
10:00 - 11:00	4	30688	0.000	4	30688	0.000	4	30688	0.000
11:00 - 12:00	4	30688	0.000	4	30688	0.001	4	30688	0.001
12:00 - 13:00	4	30688	0.002	4	30688	0.000	4	30688	0.002
13:00 - 14:00	4	30688	0.001	4	30688	0.001	4	30688	0.002
14:00 - 15:00	4	30688	0.000	4	30688	0.002	4	30688	0.002
15:00 - 16:00	4	30688	0.000	4	30688	0.002	4	30688	0.002
16:00 - 17:00	4	30688	0.000	4	30688	0.003	4	30688	0.003
17:00 - 18:00	4	30688	0.000	4	30688	0.005	4	30688	0.005
18:00 - 19:00	4	30688	0.000	4	30688	0.002	4	30688	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.018			0.031

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-726001-211109-1126

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
11	SCOTLAND	
	HI HIGHLAND	2 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: 500 to 2000 (units: sqm)
 Range Selected by User: 178 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 13/11/19

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

Selected survey days:

Tuesday	3 days
Wednesday	2 days

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

Selected survey types:

Manual count	5 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	5
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	1
Development Zone	1
No Sub Category	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.

SCP York Street Manchester

Licence No: 726001

Secondary Filtering selection:Use Class:

Not Known 5 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 2 days

5,001 to 10,000 1 days

15,001 to 20,000 1 days

25,001 to 50,000 1 days

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

Population within 5 miles:

5,001 to 25,000 1 days

75,001 to 100,000 1 days

100,001 to 125,000 1 days

125,001 to 250,000 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 3 days

1.1 to 1.5 2 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 5 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 5 days

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

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters

1	DH-02-A-02	CONSTRUCTION COMPANY	DURHAM
	DURHAM ROAD		
	NEAR DURHAM		
	BOWBURN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2000 sqm	
	Survey date: TUESDAY	27/11/12	Survey Type: MANUAL
2	HI-02-A-01	OFFICE	HIGHLAND
	HIGHLANDER WAY		
	INVERNESS		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	804 sqm	
	Survey date: WEDNESDAY	20/05/09	Survey Type: MANUAL
3	HI-02-A-02	DATA SCIENCE COMPANY	HIGHLAND
	TOM SEMPLE ROAD		
	NAIRN		
	BALMAKEITH BUSINESS PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	929 sqm	
	Survey date: TUESDAY	09/05/06	Survey Type: MANUAL
4	NF-02-A-04	BUILDING CONSULTANT	NORFOLK
	WHITING ROAD		
	NORWICH		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	500 sqm	
	Survey date: WEDNESDAY	13/11/19	Survey Type: MANUAL
5	WY-02-A-05	OFFICES	WEST YORKSHIRE
	PIONEER WAY		
	CASTLEFORD		
	WHITWOOD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	1230 sqm	
	Survey date: TUESDAY	23/05/17	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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL 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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	1093	1.062	5	1093	0.275	5	1093	1.337
08:00 - 09:00	5	1093	3.881	5	1093	0.348	5	1093	4.229
09:00 - 10:00	5	1093	1.135	5	1093	0.421	5	1093	1.556
10:00 - 11:00	5	1093	0.677	5	1093	0.366	5	1093	1.043
11:00 - 12:00	5	1093	0.421	5	1093	0.586	5	1093	1.007
12:00 - 13:00	5	1093	1.043	5	1093	1.190	5	1093	2.233
13:00 - 14:00	5	1093	1.208	5	1093	0.787	5	1093	1.995
14:00 - 15:00	5	1093	0.787	5	1093	0.677	5	1093	1.464
15:00 - 16:00	5	1093	0.403	5	1093	0.805	5	1093	1.208
16:00 - 17:00	5	1093	0.586	5	1093	1.995	5	1093	2.581
17:00 - 18:00	5	1093	0.384	5	1093	3.899	5	1093	4.283
18:00 - 19:00	4	1058	0.142	4	1058	0.614	4	1058	0.756
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.729			11.963			23.692

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

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

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Parameter summary

Trip rate parameter range selected:	500 - 2000 (units: sqm)
Survey date range:	01/01/02 - 13/11/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	1093	0.018	5	1093	0.000	5	1093	0.018
08:00 - 09:00	5	1093	0.037	5	1093	0.055	5	1093	0.092
09:00 - 10:00	5	1093	0.037	5	1093	0.018	5	1093	0.055
10:00 - 11:00	5	1093	0.018	5	1093	0.018	5	1093	0.036
11:00 - 12:00	5	1093	0.018	5	1093	0.018	5	1093	0.036
12:00 - 13:00	5	1093	0.000	5	1093	0.037	5	1093	0.037
13:00 - 14:00	5	1093	0.092	5	1093	0.073	5	1093	0.165
14:00 - 15:00	5	1093	0.055	5	1093	0.055	5	1093	0.110
15:00 - 16:00	5	1093	0.018	5	1093	0.037	5	1093	0.055
16:00 - 17:00	5	1093	0.018	5	1093	0.000	5	1093	0.018
17:00 - 18:00	5	1093	0.037	5	1093	0.055	5	1093	0.092
18:00 - 19:00	4	1058	0.000	4	1058	0.000	4	1058	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.348			0.366			0.714

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

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

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Licence No: 726001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	1093	0.055	5	1093	0.000	5	1093	0.055
08:00 - 09:00	5	1093	0.220	5	1093	0.000	5	1093	0.220
09:00 - 10:00	5	1093	0.110	5	1093	0.037	5	1093	0.147
10:00 - 11:00	5	1093	0.037	5	1093	0.037	5	1093	0.074
11:00 - 12:00	5	1093	0.018	5	1093	0.018	5	1093	0.036
12:00 - 13:00	5	1093	0.311	5	1093	0.384	5	1093	0.695
13:00 - 14:00	5	1093	0.421	5	1093	0.256	5	1093	0.677
14:00 - 15:00	5	1093	0.220	5	1093	0.220	5	1093	0.440
15:00 - 16:00	5	1093	0.018	5	1093	0.165	5	1093	0.183
16:00 - 17:00	5	1093	0.092	5	1093	0.128	5	1093	0.220
17:00 - 18:00	5	1093	0.000	5	1093	0.183	5	1093	0.183
18:00 - 19:00	4	1058	0.000	4	1058	0.024	4	1058	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.502			1.452			2.954

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

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	1093	0.092	5	1093	0.000	5	1093	0.092
08:00 - 09:00	5	1093	0.256	5	1093	0.000	5	1093	0.256
09:00 - 10:00	5	1093	0.073	5	1093	0.055	5	1093	0.128
10:00 - 11:00	5	1093	0.018	5	1093	0.000	5	1093	0.018
11:00 - 12:00	5	1093	0.018	5	1093	0.000	5	1093	0.018
12:00 - 13:00	5	1093	0.055	5	1093	0.055	5	1093	0.110
13:00 - 14:00	5	1093	0.110	5	1093	0.037	5	1093	0.147
14:00 - 15:00	5	1093	0.000	5	1093	0.055	5	1093	0.055
15:00 - 16:00	5	1093	0.000	5	1093	0.073	5	1093	0.073
16:00 - 17:00	5	1093	0.018	5	1093	0.165	5	1093	0.183
17:00 - 18:00	5	1093	0.000	5	1093	0.055	5	1093	0.055
18:00 - 19:00	4	1058	0.000	4	1058	0.024	4	1058	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.640			0.519			1.159

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

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