

**MH/1350-01-TN01a**

**October 2012**

**Technical Appraisal of Transport Case & Related Planning Submissions  
For Mixed Use Development at Forge Works, Chinley**

**TECHNICAL NOTE**

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## **EXECUTIVE SUMMARY**

This Technical Note has been prepared by Axis on behalf of High Peak Borough Council to provide an appraisal of the transport case and related transport submissions associated with a planning application for the redevelopment of the former Forge Works site, Chinley, to deliver a mixed-use residential and commercial development.

The application proposals seek approval for the redevelopment of the site to provide 182 residential dwellings, 1,672m<sup>2</sup> of B1 Business Park use, and a 279m<sup>2</sup> GFA Creche. Access to the site would continue to be delivered via the route of Forge Road, which forms a priority give-way junction with the route of Green Lane to the west of the site.

Derbyshire County Council, acting as the Local Highway Authority, have accepted the proposals on the basis that an equitable trip generation position has been established via changes to the mix of development, and that infrastructure improvements can be delivered which should reasonably mitigate any development impact. In addition DCC have also determined that the proposed junction improvement works to Forge Road/Green Lane would not meet the County's safe minimum adoptable standards. Consequently they do not propose to adopt the junction, nor the internal development estate roads.

Axis' review of the trip rate methodology contained within the application's supporting Transport Assessment identifies a number of potentially crucial deficiencies. A revised approach, adhering more closely to recommended guidance, would suggest that the development proposals could give rise to a material increase in traffic from the site, when compared with the pre-existing industrial use. As such the equitable trip generation position could be called into question.

In addition to the review of trip rates, an appraisal of the proposed infrastructure improvements has also been undertaken. This identifies that there are highway safety concerns relating to the proposals, and that both the LPA and LHA may wish to consider these concerns in further detail, prior to making any formal planning decision.

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## 1.0 INTRODUCTION

- 1.1 Axis have been commissioned by High Peak Borough Council (HPBC) to undertake an appraisal of the transport case and related transport submissions associated with a planning application for the redevelopment of the former Forge Works site, Chinley, to provide a mixed-use development.
- 1.2 The outline planning application (ref: HPK/2012/0323), which is understood to have been submitted in June 2012, relates to the redevelopment of the site to deliver up to 182 residential dwellings, 1,672m<sup>2</sup> business floorspace (B1) and up to 279m<sup>2</sup> of non-residential institution floorspace (D1) to provide a crèche. In addition the application includes for ancillary community facilities and associated infrastructure. All matters are reserved save for access.
- 1.3 Supporting transport planning input and planning submissions have been prepared by SCP and most notably include their Transport Assessment (Document Ref: DR/11149/TA/2), along with a draft Travel Plan.
- 1.4 This report will provide an appraisal of both the Transport Assessment and the associated highway infrastructure proposals. In addition, comments are provided in respect of any further general transport issues associated with the planning application.

## 2.0 **EXISTING CONDITIONS**

### 2.1 **Planning History**

2.1.1 The proposed development site is located to the south-eastern outskirts of the village of Chinley, in High Peak. Accessed from Forge Road the site is understood to have most recently been occupied by a single operator under the B2 land use classification, with B1 and B8 ancillary uses. However, the site has now lied vacant for a number of years and, more recently, all buildings have been demolished.

2.1.2 In addition to the historically permitted land use, the site is also allocated as Primary Employment Zone under the saved Local Plan Policy EMP4, which seeks to safeguard industrial sites within those areas where a shortage has been identified. Notwithstanding the demolition of the existing buildings, and the allocation, it is understood that HPBC have confirmed that the pre-existing use of the site and its associated traffic generation are a material consideration against which any future use of the site should be assessed i.e. consideration must be given on the basis of a single user operator of the available site area.

### 2.2 **Current Planning Position**

2.2.1 Following submission of the planning application, a formal consultation response was received by HPBC in July 2012 from the Local Highway Authority (LHA), DCC. This consultation response outlines a number of key aspects of the Transport Assessment, as well as identifying various issues with the proposals.

2.2.2 Fundamental amongst the issues identified by DCC is access to the site. The existing site access junction, where Forge Road meets Green Lane falls significantly below modern design standards with substandard visibility in both the critical and non-critical directions. Moreover the immediate sections of Green Lane, to the north and south of the junction, along with Forge Lane itself, do not include pedestrian footways. Accordingly the limitations of the existing local highway geometry and

infrastructure could be considered to materially impact upon highway safety. Notwithstanding the above limitations a review of Personal Injury Accident (PIA) records does not identify any demonstrable trend of accident incidents in this location.

2.2.3 The development proposals include for a range of highway infrastructure improvements and these include both the redesign of the junction bellmouth, in order to accommodate improved visibility and pedestrian footways within the site, along with demarked pedestrian walkways along Green Lane. As there is insufficient width along Green Lane to provide a standard footway link, it has been agreed between the developer and the LHA that the works would include junction tables, raised platforms at pedestrian crossing points and contrasting textures and surfacing between the main carriageway and walkway sections. These proposals are illustrated on SCP Drawing 11149/SCP2, attached at Appendix 4 of the TA.

2.2.4 In order to deliver the proposed improvements to the junction bellmouth, the existing give-way markings are proposed to be brought forward marginally – in effect reducing the width of Green Lane through the junction. SCP drawing number 11149/SCP2 (attached at Appendix 3 of the TA) illustrates that the proposals would improve visibility such that 2.4m x 43m could be achieved in the critical direction.

2.2.5 Despite the proposals put forward by the developer, the DCC consultation response most notably highlights that the Forge Road/Green Lane junction would still fall markedly below the County's current safe minimum adoptable criteria. Consequently DCC have stated that:

*“any approach by the developer for adoption of all or part of the site may be resisted by the Highway Authority...Acceptance of the proposals on highway safety grounds by the Highway Authority is based purely on achieving an equitable exchange in traffic generating uses and securing a level of improvement commensurate to any potential impact the development may create through the differing nature of traffic / pedestrian*

*movements, that it is reasonably empowered to do as a statutory consultee within the planning process.”*

- 2.2.6 In addition to the above, the LHA have also suggested that a clause be included within a Section 106 agreement which would seek to ensure that the developers use their best endeavours to secure improvements to visibility in the non-critical direction through negotiation with adjoining landowners.
- 2.2.7 The DCC consultation response also highlights some deficiency in the measures proposed to encourage the use of sustainable transport modes to/from the site. The SCP appraisal clearly identifies that the site lies within a reasonable walking distance of a range of local amenities and public transport facilities. However, DCC have highlighted their concern that no potential enhancements to these facilities have been considered, whether that be through provision of bus shelters at existing stops, or increased cycle parking provision at Chinley rail station.
- 2.2.8 Moreover, DCC are concerned that whilst existing education facilities along Buxton Road are only a few hundred metres to the north of the development site, the actual walk distance by road and pedestrian routes is circa 1900m. Accordingly DCC wish to see the applicant pursue the implementation of a new link across the land between the site and Buxton Road. The land required to deliver such a link is understood to lie within the control of both the applicant and DCC and, whilst forming part of the greenbelt, it is considered by DCC that such a link could be delivered in such a way as to minimise its impact.
- 2.2.9 On the basis of the above concerns, DCC have also suggested incorporation of clauses within a Section 106 agreement which would include the securing of contributions towards the future review process of the Travel Plan, contributions to public transport / cycle infrastructure within the Chinley area and, crucially, that the developer use their best endeavours to secure the creation of a link path between the eastern extremities of the site towards Buxton Road, in order to improve the connectivity of the site to local education facilities.

- 2.2.10 In summary it is clear that the Highway Authority consider that the proposed improvements to the junction of Forge Road with Green Lane would not go far enough to ensure that the junction could meet safe minimum adoptable criteria. However, their acceptance of the development proposals rests on the basis that an equitable trip generation position has been established via changes to the mix of development, and that infrastructure improvements can be delivered which should reasonably mitigate any development impact.



### 3.0 REVIEW OF TRIP RATE ASSESSMENT

#### 3.1 Introduction

3.1.1 This section provides a review of the trip rate assessment undertaken in the SCP TA, with a view to the methodology adopted and, as a result, the appropriateness of the trip rates derived. Bearing in mind the position of the LHA – that acceptance of the proposals is based upon achieving and equitable exchange in traffic generating uses – the derivation and adoption of appropriate trip rates is crucial to the transport case.

3.1.2 Axis' review of trip rates has been undertaken in accordance with TRICS Good Practice Guide 2012. This document seeks to assist users and ensure that correct procedures and understanding of the system are practised in both the production and auditing of data. Nonetheless the guidance highlights the following key aspect of TRICS assessments:

*“TRICS is a very powerful and flexible system, and allows great variation in the calculation of both vehicular and multi-modal trip rates. It is possible, therefore, that two users of the system, applying different criteria and ranges to a task, may end up producing different results.”*

3.1.3 With this in mind Axis would note that, whilst this review of the trip rate assessment undertaken by SCP seeks to accord where possible with best practice, both the LPA and LHA should give due consideration as to the extent to which the resulting trip rates should be deemed appropriate in the specific case of these development proposals.

#### 3.2 Review of Extant Land Use Trip Rates

3.2.1 As outlined above, HPBC have identified that the development proposals should be considered in the context of the trip generating potential of the pre-existing use of the site. This has been confirmed to Axis as being a single-user operator of the former building space, for general industrial purposes. Review of the information provided in the SCP report identifies

that the Gross Floor Area (GFA) of the pre-existing use was determined as being 37,912m<sup>2</sup>.

3.2.2 Given the single occupier use of the site Axis consider that, in order to assess the potential trip generation of the existing site, the most appropriate land use type within the TRICS database would be “02 Employment - Industrial Unit”.

3.2.3 Review of Section 4 of the SCP TA confirms that a review of trip rates for this use was undertaken. The trip rates presented within the TA are based upon a multi-modal site selection and therefore also include pedestrian and cyclist trip rates. The rates are presented in Table 4.1 of the SCP TA for the peak development trip generating hour of each transport mode e.g. 07:30-08:30 for vehicles and 13:00-14:00 for pedestrians. Total daily trip rates are also presented in Table 4.3. The vehicular trip rates are reproduced below along with the movements that would therefore arise from a GFA of 37,912m<sup>2</sup> (full TRICS output of this replicated data is attached as **Appendix TN1** to this report):

**Table 3.1 – SCP Derived Industrial Unit Trip Rates (per 100m<sup>2</sup>)**

Time Period	Arrivals	Departures	Total
AM Dev. Peak (07:30-08:30)	0.368	0.060	0.428
AM Peak (08:00-09:00)	0.335	0.076	0.411
PM Peak (17:00-18:00)	0.038	0.283	0.321
Daily Total (07:00-19:00)	1.536	1.624	3.160

**Table 3.2 – SCP Derived Industrial Unit Trips**

Time Period	Arrivals	Departures	Total
AM Dev. Peak (07:30-08:30)	140	23	163
AM Peak (08:00-09:00)	127	29	156
PM Peak (17:00-18:00)	15	108	123
Daily Total (07:00-19:00)	582	616	1198

\* Please note that these tables also include trip rates for the traditional network AM and PM peak hours, for ease of comparison with development trip rates outlined in Section 3.3 of this Technical Note.

3.2.4 With the TRICS Good Practice Guide 2012 in mind, Axis have re-visited this trip rate exercise for “Industrial Unit” land uses. Following

interrogation of the database, it is considered by Axis that too large a range has been adopted in the SCP assessment for the GFA parameter. The GFA parameters included in the original assessment range from 1,068m<sup>2</sup> to 43,325m<sup>2</sup>, which results in an average GFA across the site selection of 12,315m<sup>2</sup> during the core daytime period (this range is based on the upper and lower GFA values in the site selection, hence the very specific figures e.g. 1,068m<sup>2</sup> rather than 1,000m<sup>2</sup>). Reference to Section 14 of the TRICS Good Practice Guidance 2012 identifies the following:

*“Users are encouraged to ensure that...the average trip rate parameter value of their selected surveys (as shown on the trip rate calculation results screen) is as close as possible to the corresponding size (or other value) of the development being researched (without compromising the selection criteria).”*

- 3.2.5 In this regard, Axis consider that the average GFA of the sites in the SCP assessment of Industrial Unit trip rates is too low when compared with the pre-existing development GFA – 12,315m<sup>2</sup> vs. 37,912m<sup>2</sup> respectively. Axis would instead suggest that a more appropriate range for the GFA trip rate parameter would be based upon a lower cut-off value of 10,000m<sup>2</sup>.
- 3.2.6 In addition to the selection issues identified above, Axis also consider that it is entirely appropriate to refine the regional site selection criteria further. TRICS Good Practice Guidance suggests that their own research into regional variation of trip rates was inconclusive in its results and, therefore, that regional selection is not that important a factor. Despite these conclusions Axis consider that the Republic of Ireland, which is included in the SCP assessment, is effectively a foreign country which most crucially has a separate national currency and economy to the United Kingdom and Northern Ireland. In addition, conditions within the Greater London area could also be considered to be materially different to much of the rest of the UK, not least in terms of the local economy. Given such material differences Axis consider that sites within Greater London and the Republic of Ireland should be excluded from the selection of sites.

3.2.7 Given the relatively limited number of Industrial Unit sites within the TRICS database, care needs to be taken when refining the site selection to ensure that the resulting sample size does not fall too low. Section 11 of the TRICS guidance suggests that *“wherever possible, users should aim to use as stringent a set of criteria as possible and obtain a selected set of at least 5 or 6 sites.”* With this in mind, along with the site selection criteria identified above, Axis have derived a revised set of trip rates for the pre-existing site use. The revised selection process results in a reduction in the number of survey days selected, down from 17 in the SCP TA to 7. The average GFA of the selected sites has increased from 12,315m<sup>2</sup> in the SCP TA to 25,393m<sup>2</sup>. Whilst still some way off the pre-existing development size, given the limited number of sites available in TRICS it is considered that this figure still represents a more appropriate average GFA than previously adopted, whilst retaining a reasonable sample size.

3.2.8 Trip rates resulting from this revised site selection process are illustrated in **Table 3.3** below, with **Table 3.4** illustrating the resultant trip numbers that would be generated by a unit of 37,912m<sup>2</sup> GFA. Full TRICS output is attached at **Appendix TN2** to this report:

**Table 3.3 – Axis Derived Industrial Unit Trip Rates (per 100m<sup>2</sup>)**

Time Period	Arrivals	Departures	Total
AM Dev. Peak (07:30-08:30)	0.195	0.044	0.239
AM Peak (08:00-09:00)	0.164	0.046	0.210
PM Peak (17:00-18:00)	0.025	0.121	0.146
Daily Total (07:00-19:00)	1.066	1.159	2.225

**Table 3.4 – Axis Derived Industrial Unit Trips**

Time Period	Arrivals	Departures	Total
AM Dev. Peak (07:30-08:30)	74	17	91
AM Peak (08:00-09:00)	62	17	80
PM Peak (17:00-18:00)	10	46	56
Daily Total (07:00-19:00)	404	440	844

3.2.9 Review of the above trip rates highlights that the Axis derived trip rates would suggest a significantly lower level of potential trip generation from the pre-existing site use. Peak development trips in the AM period fall by approximately 45% from the levels predicted in the SCP TA. Total two-

way daily traffic levels are predicted to actually be 844 vehicles, as opposed to the 1198 vehicles previously predicted, a fall of almost 30%. Axis therefore consider that the empirical data within the TRICS database would suggest a lower potential trip generation of the prevailing site use than originally assumed in the SCP TA.

- 3.2.10 The SCP report goes on to provide a review of alternative industrial land use trip rates derived from TRICS on the basis of Industrial Estates. Given the confirmation from HPBC of the pre-existing use of the site, these rates are not considered to be relevant to the supporting transport case. Accordingly Axis have not undertaken an associated review in respect of the extant planning position. Section 3.3 of this Technical Note does, however, review these trip rates in respect of their application to the proposed development scheme.

### 3.3 **Review of Development Land Use Trip Rates**

- 3.3.1 As outlined in the introduction to this technical review, the development proposals include for the redevelopment of the site to deliver up to 182 residential dwellings, 1,672m<sup>2</sup> business floorspace (B1) and up to 279m<sup>2</sup> of non-residential institution floorspace (D1) to provide a crèche.
- 3.3.2 Having reviewed the potential trip generation associated with the pre-existing site use, Section 4 of the SCP TA goes on to outline the predicted trip generation associated with the above development proposals. TRICS has been interrogated in order to provide trip rates for “Privately Owned Houses” and “Nurseries”. Trip rates for “Industrial Estate” land uses have been derived as part of SCP’s appraisal of the pre-existing site use, with these rates then also applied to the proposed Business Park use.

#### *Crèche Land Use*

- 3.3.3 Having undertaken a review of the Nursery trip rates, Axis would conclude that the trip rates derived in the SCP report are entirely appropriate. As the number of sites within TRICS is relatively small, modification of the

selection process to accord with the approach outlined in Section 3.2 above does not produce materially different trip rates.

- 3.3.4 SCP have adopted a robust position in their assessment, in that they have not included for any discounting of the Crèche trips to account for potential linked trips from either the Residential or Business Park uses. Axis would suggest, however, that a reasonable level of discounting for such trips could be applied, perhaps as much as 50%.

#### *Residential Land Use*

- 3.3.5 It is felt that the approach adopted by SCP in respect of the residential trip rate derivation could be modified, mindful of TRICS guidance. The range of units selected produces an average development size of 128 dwellings, and sites within the Republic of Ireland have also been included. Amending the selection process, however, would not result in materially different trip rates – the total number of two-way trips across the day would increase by just 10 vehicles. It is therefore concluded that the residential trip generation predicted in the SCP report is perfectly appropriate.

#### *Business Park Use*

- 3.3.6 As outlined above, with regard to the proposed Business Park use, SCP have simply adopted the Industrial Estate trip rates derived for their assessment of the pre-existing site use. However, no adjustment appears to have been made to amend the site selection criteria to account for the significantly reduced size of the proposed employment use, when compared with the pre-existing use. Consequently the average GFA of the sites included within the TRICS review is of the order of 24,000m<sup>2</sup>, considerably in excess of the proposed development (1,672m<sup>2</sup>). Moreover, the site selection includes sites within the Republic of Ireland and Greater London. Axis consider that such different conditions exist within these areas, that any such sites should be excluded from this review. For information the SCP Industrial Estate trip rates and corresponding trip levels are reproduced below in **Tables 3.5** and **3.6**,

with full TRICS output of these reproduced rates attached at **Appendix TN3**:

**Table 3.5 – SCP Derived Industrial Estate Trip Rates (per 100m<sup>2</sup>)**

Time Period	Arrivals	Departures	Total
AM Peak (07:30-08:30)	0.458	0.182	0.640
PM Peak (17:00-18:00)	0.115	0.378	0.493
Daily Total (07:00-19:00)	3.458	3.270	6.728

**Table 3.6 – SCP Derived Industrial Estate Trips**

Time Period	Arrivals	Departures	Total
AM Peak (07:30-08:30)	8	3	11
PM Peak (17:00-18:00)	2	6	8
Daily Total (07:00-19:00)	58	55	112

3.3.7 It is worth noting that the proposed land use would be B1 classification. Discussions with HPBC planning officers has confirmed that they would not seek to limit any forthcoming planning approval to any one of the specific B1 sub-classes, which includes Office, Research & Development and, Light Industrial uses. Consequently, and given the relatively small scale of B1 development proposed, Axis consider that any assessment of potential development trip rates should include for Office use.

3.3.8 With the above in mind, the trip rate assessment process has been re-visited. **Tables 3.7** and **3.8** below illustrate the trip rates associated with the Business Park use based on Industrial Estate and Office uses respectively, with full TRICS output attached as **Appendices TN4** and **TN5** to this report. **Tables 3.9** and **3.10** illustrate the corresponding trips that could therefore arise from a development with a GFA of 1,672m<sup>2</sup>.

**Table 3.7 – Axis Derived Industrial Estate Trip Rates (per 100m<sup>2</sup>)**

Time Period	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0.940	0.603	1.543
PM Peak (17:00-18:00)	0.250	0.691	0.941
Daily Total (07:00-19:00)	10.797	10.832	21.619

**Table 3.8 – Axis Derived Office Trip Rates (per 100m<sup>2</sup>)**

Time Period	Arrivals	Departures	Total
AM Peak (08:00-09:00)	2.773	0.325	3.098
PM Peak (17:00-18:00)	0.244	2.246	2.490
Daily Total (07:00-19:00)	9.928	9.634	19.562

**Table 3.9 – Axis Derived Industrial Estate Trips**

Time Period	Arrivals	Departures	Total
AM Peak (08:00-09:00)	16	10	26
PM Peak (17:00-18:00)	4	12	16
Daily Total (07:00-19:00)	180	181	361

**Table 3.10 – Axis Derived Office Trips**

Time Period	Arrivals	Departures	Total
AM Peak (08:00-09:00)	46	5	51
PM Peak (17:00-18:00)	4	38	42
Daily Total (07:00-19:00)	166	161	327

- 3.3.9 Review of the above trip rates identifies that, with Axis' revised approach to the TRICS assessment, the potential trip generation of the Business Park use could be up to three times that predicted in the original SCP TA. It is worth noting that the peak trip generation of each use varies, with peak Office related traffic more likely occurring during the traditional AM and PM network peak hours. Development traffic to Industrial Estate uses is noted as peaking during the core midday hours (10:00-16:00), and could reach up to 44 two-way movements. Accordingly the trip generation from both site uses is anticipated to be broadly similar during the respective development peak hours, as well as across the course of a whole day.

*Total Development Trip Generation*

- 3.3.10 Assuming the Business Park use is ultimately developed for office space, and incorporating the SCP derived trip rates for the Residential and Crèche uses, the following table identifies the potential total development trip generation (Crèche trips have been discounted by 50% in order to account for potential linked trips):

**Table 3.11 – Combined Development Traffic Flows**

Time Period	Arrivals	Departures	Total
AM Peak (08:00-09:00)	81	87	168
PM Peak (17:00-18:00)	81	87	168
Daily Total (07:00-19:00)	684	696	1380



### 3.4 Net Development Impact

- 3.4.1 Comparison of the anticipated trip generation outlined in **Table 3.11** with that envisaged for the pre-existing industrial use identifies the following net impact:

**Table 3.12 – Net Development Trip Impact**

Time Period	Arrivals	Departures	Total
AM Peak (08:00-09:00)	+19	+70	+89
PM Peak (17:00-18:00)	+71	+41	+112
Daily Total (07:00-19:00)	+280	+256	+536

- 3.4.2 It is clear from **Table 3.12** that, based upon Axis' review of trip rates, the development proposals could generate of the order 100 additional vehicles during both the AM and PM network peak hours. Across the course of the day (07:00-19:00) the net change in two-way traffic levels to/from the site could be an increase of up to 536 vehicles. This level of change equates to an increase in daily site traffic levels of 64% over the pre-existing use.
- 3.4.3 Although it is acknowledged that variations in trip rate derivation can be expected between different users of the TRICS system, Axis consider that the approach adopted in this review follows more closely the guidance outlined within the TRICS Good Practice Guidance 2012. Additional validation of the trip rates has been undertaken using the "Cross Test" function within the TRICS software – a process which analyses the variation in trip rates between the mean and median values. A large percentage variation would suggest that there is bias in the data. This additional validation exercise highlighted that the peak hour trip rates produced in this technical review generally have a low variation (less than 10%) whilst those in the SCP TA have a high variation (in excess of 10%). It is therefore considered that this exercise further bolsters the revised trip rate assessment process adopted in this review.
- 3.4.4 As outlined in Section 3.1 Derbyshire County Council, as the Local Highway Authority, have outlined that their acceptance of the development proposals rests on the basis that an equitable trip generation

exchange has been established. It is clear, however, that the above review of trip rates calls in to question whether an equitable development mix has in fact been established.

## 4.0 HIGHWAY INFRASTRUCTURE IMPROVEMENTS

### 4.1 Summary of Proposals

4.1.1 In addition to the core development proposals, the planning application also includes for a number of improvements to the immediate local highway network and site access road. These improvements have been developed between the applicant and DCC highways officers in a bid to improve highway safety for both motorised and non-motorised users of the Green Lane route and the site access road.

4.1.2 The Forge Road junction with Green Lane is proposed to be upgraded in order to provide an adoptable standard of access for both residential and commercial users of the proposed development site. These measures centre around the formalisation of the existing junction in order to provide a more defined junction bellmouth, with kerbed footways and improved visibility for drivers existing Forge Road. Key to the delivery of improved visibility is the amendment of the give-way markings at the junction – these have been pulled forward marginally into Green Lane, effectively narrowing Green Lane to a width consistent with that across the adjacent bridge.

4.1.3 Despite the above proposals DCC have identified in their consultation response that they consider that the junction proposals would still not meet minimum safe adoptable standards for the LHA. As such, they do not intend to adopt the junction or the internal estate roads.

4.1.4 Improvements along Green Lane have been developed in order to improve pedestrian safety along the route. As footway provision is non-existent in parts along the immediate section of this route, it is proposed to set aside a margin of carriageway for pedestrians. This would be achieved through the construction of a kerbed margin with a low upstand, with the surface of the area dressed with an alternative material in order to provide clear definition between the areas of “footway” and carriageway. These proposals would ensure that larger vehicles could still navigate the route through being able to overrun the area of margin if required.

- 4.1.5 In addition to the above pedestrian walkway improvements, the proposals also include for the implementation of raised junction tables and raised platforms at pedestrian crossing points. These additional measures should provide some degree of traffic-calming along the local sections of the Green Lane corridor.

## 4.2 **Review of Measures**

- 4.2.1 Having reviewed the proposals Axis would identify a number of concerns relating to the proposed improvements at the Forge Road/Green Lane junction. Key to the improvement of the junction is the delivery of increased visibility for drivers existing the site. Visibility requirements have correctly been based around speed survey measurements taken from an Automated Traffic Count.

- 4.2.2 However, Axis would query the suitability of this survey data as the ATC was positioned immediately adjacent to the junction, on Green Lane. As the visibility criteria are based upon the ability of a driver on the main route to be able to stop in time, once they have seen a vehicle emerging from the junction, standard practice would be to take speed measurements of traffic at the point where that first sighting occurs i.e. for a 30mph speed limit route, based on typical visibility criteria laid out in Manual for Streets, one should ideally measure the speed of vehicles at a point 43m from the junction. On this basis due consideration should be given by all parties as to whether it is felt that the speed survey results continue to represent a reasonable approximation of approach speeds along Green Lane.

- 4.2.3 Key to the operation of the Forge Road/Green Lane junction will be the ability to accommodate the turning movements of all vehicles likely to access the development, especially given the proposed mix of residential and commercial development land uses. Having visited the site, Axis have identified that vehicles emerging from the site may encounter difficulty in achieving these turning movements e.g. turning out of the site to the north, a large car has been observed to struggle to complete the

manoeuvre, particularly given the position of the boundary wall of the property which lies to the western side of the Green Lane carriageway.

- 4.2.4 In addition to the issue of vehicles exiting Forge Road, it is considered that large vehicles turning into the site from the north may be unable to complete the manoeuvre without overrunning the westbound side of the Forge Road carriageway. Of particular concern would be the potential for a situation to arise whereby a larger vehicle turning into the site could not complete the manoeuvre due to the presence of a vehicle waiting to turn out of Forge Road. This could, in turn lead to the blocking back of traffic on Green Lane itself. In order to determine whether the proposed junction improvements would still permit the free movement of vehicles into and out of Forge Road it is suggested that a swept path assessment of the junction should be undertaken with an appropriate mix of vehicles.
- 4.2.5 Subject to the outcome of any such swept path assessment, and in light of DCC's position – that the proposed junction improvements would still not meet minimum safe adoptable criteria – Axis would suggest that consideration needs to be given as to whether the proposed junction improvements are worth undertaking. Suitable improvements in visibility provision and pedestrian amenity may be deliverable without the need to introduce small radii at the junction bellmouth.
- 4.2.6 Finally, it is worth noting that no formal safety audit of the proposed highway works has been undertaken. Given the concerns of both the LPA and LHA, it may be worth considering whether a Stage 1 Road Safety Audit should be undertaken. A Stage 1 Audit should identify whether the proposals would be likely to generate any material highway safety concerns, and may suggest an appropriate means of resolving such issues.

## 5.0 SUMMARY & CONCLUSION

- 5.1 This Technical Note has been produced by Axis on behalf of High Peak Borough Council, with a view to providing a review of the Transport Assessment undertaken by SCP in support of a planning application for a mixed-use redevelopment of the former Forge Works site, Chinley.
- 5.2 Formal consultation responses from the Local highway Authority, Derbyshire County Council, identify that concerns prevail over the standard of access to the site. However, DCC have accepted the proposals on the basis that an equitable trip generating position has been established, when compared with the pre-existing industrial use of the site, and that infrastructure improvements can be secured for the immediate local highway.
- 5.3 This TN predominantly provides a review of the trip rate methodology adopted within the supporting SCP TA, in order to determine whether the abovementioned equitable trip generating position can be suitably relied upon. Axis' review of the trip rate methodology has identified a number of potentially crucial deficiencies in the approach adopted by SCP. As a consequence, application of a more robust methodology to estimating trip rates for both the pre-existing and proposed uses would suggest that the net impact of development could actually be an increase in daily traffic flows to/from the site of approximately 64%.
- 5.4 In addition to the review of trip rates, a brief summary of potential issues has also been provided in relation to the highway infrastructure improvement proposals. Axis consider that a more detailed understanding of the operational safety of the proposals needs to be provided. Turning movements at the junction are of particular concern, and it is suggested that a swept path assessment be undertaken of the proposals, based upon a mix of vehicle types – not least to ensure that larger commercial and service vehicles can access Forge Road without compromising the highway safety of other drivers on either Forge Road or Green Lane. In addition it is suggested that consideration should be given as to whether a Stage 1 Road Safety Audit of the proposals would prove

beneficial. Such an audit may identify any key concerns, along with an appropriate means of resolving the issues.

- 5.5 In conclusion, it is considered by Axis that the assessment of trip rates within the TA could be called into question. Moreover, the transport submissions do not provide a clear enough understanding as to whether the safe movement of vehicles through the Forge Road/Green Lane junction is compromised by the proposed improvements.



## **APPENDICES**





## **APPENDIX TN 1**

Axis 76 Water Lane Wilmslow

Licence No: 339901

# TRIP RATE CALCULATION SELECTION PARAMETERS:

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

## MULTI-MODAL VEHICLES

### Selected regions and areas:

<b>02</b>	<b>SOUTH EAST</b>	
	HF HERTFORDSHIRE	1 days
<b>03</b>	<b>SOUTH WEST</b>	
	BR BRISTOL CITY	1 days
	CW CORNWALL	2 days
	DC DORSET	1 days
	GS GLOUCESTERSHIRE	1 days
<b>04</b>	<b>EAST ANGLIA</b>	
	NF NORFOLK	1 days
<b>05</b>	<b>EAST MIDLANDS</b>	
	DS DERBYSHIRE	1 days
<b>06</b>	<b>WEST MIDLANDS</b>	
	HE HEREFORDSHIRE	1 days
<b>08</b>	<b>NORTH WEST</b>	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
<b>10</b>	<b>WALES</b>	
	CF CARDIFF	1 days
<b>11</b>	<b>SCOTLAND</b>	
	FI FIFE	1 days
	HI HIGHLAND	1 days
<b>13</b>	<b>MUNSTER</b>	
	WA WATERFORD	1 days
<b>17</b>	<b>ULSTER (NORTHERN IRELAND)</b>	
	AR ARMAGH	1 days

Axis 76 Water Lane Wilmslow

Licence No: 339901

**Filtering Stage 2 selection:**

Parameter: Gross floor area  
Actual Range: 1068 to 43325 (units: sqm)  
Range Selected by User: 620 to 43325 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 14/10/10

Selected survey days:

Monday	4 days
Tuesday	3 days
Wednesday	3 days
Thursday	5 days
Friday	2 days

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	5
Edge of Town	9

Selected Location Sub Categories:

Industrial Zone	10
Commercial Zone	1
Built-Up Zone	3
No Sub Category	3

LIST OF SITES relevant to selection parameters

<b>1</b>	<b>AR-02-C-02</b>	<b>EMTEK, LURGAN</b>	<b>ARMAGH</b>
		SILVERWOOD ROAD SILVERWOOD INDUSTRIAL AREA LURGAN Edge of Town Industrial Zone Total Gross floor area: 2980 sqm Survey date: THURSDAY 12/11/09	Survey Type: MANUAL
<b>2</b>	<b>BR-02-C-01</b>	<b>MECH. ENGINEERS, BRISTOL</b>	<b>BRISTOL CITY</b>
		NOVERS HILL BEDMINSTER BRISTOL Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1100 sqm Survey date: MONDAY 19/10/09	Survey Type: MANUAL
<b>3</b>	<b>CF-02-C-01</b>	<b>PLASTICS COMPANY, CARDIFF</b>	<b>CARDIFF</b>
		PARC-TY-GLAS LLANISHEN CARDIFF Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1068 sqm Survey date: TUESDAY 24/10/06	Survey Type: MANUAL
<b>4</b>	<b>CH-02-C-01</b>	<b>BAKERY, NORTHWICH</b>	<b>CHESHIRE</b>
		GADBROOK PARK HIGH SHURLACH NORTHWICH Edge of Town Industrial Zone Total Gross floor area: 15000 sqm Survey date: THURSDAY 21/06/07	Survey Type: MANUAL
<b>5</b>	<b>CW-02-C-01</b>	<b>FOOD DISTRIBUTION, CAMBORNE</b>	<b>CORNWALL</b>
		WILSON WAY POOL CAMBORNE Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 10200 sqm Survey date: FRIDAY 08/06/07	Survey Type: MANUAL
<b>6</b>	<b>CW-02-C-02</b>	<b>LIGHTING COMPANY, BODMIN</b>	<b>CORNWALL</b>
		NORMANDY WAY  BODMIN Edge of Town Industrial Zone Total Gross floor area: 17675 sqm Survey date: WEDNESDAY 06/06/07	Survey Type: MANUAL
<b>7</b>	<b>DC-02-C-07</b>	<b>NEW LOOK, WEYMOUTH</b>	<b>DORSET</b>
		MERCERY ROAD  WEYMOUTH Edge of Town No Sub Category Total Gross floor area: 5467 sqm Survey date: MONDAY 07/07/08	Survey Type: MANUAL

Axis 76 Water Lane Wilmslow

Licence No: 339901

LIST OF SITES relevant to selection parameters (Cont.)

<b>8</b>	<b>DS-02-C-01</b>	<b>BAKERY, NEAR SHEFFIELD</b>	<b>DERBYSHIRE</b>
		STUBLEY LANE DRONFIELD NEAR SHEFFIELD Edge of Town No Sub Category Total Gross floor area: 23500 sqm Survey date: THURSDAY 22/06/06	Survey Type: MANUAL
<b>9</b>	<b>FI-02-C-01</b>	<b>REFRIGERATION, DUNFERMLINE</b>	<b>FIFE</b>
		HALBEATH PLACE  DUNFERMLINE Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 4900 sqm Survey date: FRIDAY 20/04/07	Survey Type: MANUAL
<b>10</b>	<b>GM-02-C-02</b>	<b>BREWERY, MANCHESTER</b>	<b>GREATER MANCHESTER</b>
		GREAT DUCIE STREET STRANGWAYS MANCHESTER Edge of Town Centre Built-Up Zone Total Gross floor area: 33470 sqm Survey date: TUESDAY 08/06/04	Survey Type: MANUAL
<b>11</b>	<b>GS-02-C-01</b>	<b>HEALTH PRODUCTS, GLOUCESTER</b>	<b>GLOUCESTERSHIRE</b>
		ST CATHERINE STREET  GLOUCESTER Edge of Town Centre Built-Up Zone Total Gross floor area: 6604 sqm Survey date: WEDNESDAY 26/05/04	Survey Type: MANUAL
<b>12</b>	<b>HE-02-C-01</b>	<b>METAL. COATINGS, HEREFORD</b>	<b>HEREFORDSHIRE</b>
		COLLEGE ROAD  HEREFORD Edge of Town Commercial Zone Total Gross floor area: 1880 sqm Survey date: THURSDAY 14/10/10	Survey Type: MANUAL
<b>13</b>	<b>HF-02-C-01</b>	<b>IND. UNIT, W. GARDEN CITY</b>	<b>HERTFORDSHIRE</b>
		BRIDGE ROAD EAST  WELWYN GARDEN CITY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1800 sqm Survey date: THURSDAY 17/07/08	Survey Type: MANUAL
<b>14</b>	<b>HI-02-C-01</b>	<b>DAIRY, NAIRN</b>	<b>HIGHLAND</b>
		TOM SEMPLE ROAD BALMAKEITH BUSINESS PK NAIRN Edge of Town Industrial Zone Total Gross floor area: 3000 sqm Survey date: WEDNESDAY 24/05/06	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<b>15</b>	<b>LC-02-C-01</b>	<b>BREWERY, BLACKBURN</b>	<b>LANCASHIRE</b>
	PENNY STREET		
	BLACKBURN		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	34581 sqm	
	Survey date: MONDAY	21/06/04	Survey Type: MANUAL
<b>16</b>	<b>NF-02-C-02</b>	<b>GROCERY FACTORY, KINGS LYNN</b>	<b>NORFOLK</b>
	HARDWICK ROAD		
	KINGS LYNN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	43325 sqm	
	Survey date: MONDAY	19/09/05	Survey Type: MANUAL
<b>17</b>	<b>WA-02-C-01</b>	<b>FOODS COMPANY, WATERFORD</b>	<b>WATERFORD</b>
	MAYPARK LANE		
	WATERFORD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	2800 sqm	
	Survey date: TUESDAY	18/11/08	Survey Type: MANUAL

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

# **MULTI-MODAL 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	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	17	12315	0.086	17	12315	0.039	17	12315	0.125
07:30 - 08:00	17	12315	0.157	17	12315	0.024	17	12315	0.181
08:00 - 08:30	<b>17</b>	<b>12315</b>	<b>0.211</b>	17	12315	0.036	<b>17</b>	<b>12315</b>	<b>0.247</b>
08:30 - 09:00	17	12315	0.124	17	12315	0.040	17	12315	0.164
09:00 - 09:30	17	12315	0.074	17	12315	0.044	17	12315	0.118
09:30 - 10:00	17	12315	0.054	17	12315	0.038	17	12315	0.092
10:00 - 10:30	17	12315	0.043	17	12315	0.046	17	12315	0.089
10:30 - 11:00	17	12315	0.052	17	12315	0.043	17	12315	0.095
11:00 - 11:30	17	12315	0.038	17	12315	0.035	17	12315	0.073
11:30 - 12:00	17	12315	0.046	17	12315	0.045	17	12315	0.091
12:00 - 12:30	17	12315	0.043	17	12315	0.059	17	12315	0.102
12:30 - 13:00	17	12315	0.050	17	12315	0.055	17	12315	0.105
13:00 - 13:30	17	12315	0.091	17	12315	0.060	17	12315	0.151
13:30 - 14:00	17	12315	0.114	17	12315	0.070	17	12315	0.184
14:00 - 14:30	17	12315	0.065	17	12315	0.160	17	12315	0.225
14:30 - 15:00	17	12315	0.047	17	12315	0.060	17	12315	0.107
15:00 - 15:30	17	12315	0.047	17	12315	0.062	17	12315	0.109
15:30 - 16:00	17	12315	0.043	17	12315	0.070	17	12315	0.113
16:00 - 16:30	17	12315	0.035	17	12315	0.080	17	12315	0.115
16:30 - 17:00	17	12315	0.034	<b>17</b>	<b>12315</b>	<b>0.162</b>	17	12315	0.196
17:00 - 17:30	17	12315	0.023	17	12315	0.151	17	12315	0.174
17:30 - 18:00	17	12315	0.015	17	12315	0.132	17	12315	0.147
18:00 - 18:30	16	12778	0.020	16	12778	0.070	16	12778	0.090
18:30 - 19:00	16	12778	0.024	16	12778	0.043	16	12778	0.067
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			1.536			1.624			3.160

**Parameter summary**

Trip rate parameter range selected:	1068 - 43325 (units: sqm)
Survey date date range:	01/01/03 - 14/10/10
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0



Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

# **MULTI-MODAL CYCLISTS**

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	17	12315	0.004	17	12315	0.001	17	12315	0.005
07:30 - 08:00	<b>17</b>	<b>12315</b>	<b>0.007</b>	17	12315	0.001	17	12315	0.008
08:00 - 08:30	17	12315	0.004	17	12315	0.001	17	12315	0.005
08:30 - 09:00	17	12315	0.002	17	12315	0.001	17	12315	0.003
09:00 - 09:30	17	12315	0.000	17	12315	0.000	17	12315	0.000
09:30 - 10:00	17	12315	0.001	17	12315	0.000	17	12315	0.001
10:00 - 10:30	17	12315	0.000	17	12315	0.001	17	12315	0.001
10:30 - 11:00	17	12315	0.001	17	12315	0.001	17	12315	0.002
11:00 - 11:30	17	12315	0.000	17	12315	0.000	17	12315	0.000
11:30 - 12:00	17	12315	0.000	17	12315	0.000	17	12315	0.000
12:00 - 12:30	17	12315	0.001	17	12315	0.001	17	12315	0.002
12:30 - 13:00	17	12315	0.001	17	12315	0.000	17	12315	0.001
13:00 - 13:30	17	12315	0.007	17	12315	0.003	17	12315	0.010
13:30 - 14:00	17	12315	0.005	17	12315	0.001	17	12315	0.006
14:00 - 14:30	17	12315	0.001	<b>17</b>	<b>12315</b>	<b>0.012</b>	<b>17</b>	<b>12315</b>	<b>0.013</b>
14:30 - 15:00	17	12315	0.000	17	12315	0.002	17	12315	0.002
15:00 - 15:30	17	12315	0.000	17	12315	0.002	17	12315	0.002
15:30 - 16:00	17	12315	0.000	17	12315	0.001	17	12315	0.001
16:00 - 16:30	17	12315	0.000	17	12315	0.003	17	12315	0.003
16:30 - 17:00	17	12315	0.002	17	12315	0.005	17	12315	0.007
17:00 - 17:30	17	12315	0.001	17	12315	0.002	17	12315	0.003
17:30 - 18:00	17	12315	0.000	17	12315	0.005	17	12315	0.005
18:00 - 18:30	16	12778	0.000	16	12778	0.002	16	12778	0.002
18:30 - 19:00	16	12778	0.001	16	12778	0.001	16	12778	0.002
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.038			0.046			0.084

**Parameter summary**

Trip rate parameter range selected:	1068 - 43325 (units: sqm)
Survey date date range:	01/01/03 - 14/10/10
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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

Time Range	ARRIVALS			DEPARTURES			TOTALS			
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000	
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000	
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000	
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000	
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000	
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000	
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000	
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000	
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000	
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000	
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000	
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000	
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000	
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000	
07:00 - 07:30	17	12315	0.005	17	12315	0.005	17	12315	0.010	
07:30 - 08:00	17	12315	0.014	17	12315	0.000	17	12315	0.014	
08:00 - 08:30	17	12315	0.018	17	12315	0.003	17	12315	0.021	
08:30 - 09:00	17	12315	0.013	17	12315	0.005	17	12315	0.018	
09:00 - 09:30	17	12315	0.018	17	12315	0.011	17	12315	0.029	
09:30 - 10:00	17	12315	0.011	17	12315	0.014	17	12315	0.025	
10:00 - 10:30	17	12315	0.016	17	12315	0.014	17	12315	0.030	
10:30 - 11:00	17	12315	0.009	17	12315	0.004	17	12315	0.013	
11:00 - 11:30	17	12315	0.003	17	12315	0.006	17	12315	0.009	
11:30 - 12:00	17	12315	0.009	17	12315	0.008	17	12315	0.017	
12:00 - 12:30	17	12315	0.011	17	12315	0.054	17	12315	0.065	
12:30 - 13:00	17	12315	0.032	17	12315	0.038	17	12315	0.070	
13:00 - 13:30	17	12315	0.065	17	12315	0.032	17	12315	0.097	
13:30 - 14:00	17	12315	0.052	17	12315	0.021	17	12315	0.073	
14:00 - 14:30	17	12315	0.015	17	12315	0.044	17	12315	0.059	
14:30 - 15:00	17	12315	0.005	17	12315	0.013	17	12315	0.018	
15:00 - 15:30	17	12315	0.003	17	12315	0.022	17	12315	0.025	
15:30 - 16:00	17	12315	0.005	17	12315	0.016	17	12315	0.021	
16:00 - 16:30	17	12315	0.004	17	12315	0.009	17	12315	0.013	
16:30 - 17:00	17	12315	0.009	17	12315	0.011	17	12315	0.020	
17:00 - 17:30	17	12315	0.005	17	12315	0.013	17	12315	0.018	
17:30 - 18:00	17	12315	0.002	17	12315	0.014	17	12315	0.016	
18:00 - 18:30	16	12778	0.001	16	12778	0.006	16	12778	0.007	
18:30 - 19:00	16	12778	0.003	16	12778	0.005	16	12778	0.008	
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000	
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000	
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000	
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000	
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000	
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000	
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000	
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000	
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000	
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000	
Total Rates:			0.328				0.368			0.696

**Parameter summary**

Trip rate parameter range selected:	1068 - 43325 (units: sqm)
Survey date date range:	01/01/03 - 14/10/10
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0



## **APPENDIX TN 2**

Axis 76 Water Lane Wilmslow

Licence No: 339901

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

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

**MULTI-MODAL VEHICLES**Selected regions and areas:

<b>03 SOUTH WEST</b>	
CW CORNWALL	2 days
<b>04 EAST ANGLIA</b>	
NF NORFOLK	1 days
<b>05 EAST MIDLANDS</b>	
DS DERBYSHIRE	1 days
<b>08 NORTH WEST</b>	
CH CHESHIRE	1 days
GM GREATER MANCHESTER	1 days
LC LANCASHIRE	1 days

**Filtering Stage 2 selection:**

Parameter: Gross floor area  
 Actual Range: 10200 to 43325 (units: sqm)  
 Range Selected by User: 10000 to 43325 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 21/06/07

Selected survey days:

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	4

Selected Location Sub Categories:

Industrial Zone	4
Built-Up Zone	2
No Sub Category	1

Axis 76 Water Lane Wilmslow

Licence No: 339901

LIST OF SITES relevant to selection parameters

<b>1</b>	<b>CH-02-C-01</b>	<b>BAKERY, NORTHWICH</b>	<b>CHESHIRE</b>
	GADBROOK PARK		
	HIGH SHURLACH		
	NORTHWICH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	15000 sqm	
	Survey date: THURSDAY	21/06/07	Survey Type: MANUAL
<b>2</b>	<b>CW-02-C-01</b>	<b>FOOD DISTRIBUTION, CAMBORNE</b>	<b>CORNWALL</b>
	WILSON WAY		
	POOL		
	CAMBORNE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	10200 sqm	
	Survey date: FRIDAY	08/06/07	Survey Type: MANUAL
<b>3</b>	<b>CW-02-C-02</b>	<b>LIGHTING COMPANY, BODMIN</b>	<b>CORNWALL</b>
	NORMANDY WAY		
	BODMIN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	17675 sqm	
	Survey date: WEDNESDAY	06/06/07	Survey Type: MANUAL
<b>4</b>	<b>DS-02-C-01</b>	<b>BAKERY, NEAR SHEFFIELD</b>	<b>DERBYSHIRE</b>
	STUBLEY LANE		
	DRONFIELD		
	NEAR SHEFFIELD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	23500 sqm	
	Survey date: THURSDAY	22/06/06	Survey Type: MANUAL
<b>5</b>	<b>GM-02-C-02</b>	<b>BREWERY, MANCHESTER</b>	<b>GREATER MANCHESTER</b>
	GREAT DUCIE STREET		
	STRANGWAYS		
	MANCHESTER		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	33470 sqm	
	Survey date: TUESDAY	08/06/04	Survey Type: MANUAL
<b>6</b>	<b>LC-02-C-01</b>	<b>BREWERY, BLACKBURN</b>	<b>LANCASHIRE</b>
	PENNY STREET		
	BLACKBURN		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	34581 sqm	
	Survey date: MONDAY	21/06/04	Survey Type: MANUAL
<b>7</b>	<b>NF-02-C-02</b>	<b>GROCERY FACTORY, KINGS LYNN</b>	<b>NORFOLK</b>
	HARDWICK ROAD		
	KINGS LYNN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	43325 sqm	
	Survey date: MONDAY	19/09/05	Survey Type: MANUAL

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

# **MULTI-MODAL 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	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	7	25393	0.060	7	25393	0.041	7	25393	0.101
07:30 - 08:00	7	25393	0.095	7	25393	0.020	7	25393	0.115
08:00 - 08:30	7	25393	0.100	7	25393	0.024	7	25393	0.124
08:30 - 09:00	7	25393	0.064	7	25393	0.022	7	25393	0.086
09:00 - 09:30	7	25393	0.053	7	25393	0.029	7	25393	0.082
09:30 - 10:00	7	25393	0.036	7	25393	0.024	7	25393	0.060
10:00 - 10:30	7	25393	0.029	7	25393	0.033	7	25393	0.062
10:30 - 11:00	7	25393	0.035	7	25393	0.032	7	25393	0.067
11:00 - 11:30	7	25393	0.025	7	25393	0.023	7	25393	0.048
11:30 - 12:00	7	25393	0.035	7	25393	0.033	7	25393	0.068
12:00 - 12:30	7	25393	0.033	7	25393	0.047	7	25393	0.080
12:30 - 13:00	7	25393	0.038	7	25393	0.033	7	25393	0.071
13:00 - 13:30	7	25393	0.080	7	25393	0.042	7	25393	0.122
13:30 - 14:00	7	25393	0.101	7	25393	0.058	7	25393	0.159
14:00 - 14:30	7	25393	0.047	7	25393	0.166	7	25393	0.213
14:30 - 15:00	7	25393	0.037	7	25393	0.053	7	25393	0.090
15:00 - 15:30	7	25393	0.044	7	25393	0.053	7	25393	0.097
15:30 - 16:00	7	25393	0.034	7	25393	0.061	7	25393	0.095
16:00 - 16:30	7	25393	0.028	7	25393	0.061	7	25393	0.089
16:30 - 17:00	7	25393	0.026	7	25393	0.127	7	25393	0.153
17:00 - 17:30	7	25393	0.011	7	25393	0.080	7	25393	0.091
17:30 - 18:00	7	25393	0.014	7	25393	0.041	7	25393	0.055
18:00 - 18:30	7	25393	0.017	7	25393	0.033	7	25393	0.050
18:30 - 19:00	7	25393	0.024	7	25393	0.023	7	25393	0.047
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			1.066	1.159			2.225		



**Parameter summary**

Trip rate parameter range selected:	10200 - 43325 (units: sqm)
Survey date date range:	01/01/03 - 21/06/07
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

# MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	7	25393	0.003	7	25393	0.002	7	25393	0.005
07:30 - 08:00	7	25393	0.003	7	25393	0.001	7	25393	0.004
08:00 - 08:30	7	25393	0.003	7	25393	0.001	7	25393	0.004
08:30 - 09:00	7	25393	0.000	7	25393	0.000	7	25393	0.000
09:00 - 09:30	7	25393	0.000	7	25393	0.000	7	25393	0.000
09:30 - 10:00	7	25393	0.001	7	25393	0.001	7	25393	0.002
10:00 - 10:30	7	25393	0.000	7	25393	0.001	7	25393	0.001
10:30 - 11:00	7	25393	0.001	7	25393	0.001	7	25393	0.002
11:00 - 11:30	7	25393	0.000	7	25393	0.001	7	25393	0.001
11:30 - 12:00	7	25393	0.001	7	25393	0.000	7	25393	0.001
12:00 - 12:30	7	25393	0.001	7	25393	0.001	7	25393	0.002
12:30 - 13:00	7	25393	0.001	7	25393	0.001	7	25393	0.002
13:00 - 13:30	<b>7</b>	<b>25393</b>	<b>0.008</b>	7	25393	0.003	7	25393	0.011
13:30 - 14:00	7	25393	0.006	7	25393	0.002	7	25393	0.008
14:00 - 14:30	7	25393	0.001	<b>7</b>	<b>25393</b>	<b>0.014</b>	<b>7</b>	<b>25393</b>	<b>0.015</b>
14:30 - 15:00	7	25393	0.001	7	25393	0.002	7	25393	0.003
15:00 - 15:30	7	25393	0.000	7	25393	0.002	7	25393	0.002
15:30 - 16:00	7	25393	0.000	7	25393	0.001	7	25393	0.001
16:00 - 16:30	7	25393	0.000	7	25393	0.001	7	25393	0.001
16:30 - 17:00	7	25393	0.001	7	25393	0.005	7	25393	0.006
17:00 - 17:30	7	25393	0.000	7	25393	0.000	7	25393	0.000
17:30 - 18:00	7	25393	0.000	7	25393	0.002	7	25393	0.002
18:00 - 18:30	7	25393	0.000	7	25393	0.002	7	25393	0.002
18:30 - 19:00	7	25393	0.002	7	25393	0.001	7	25393	0.003
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.033			0.045			0.078

**Parameter summary**

Trip rate parameter range selected:	10200 - 43325 (units: sqm)
Survey date date range:	01/01/03 - 21/06/07
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

# **MULTI-MODAL PEDESTRIANS**

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS			
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000	
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000	
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000	
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000	
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000	
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000	
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000	
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000	
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000	
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000	
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000	
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000	
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000	
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000	
07:00 - 07:30	7	25393	0.003	7	25393	0.005	7	25393	0.008	
07:30 - 08:00	7	25393	0.008	7	25393	0.001	7	25393	0.009	
08:00 - 08:30	7	25393	0.010	7	25393	0.003	7	25393	0.013	
08:30 - 09:00	7	25393	0.008	7	25393	0.005	7	25393	0.013	
09:00 - 09:30	7	25393	0.016	7	25393	0.014	7	25393	0.030	
09:30 - 10:00	7	25393	0.013	7	25393	0.016	7	25393	0.029	
10:00 - 10:30	7	25393	0.019	7	25393	0.016	7	25393	0.035	
10:30 - 11:00	7	25393	0.010	7	25393	0.005	7	25393	0.015	
11:00 - 11:30	7	25393	0.004	7	25393	0.007	7	25393	0.011	
11:30 - 12:00	7	25393	0.010	7	25393	0.008	7	25393	0.018	
12:00 - 12:30	7	25393	0.012	7	25393	0.037	7	25393	0.049	
12:30 - 13:00	7	25393	0.020	7	25393	0.021	7	25393	0.041	
13:00 - 13:30	7	25393	0.050	7	25393	0.025	7	25393	0.075	
13:30 - 14:00	7	25393	0.051	7	25393	0.021	7	25393	0.072	
14:00 - 14:30	7	25393	0.011	7	25393	0.051	7	25393	0.062	
14:30 - 15:00	7	25393	0.003	7	25393	0.013	7	25393	0.016	
15:00 - 15:30	7	25393	0.003	7	25393	0.024	7	25393	0.027	
15:30 - 16:00	7	25393	0.005	7	25393	0.017	7	25393	0.022	
16:00 - 16:30	7	25393	0.004	7	25393	0.010	7	25393	0.014	
16:30 - 17:00	7	25393	0.008	7	25393	0.011	7	25393	0.019	
17:00 - 17:30	7	25393	0.005	7	25393	0.006	7	25393	0.011	
17:30 - 18:00	7	25393	0.002	7	25393	0.006	7	25393	0.008	
18:00 - 18:30	7	25393	0.001	7	25393	0.004	7	25393	0.005	
18:30 - 19:00	7	25393	0.003	7	25393	0.003	7	25393	0.006	
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000	
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000	
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000	
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000	
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000	
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000	
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000	
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000	
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000	
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000	
Total Rates:			0.279				0.329			0.608

**Parameter summary**

Trip rate parameter range selected:	10200 - 43325 (units: sqm)
Survey date date range:	01/01/03 - 21/06/07
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0



## **APPENDIX TN 3**

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 02 - EMPLOYMENT  
Category : D - INDUSTRIAL ESTATE

**VEHICLES**

*Selected regions and areas:*

<b>01</b>	<b>GREATER LONDON</b>	
	WH WANDSWORTH	1 days
<b>02</b>	<b>SOUTH EAST</b>	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	WS WEST SUSSEX	1 days
<b>03</b>	<b>SOUTH WEST</b>	
	BR BRISTOL CITY	2 days
	CW CORNWALL	1 days
	WL WILTSHIRE	1 days
<b>04</b>	<b>EAST ANGLIA</b>	
	CA CAMBRIDGESHIRE	3 days
	SF SUFFOLK	2 days
<b>05</b>	<b>EAST MIDLANDS</b>	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
<b>07</b>	<b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	2 days
<b>08</b>	<b>NORTH WEST</b>	
	CH CHESHIRE	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	2 days
<b>09</b>	<b>NORTH</b>	
	CB CUMBRIA	2 days
	DH DURHAM	1 days
	NB NORTHUMBERLAND	1 days
	TW TYNE & WEAR	1 days
<b>11</b>	<b>SCOTLAND</b>	
	EA EAST AYRSHIRE	1 days
	HI HIGHLAND	1 days
<b>15</b>	<b>GREATER DUBLIN</b>	
	DL DUBLIN	3 days
<b>17</b>	<b>ULSTER (NORTHERN IRELAND)</b>	
	AR ARMAGH	1 days

**Filtering Stage 2 selection:**

Parameter: Gross floor area  
Range: 552 to 120000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 09/09/10

Selected survey days:

Monday	6 days
Tuesday	11 days
Wednesday	5 days
Thursday	7 days
Friday	5 days

Selected survey types:

Manual count	33 days
Directional ATC Count	1 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	10
Edge of Town	18
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	3

Selected Location Sub Categories:

Industrial Zone	18
Residential Zone	4
Built-Up Zone	2
Out of Town	2
No Sub Category	8



TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

# VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
00:30 - 01:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
01:00 - 01:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
01:30 - 02:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
02:00 - 02:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
02:30 - 03:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
03:00 - 03:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
03:30 - 04:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
04:00 - 04:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
04:30 - 05:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
05:00 - 05:30	1	5858	0.034	1	5858	0.000	1	5858	0.034
05:30 - 06:00	1	5858	0.034	1	5858	0.000	1	5858	0.034
06:00 - 06:30	1	5858	0.154	1	5858	0.051	1	5858	0.205
06:30 - 07:00	1	5858	0.171	1	5858	0.051	1	5858	0.222
07:00 - 07:30	34	23917	0.108	34	23917	0.046	34	23917	0.154
07:30 - 08:00	34	23917	0.188	34	23917	0.065	34	23917	0.253
08:00 - 08:30	34	23917	0.222	34	23917	0.083	34	23917	0.305
08:30 - 09:00	<b>34</b>	<b>23917</b>	<b>0.236</b>	34	23917	0.099	<b>34</b>	<b>23917</b>	<b>0.335</b>
09:00 - 09:30	34	23917	0.184	34	23917	0.101	34	23917	0.285
09:30 - 10:00	34	23917	0.138	34	23917	0.114	34	23917	0.252
10:00 - 10:30	34	23917	0.124	34	23917	0.121	34	23917	0.245
10:30 - 11:00	34	23917	0.124	34	23917	0.114	34	23917	0.238
11:00 - 11:30	34	23917	0.121	34	23917	0.124	34	23917	0.245
11:30 - 12:00	34	23917	0.132	34	23917	0.138	34	23917	0.270
12:00 - 12:30	34	23917	0.128	34	23917	0.158	34	23917	0.286
12:30 - 13:00	34	23917	0.130	34	23917	0.157	34	23917	0.287
13:00 - 13:30	34	23917	0.135	34	23917	0.159	34	23917	0.294
13:30 - 14:00	34	23917	0.154	34	23917	0.132	34	23917	0.286
14:00 - 14:30	34	23917	0.135	34	23917	0.132	34	23917	0.267
14:30 - 15:00	34	23917	0.124	34	23917	0.129	34	23917	0.253
15:00 - 15:30	34	23917	0.115	34	23917	0.138	34	23917	0.253
15:30 - 16:00	34	23917	0.112	34	23917	0.139	34	23917	0.251
16:00 - 16:30	34	23917	0.115	34	23917	0.173	34	23917	0.288
16:30 - 17:00	34	23917	0.099	34	23917	0.213	34	23917	0.312
17:00 - 17:30	34	23917	0.068	<b>34</b>	<b>23917</b>	<b>0.223</b>	34	23917	0.291
17:30 - 18:00	34	23917	0.047	34	23917	0.155	34	23917	0.202
18:00 - 18:30	34	23917	0.035	34	23917	0.085	34	23917	0.120
18:30 - 19:00	34	23917	0.023	34	23917	0.051	34	23917	0.074
19:00 - 19:30	1	5858	0.000	1	5858	0.034	1	5858	0.034
19:30 - 20:00	1	5858	0.000	1	5858	0.034	1	5858	0.034
20:00 - 20:30	1	5858	0.017	1	5858	0.017	1	5858	0.034
20:30 - 21:00	1	5858	0.017	1	5858	0.017	1	5858	0.034
21:00 - 21:30	1	5858	0.017	1	5858	0.000	1	5858	0.017
21:30 - 22:00	1	5858	0.017	1	5858	0.017	1	5858	0.034
22:00 - 22:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
22:30 - 23:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
23:00 - 23:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
23:30 - 24:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
Total Rates:			3.458			3.270			6.728

**Parameter summary**

Trip rate parameter range selected:	552 - 120000 (units: sqm)
Survey date date range:	01/01/03 - 09/09/10
Number of weekdays (Monday-Friday):	38
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

**MULTI-MODAL OGVS**

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	25	18776	0.005	25	18776	0.015	25	18776	0.020
07:30 - 08:00	25	18776	0.007	<b>25</b>	<b>18776</b>	<b>0.020</b>	25	18776	0.027
08:00 - 08:30	25	18776	0.008	25	18776	0.014	25	18776	0.022
08:30 - 09:00	25	18776	0.010	25	18776	0.013	25	18776	0.023
09:00 - 09:30	25	18776	0.016	25	18776	0.013	25	18776	0.029
09:30 - 10:00	25	18776	0.013	25	18776	0.014	25	18776	0.027
10:00 - 10:30	25	18776	0.016	25	18776	0.013	25	18776	0.029
10:30 - 11:00	25	18776	0.014	25	18776	0.014	25	18776	0.028
11:00 - 11:30	25	18776	0.014	25	18776	0.014	25	18776	0.028
11:30 - 12:00	25	18776	0.015	25	18776	0.014	25	18776	0.029
12:00 - 12:30	25	18776	0.016	25	18776	0.013	25	18776	0.029
12:30 - 13:00	25	18776	0.012	25	18776	0.012	25	18776	0.024
13:00 - 13:30	25	18776	0.013	25	18776	0.016	25	18776	0.029
13:30 - 14:00	25	18776	0.015	25	18776	0.011	25	18776	0.026
14:00 - 14:30	25	18776	0.014	25	18776	0.010	25	18776	0.024
14:30 - 15:00	25	18776	0.016	25	18776	0.014	25	18776	0.030
15:00 - 15:30	<b>25</b>	<b>18776</b>	<b>0.018</b>	25	18776	0.015	<b>25</b>	<b>18776</b>	<b>0.033</b>
15:30 - 16:00	25	18776	0.014	25	18776	0.012	25	18776	0.026
16:00 - 16:30	25	18776	0.010	25	18776	0.008	25	18776	0.018
16:30 - 17:00	25	18776	0.010	25	18776	0.010	25	18776	0.020
17:00 - 17:30	25	18776	0.006	25	18776	0.004	25	18776	0.010
17:30 - 18:00	25	18776	0.006	25	18776	0.005	25	18776	0.011
18:00 - 18:30	25	18776	0.005	25	18776	0.003	25	18776	0.008
18:30 - 19:00	25	18776	0.002	25	18776	0.002	25	18776	0.004
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.275			0.279			0.554

**Parameter summary**

Trip rate parameter range selected:	552 - 120000 (units: sqm)
Survey date date range:	01/01/03 - 09/09/10
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0



## **APPENDIX TN 4**

Axis 76 Water Lane Wilmslow

Licence No: 339901

# TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
Category : D - INDUSTRIAL ESTATE

## MULTI-MODAL VEHICLES

### Selected regions and areas:

<b>04</b>	<b>EAST ANGLIA</b>	
	CA CAMBRIDGESHIRE	1 days
<b>06</b>	<b>WEST MIDLANDS</b>	
	HE HEREFORDSHIRE	1 days
<b>08</b>	<b>NORTH WEST</b>	
	MS MERSEYSIDE	1 days
<b>11</b>	<b>SCOTLAND</b>	
	EA EAST AYRSHIRE	1 days

### Filtering Stage 2 selection:

Parameter: Gross floor area  
Actual Range: 552 to 2430 (units: sqm)  
Range Selected by User: 552 to 3000 (units: sqm)

### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 17/10/11

### Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	1 days

### Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

### Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2

### Selected Location Sub Categories:

Industrial Zone	3
No Sub Category	1

Axis 76 Water Lane Wilmslow

Licence No: 339901

LIST OF SITES relevant to selection parameters

- |  |                              |                            |
|--|------------------------------|----------------------------|
| <p><b>1 CA-02-D-02 IND. ESTATE, CAMBRIDGE</b><br/> COLDHAM'S ROAD<br/> COLDHAM'S COMMON<br/> CAMBRIDGE<br/> Edge of Town<br/> Industrial Zone<br/> Total Gross floor area: 2063 sqm<br/> Survey date: MONDAY 19/10/09</p>    | <p><b>CAMBRIDGESHIRE</b></p> | <p>Survey Type: MANUAL</p> |
| <p><b>2 EA-02-D-02 INDUSTRIAL EST., KILMARNOCK</b><br/> JAMES LITTLE STREET<br/><br/> KILMARNOCK<br/> Edge of Town Centre<br/> Industrial Zone<br/> Total Gross floor area: 552 sqm<br/> Survey date: WEDNESDAY 11/06/08</p> | <p><b>EAST AYRSHIRE</b></p>  | <p>Survey Type: MANUAL</p> |
| <p><b>3 HE-02-D-01 BUSINESS PARK, HEREFORD</b><br/> BURCOTT ROAD<br/><br/> HEREFORD<br/> Suburban Area (PPS6 Out of Centre)<br/> Industrial Zone<br/> Total Gross floor area: 1758 sqm<br/> Survey date: MONDAY 17/10/11</p> | <p><b>HEREFORDSHIRE</b></p>  | <p>Survey Type: MANUAL</p> |
| <p><b>4 MS-02-D-05 INDUSTRIAL ESTATE, ST HELENS</b><br/> BROADOAK ROAD<br/><br/> ST HELENS<br/> Edge of Town<br/> No Sub Category<br/> Total Gross floor area: 2430 sqm<br/> Survey date: TUESDAY 18/10/05</p>               | <p><b>MERSEYSIDE</b></p>     | <p>Survey Type: MANUAL</p> |

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

**MULTI-MODAL 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	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	4	1701	0.529	4	1701	0.191	4	1701	0.720
07:30 - 08:00	4	1701	0.514	4	1701	0.176	4	1701	0.690
08:00 - 08:30	4	1701	0.470	4	1701	0.265	4	1701	0.735
08:30 - 09:00	4	1701	0.470	4	1701	0.338	4	1701	0.808
09:00 - 09:30	<b>4</b>	<b>1701</b>	<b>0.750</b>	4	1701	0.382	4	1701	1.132
09:30 - 10:00	4	1701	0.367	4	1701	0.426	4	1701	0.793
10:00 - 10:30	4	1701	0.500	4	1701	0.514	4	1701	1.014
10:30 - 11:00	4	1701	0.647	4	1701	0.573	4	1701	1.220
11:00 - 11:30	4	1701	0.603	4	1701	0.529	4	1701	1.132
11:30 - 12:00	4	1701	0.661	4	1701	0.706	4	1701	1.367
12:00 - 12:30	4	1701	0.676	4	1701	0.779	<b>4</b>	<b>1701</b>	<b>1.455</b>
12:30 - 13:00	4	1701	0.544	4	1701	0.603	4	1701	1.147
13:00 - 13:30	4	1701	0.441	4	1701	0.353	4	1701	0.794
13:30 - 14:00	4	1701	0.441	4	1701	0.529	4	1701	0.970
14:00 - 14:30	4	1701	0.632	4	1701	0.573	4	1701	1.205
14:30 - 15:00	4	1701	0.588	4	1701	0.382	4	1701	0.970
15:00 - 15:30	4	1701	0.323	4	1701	0.603	4	1701	0.926
15:30 - 16:00	4	1701	0.412	4	1701	0.588	4	1701	1.000
16:00 - 16:30	4	1701	0.514	4	1701	0.529	4	1701	1.043
16:30 - 17:00	4	1701	0.338	<b>4</b>	<b>1701</b>	<b>0.867</b>	4	1701	1.205
17:00 - 17:30	4	1701	0.132	4	1701	0.441	4	1701	0.573
17:30 - 18:00	4	1701	0.118	4	1701	0.250	4	1701	0.368
18:00 - 18:30	4	1701	0.088	4	1701	0.176	4	1701	0.264
18:30 - 19:00	4	1701	0.029	4	1701	0.059	4	1701	0.088
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			10.787			10.832			21.619



**Parameter summary**

Trip rate parameter range selected:	552 - 2430 (units: sqm)
Survey date date range:	01/01/03 - 17/10/11
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

# **MULTI-MODAL CYCLISTS**

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	4	1701	0.015	4	1701	0.015	4	1701	0.030
07:30 - 08:00	4	1701	0.015	4	1701	0.000	4	1701	0.015
08:00 - 08:30	4	1701	0.000	4	1701	0.015	4	1701	0.015
08:30 - 09:00	4	1701	0.044	4	1701	0.044	4	1701	0.088
09:00 - 09:30	4	1701	0.000	4	1701	0.000	4	1701	0.000
09:30 - 10:00	4	1701	0.029	4	1701	0.029	4	1701	0.058
10:00 - 10:30	4	1701	0.000	4	1701	0.000	4	1701	0.000
10:30 - 11:00	4	1701	0.000	4	1701	0.015	4	1701	0.015
11:00 - 11:30	<b>4</b>	<b>1701</b>	<b>0.059</b>	<b>4</b>	<b>1701</b>	<b>0.059</b>	<b>4</b>	<b>1701</b>	<b>0.118</b>
11:30 - 12:00	4	1701	0.044	4	1701	0.015	4	1701	0.059
12:00 - 12:30	4	1701	0.015	4	1701	0.015	4	1701	0.030
12:30 - 13:00	4	1701	0.000	4	1701	0.000	4	1701	0.000
13:00 - 13:30	4	1701	0.000	4	1701	0.000	4	1701	0.000
13:30 - 14:00	4	1701	0.000	4	1701	0.000	4	1701	0.000
14:00 - 14:30	4	1701	0.029	4	1701	0.015	4	1701	0.044
14:30 - 15:00	4	1701	0.015	4	1701	0.015	4	1701	0.030
15:00 - 15:30	4	1701	0.059	4	1701	0.044	4	1701	0.103
15:30 - 16:00	4	1701	0.015	4	1701	0.029	4	1701	0.044
16:00 - 16:30	4	1701	0.015	4	1701	0.015	4	1701	0.030
16:30 - 17:00	4	1701	0.015	4	1701	0.015	4	1701	0.030
17:00 - 17:30	4	1701	0.000	4	1701	0.044	4	1701	0.044
17:30 - 18:00	4	1701	0.000	4	1701	0.000	4	1701	0.000
18:00 - 18:30	4	1701	0.015	4	1701	0.000	4	1701	0.015
18:30 - 19:00	4	1701	0.000	4	1701	0.000	4	1701	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.384			0.384			0.768

### Parameter summary

Trip rate parameter range selected:	552 - 2430 (units: sqm)
Survey date date range:	01/01/03 - 17/10/11
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	4	1701	0.029	4	1701	0.015	4	1701	0.044
07:30 - 08:00	4	1701	0.029	4	1701	0.015	4	1701	0.044
08:00 - 08:30	4	1701	0.059	4	1701	0.000	4	1701	0.059
08:30 - 09:00	4	1701	0.073	4	1701	0.015	4	1701	0.088
09:00 - 09:30	4	1701	0.000	4	1701	0.044	4	1701	0.044
09:30 - 10:00	4	1701	0.000	4	1701	0.000	4	1701	0.000
10:00 - 10:30	4	1701	0.015	4	1701	0.029	4	1701	0.044
10:30 - 11:00	4	1701	0.000	4	1701	0.000	4	1701	0.000
11:00 - 11:30	4	1701	0.015	4	1701	0.015	4	1701	0.030
11:30 - 12:00	4	1701	0.015	4	1701	0.015	4	1701	0.030
12:00 - 12:30	4	1701	0.044	4	1701	0.059	4	1701	0.103
12:30 - 13:00	4	1701	0.044	4	1701	0.029	4	1701	0.073
13:00 - 13:30	4	1701	0.059	4	1701	0.059	4	1701	0.118
13:30 - 14:00	4	1701	0.015	4	1701	0.000	4	1701	0.015
14:00 - 14:30	4	1701	0.029	4	1701	0.015	4	1701	0.044
14:30 - 15:00	<b>4</b>	<b>1701</b>	<b>0.118</b>	4	1701	0.029	<b>4</b>	<b>1701</b>	<b>0.147</b>
15:00 - 15:30	4	1701	0.044	4	1701	0.029	4	1701	0.073
15:30 - 16:00	4	1701	0.073	4	1701	0.029	4	1701	0.102
16:00 - 16:30	4	1701	0.059	<b>4</b>	<b>1701</b>	<b>0.073</b>	4	1701	0.132
16:30 - 17:00	4	1701	0.000	4	1701	0.073	4	1701	0.073
17:00 - 17:30	4	1701	0.015	4	1701	0.044	4	1701	0.059
17:30 - 18:00	4	1701	0.015	4	1701	0.029	4	1701	0.044
18:00 - 18:30	4	1701	0.029	4	1701	0.015	4	1701	0.044
18:30 - 19:00	4	1701	0.000	4	1701	0.000	4	1701	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.779				0.631		
							1.410		

**Parameter summary**

Trip rate parameter range selected:	552 - 2430 (units: sqm)
Survey date date range:	01/01/03 - 17/10/11
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0



## **APPENDIX TN 5**

Axis 76 Water Lane Wilmslow

Licence No: 339901

# **TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

## **MULTI-MODAL VEHICLES**

### Selected regions and areas:

<b>02 SOUTH EAST</b>	
ES EAST SUSSEX	1 days
KC KENT	3 days
SC SURREY	1 days
<b>03 SOUTH WEST</b>	
DC DORSET	1 days
<b>06 WEST MIDLANDS</b>	
WM WEST MIDLANDS	1 days
<b>07 YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>	
WY WEST YORKSHIRE	2 days
<b>08 NORTH WEST</b>	
LC LANCASHIRE	1 days
<b>09 NORTH</b>	
TW TYNE & WEAR	3 days
<b>11 SCOTLAND</b>	
HI HIGHLAND	2 days
<b>17 ULSTER (NORTHERN IRELAND)</b>	
AN ANTRIM	1 days

### **Filtering Stage 2 selection:**

Parameter: Gross floor area  
 Actual Range: 645 to 2908 (units: sqm)  
 Range Selected by User: 645 to 3000 (units: sqm)

### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 05/12/11

### Selected survey days:

Monday	2 days
Tuesday	5 days
Wednesday	6 days
Thursday	3 days

### Selected survey types:

Manual count	16 days
Directional ATC Count	0 days

### Selected Locations:

Edge of Town Centre	7
Suburban Area (PPS6 Out of Centre)	5
Edge of Town	4

### Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	3
Development Zone	1
Residential Zone	3
Retail Zone	1
Built-Up Zone	5
No Sub Category	1

Axis 76 Water Lane Wilmslow

Licence No: 339901

LIST OF SITES relevant to selection parameters

<b>1</b>	<b>AN-02-A-03</b>	<b>OFFICES, BELFAST</b>	<b>ANTRIM</b>
	BOUCHER ROAD		
	WINDSOR		
	BELFAST		
	Suburban Area (PPS6 Out of Centre)		
	Commercial Zone		
	Total Gross floor area:	2908 sqm	
	Survey date: WEDNESDAY	26/11/08	Survey Type: MANUAL
<b>2</b>	<b>DC-02-A-08</b>	<b>OFFICE, DORCHESTER</b>	<b>DORSET</b>
	STATION APPROACH		
	DORCHESTER		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	1550 sqm	
	Survey date: THURSDAY	03/07/08	Survey Type: MANUAL
<b>3</b>	<b>ES-02-A-07</b>	<b>DISTRICT COUNCIL, HAILSHAM</b>	<b>EAST SUSSEX</b>
	VICARAGE LANE		
	HAILSHAM		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2855 sqm	
	Survey date: THURSDAY	31/03/11	Survey Type: MANUAL
<b>4</b>	<b>HI-02-A-01</b>	<b>OFFICE, INVERNESS</b>	<b>HIGHLAND</b>
	HIGHLANDER WAY		
	INVERNESS		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	804 sqm	
	Survey date: WEDNESDAY	20/05/09	Survey Type: MANUAL
<b>5</b>	<b>HI-02-A-02</b>	<b>DATA SCIENCE COMPANY, NAIRN</b>	<b>HIGHLAND</b>
	TOM SEMPLE ROAD		
	BALMAKEITH BUSINESS PK		
	NAIRN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	929 sqm	
	Survey date: TUESDAY	09/05/06	Survey Type: MANUAL
<b>6</b>	<b>KC-02-A-07</b>	<b>KCC HIGHWAYS REG., ASHFORD</b>	<b>KENT</b>
	KAVELIN WAY		
	HENWOOD IND. ESTATE		
	ASHFORD		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	2525 sqm	
	Survey date: MONDAY	05/12/11	Survey Type: MANUAL



Axis 76 Water Lane Wilmslow

Licence No: 339901

LIST OF SITES relevant to selection parameters (Cont.)

- |           |  |  |
|-----------|--|--|
| <b>7</b>  | <b>KC-02-A-09</b><br><b>COUNCIL OFFICES, MAIDSTONE</b><br>SANDLING ROAD<br><br>MAIDSTONE<br>Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area: 1500 sqm<br><i>Survey date: WEDNESDAY 19/10/11</i>                                     | <b>KENT</b><br><br><br><br><br><br><br><br><br><br><i>Survey Type: MANUAL</i>            |
| <b>8</b>  | <b>KC-02-A-10</b><br><b>COUNCIL OFFICES, MAIDSTONE</b><br>SANDLING ROAD<br><br>MAIDSTONE<br>Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area: 2900 sqm<br><i>Survey date: WEDNESDAY 19/10/11</i>                                     | <b>KENT</b><br><br><br><br><br><br><br><br><br><br><i>Survey Type: MANUAL</i>            |
| <b>9</b>  | <b>LC-02-A-08</b><br><b>COUNCIL OFFICES, CHORLEY</b><br>UNION STREET<br><br>CHORLEY<br>Edge of Town Centre<br>Retail Zone<br>Total Gross floor area: 2000 sqm<br><i>Survey date: TUESDAY 13/06/06</i>  | <b>LANCASHIRE</b><br><br><br><br><br><br><br><br><br><br><i>Survey Type: MANUAL</i>      |
| <b>10</b> | <b>SC-02-A-15</b><br><b>ACCOUNTANTS, GUILDFORD</b><br>BOXGROVE ROAD<br><br>GUILDFORD<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: 1896 sqm<br><i>Survey date: TUESDAY 05/10/10</i>                         | <b>SURREY</b><br><br><br><br><br><br><br><br><br><br><i>Survey Type: MANUAL</i>          |
| <b>11</b> | <b>TW-02-A-01</b><br><b>RADIO STUDIOS, GATESHEAD</b><br>CHURCH STREET<br><br>GATESHEAD<br>Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area: 645 sqm<br><i>Survey date: WEDNESDAY 04/05/05</i>  | <b>TYNE &amp; WEAR</b><br><br><br><br><br><br><br><br><br><br><i>Survey Type: MANUAL</i> |
| <b>12</b> | <b>TW-02-A-04</b><br><b>HOUSING CO., GATESHEAD</b><br>EARLSWAY<br>TEAM VALLEY TRAD. EST.<br>GATESHEAD<br>Edge of Town<br>Industrial Zone<br>Total Gross floor area: 2500 sqm<br><i>Survey date: TUESDAY 29/09/09</i>                               | <b>TYNE &amp; WEAR</b><br><br><br><br><br><br><br><br><br><br><i>Survey Type: MANUAL</i> |
| <b>13</b> | <b>TW-02-A-05</b><br><b>TELEVISION CO., GATESHEAD</b><br>DELTA BANK ROAD<br>METRO RIVERSIDE PARK<br>GATESHEAD<br>Suburban Area (PPS6 Out of Centre)<br>Commercial Zone<br>Total Gross floor area: 1500 sqm<br><i>Survey date: TUESDAY 29/09/09</i> | <b>TYNE &amp; WEAR</b><br><br><br><br><br><br><br><br><br><br><i>Survey Type: MANUAL</i> |

Survey Type: MANUAL

Axis 76 Water Lane Wilmslow

Licence No: 339901

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

**MULTI-MODAL 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	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	16	1920	0.234	16	1920	0.036	16	1920	0.270
07:30 - 08:00	16	1920	0.736	16	1920	0.075	16	1920	0.811
08:00 - 08:30	16	1920	1.217	16	1920	0.156	16	1920	1.373
08:30 - 09:00	<b>16</b>	<b>1920</b>	<b>1.556</b>	16	1920	0.169	<b>16</b>	<b>1920</b>	<b>1.725</b>
09:00 - 09:30	16	1920	1.094	16	1920	0.192	16	1920	1.286
09:30 - 10:00	16	1920	0.615	16	1920	0.270	16	1920	0.885
10:00 - 10:30	16	1920	0.358	16	1920	0.260	16	1920	0.618
10:30 - 11:00	16	1920	0.293	16	1920	0.286	16	1920	0.579
11:00 - 11:30	16	1920	0.303	16	1920	0.257	16	1920	0.560
11:30 - 12:00	16	1920	0.303	16	1920	0.293	16	1920	0.596
12:00 - 12:30	16	1920	0.273	16	1920	0.410	16	1920	0.683
12:30 - 13:00	16	1920	0.342	16	1920	0.348	16	1920	0.690
13:00 - 13:30	16	1920	0.417	16	1920	0.397	16	1920	0.814
13:30 - 14:00	16	1920	0.465	16	1920	0.303	16	1920	0.768
14:00 - 14:30	16	1920	0.329	16	1920	0.339	16	1920	0.668
14:30 - 15:00	16	1920	0.215	16	1920	0.368	16	1920	0.583
15:00 - 15:30	16	1920	0.244	16	1920	0.296	16	1920	0.540
15:30 - 16:00	16	1920	0.202	16	1920	0.365	16	1920	0.567
16:00 - 16:30	16	1920	0.218	16	1920	0.768	16	1920	0.986
16:30 - 17:00	16	1920	0.192	16	1920	1.240	16	1920	1.432
17:00 - 17:30	16	1920	0.143	<b>16</b>	<b>1920</b>	<b>1.396</b>	16	1920	1.539
17:30 - 18:00	16	1920	0.101	16	1920	0.850	16	1920	0.951
18:00 - 18:30	16	1920	0.049	16	1920	0.394	16	1920	0.443
18:30 - 19:00	16	1920	0.029	16	1920	0.166	16	1920	0.195
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			9.928				9.634	19.562	

**Parameter summary**

Trip rate parameter range selected:	645 - 2908 (units: sqm)
Survey date date range:	01/01/03 - 05/12/11
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

Axis 76 Water Lane Wilmslow

Licence No: 339901

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 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	16	1920	0.000	16	1920	0.000	16	1920	0.000
07:30 - 08:00	16	1920	0.013	16	1920	0.000	16	1920	0.013
08:00 - 08:30	<b>16</b>	<b>1920</b>	<b>0.023</b>	16	1920	0.000	16	1920	0.023
08:30 - 09:00	16	1920	0.020	16	1920	0.010	16	1920	0.030
09:00 - 09:30	16	1920	0.003	16	1920	0.000	16	1920	0.003
09:30 - 10:00	16	1920	0.013	16	1920	0.010	16	1920	0.023
10:00 - 10:30	16	1920	0.003	16	1920	0.003	16	1920	0.006
10:30 - 11:00	16	1920	0.000	16	1920	0.000	16	1920	0.000
11:00 - 11:30	16	1920	0.007	16	1920	0.010	16	1920	0.017
11:30 - 12:00	16	1920	0.003	16	1920	0.000	16	1920	0.003
12:00 - 12:30	16	1920	0.000	16	1920	0.000	16	1920	0.000
12:30 - 13:00	16	1920	0.000	16	1920	0.007	16	1920	0.007
13:00 - 13:30	16	1920	0.003	16	1920	0.007	16	1920	0.010
13:30 - 14:00	16	1920	0.003	16	1920	0.007	16	1920	0.010
14:00 - 14:30	16	1920	0.003	16	1920	0.003	16	1920	0.006
14:30 - 15:00	16	1920	0.007	16	1920	0.000	16	1920	0.007
15:00 - 15:30	16	1920	0.007	16	1920	0.003	16	1920	0.010
15:30 - 16:00	16	1920	0.000	16	1920	0.003	16	1920	0.003
16:00 - 16:30	16	1920	0.020	16	1920	0.020	<b>16</b>	<b>1920</b>	<b>0.040</b>
16:30 - 17:00	16	1920	0.007	<b>16</b>	<b>1920</b>	<b>0.026</b>	16	1920	0.033
17:00 - 17:30	16	1920	0.007	16	1920	0.020	16	1920	0.027
17:30 - 18:00	16	1920	0.000	16	1920	0.010	16	1920	0.010
18:00 - 18:30	16	1920	0.000	16	1920	0.007	16	1920	0.007
18:30 - 19:00	16	1920	0.000	16	1920	0.000	16	1920	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.142			0.146			0.288

### Parameter summary

Trip rate parameter range selected:	645 - 2908 (units: sqm)
Survey date date range:	01/01/03 - 05/12/11
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

Axis 76 Water Lane Wilmslow

Licence No: 339901

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 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	16	1920	0.026	16	1920	0.000	16	1920	0.026
07:30 - 08:00	16	1920	0.065	16	1920	0.010	16	1920	0.075
08:00 - 08:30	16	1920	0.160	16	1920	0.013	16	1920	0.173
08:30 - 09:00	16	1920	0.267	16	1920	0.042	16	1920	0.309
09:00 - 09:30	16	1920	0.179	16	1920	0.078	16	1920	0.257
09:30 - 10:00	16	1920	0.163	16	1920	0.068	16	1920	0.231
10:00 - 10:30	16	1920	0.081	16	1920	0.094	16	1920	0.175
10:30 - 11:00	16	1920	0.091	16	1920	0.094	16	1920	0.185
11:00 - 11:30	16	1920	0.101	16	1920	0.088	16	1920	0.189
11:30 - 12:00	16	1920	0.114	16	1920	0.146	16	1920	0.260
12:00 - 12:30	16	1920	0.221	<b>16</b>	<b>1920</b>	<b>0.771</b>	16	1920	0.992
12:30 - 13:00	16	1920	0.635	16	1920	0.716	<b>16</b>	<b>1920</b>	<b>1.351</b>
13:00 - 13:30	16	1920	0.674	16	1920	0.654	16	1920	1.328
13:30 - 14:00	<b>16</b>	<b>1920</b>	<b>0.706</b>	16	1920	0.293	16	1920	0.999
14:00 - 14:30	16	1920	0.270	16	1920	0.146	16	1920	0.416
14:30 - 15:00	16	1920	0.094	16	1920	0.094	16	1920	0.188
15:00 - 15:30	16	1920	0.039	16	1920	0.072	16	1920	0.111
15:30 - 16:00	16	1920	0.114	16	1920	0.120	16	1920	0.234
16:00 - 16:30	16	1920	0.046	16	1920	0.153	16	1920	0.199
16:30 - 17:00	16	1920	0.052	16	1920	0.160	16	1920	0.212
17:00 - 17:30	16	1920	0.013	16	1920	0.202	16	1920	0.215
17:30 - 18:00	16	1920	0.020	16	1920	0.137	16	1920	0.157
18:00 - 18:30	16	1920	0.016	16	1920	0.052	16	1920	0.068
18:30 - 19:00	16	1920	0.007	16	1920	0.036	16	1920	0.043
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			4.154				4.239	8.393	

**Parameter summary**

Trip rate parameter range selected:	645 - 2908 (units: sqm)
Survey date date range:	01/01/03 - 05/12/11
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3