

FOI Holdings Ltd

Proposed Commercial Development Former Ronald Gorton Centre, Rochdale

Transport Statement



Control Sheet

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 Former Ronald Gorton Centre, Rochdale
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Acknowledgements

National Geographic Society MapMaker, and ©OpenStreetMap contributors have been used to generate figures included in this report.

The online Crashmap Pro database has been used to undertake an assessment of personal injury accidents.

An extract of TfGM Cycle Map has been included in this report.

The TRICS database has been used in this report to calculate traffic generations.

Contents

1. Introduction.....	5
2. Existing Situation	7
3. Proposed Development.....	10
4. Accessibility by Sustainably Travel Modes	12
5. Multimodal Trip Generation.....	19
6. Vehicle Traffic Generations	20
7. Conclusion	22

List of Tables

Table 1 – Extract of Rochdale Council’s Parking Standards	10
Table 2 – Bus stop information	16
Table 3 – Summary of Bus Services.....	17
Table 4 – TRICS Search Parameters (Proposed Use)	19
Table 5 – Multi Modal Split – Proposed Commercial Unit (1,400m ²)	19
Table 6 – TRICS Search Parameters (Existing Use)	20
Table 7 – Vehicle Trips from Existing Site (Community Centre, 1,311m ²)	20
Table 8 – Vehicle Trips from Proposed Development (1,400m ²)	20
Table 9 – Trip Generation Comparison	21

List of Figures

Figure 1 – Site Location (National Geographic Society MapMaker)	5
Figure 2 – Accident search area (CrashmapPRO)	8
Figure 3 – 1km / 2km Walking Isochrones ©OpenStreetMap contributors	13
Figure 4 – 8km Cycling Isochrone ©OpenStreetMap contributors.....	15
Figure 5 – Extract of TfGM Cycle Map.....	16
Figure 6 - Location of train station	17

List of Appendices

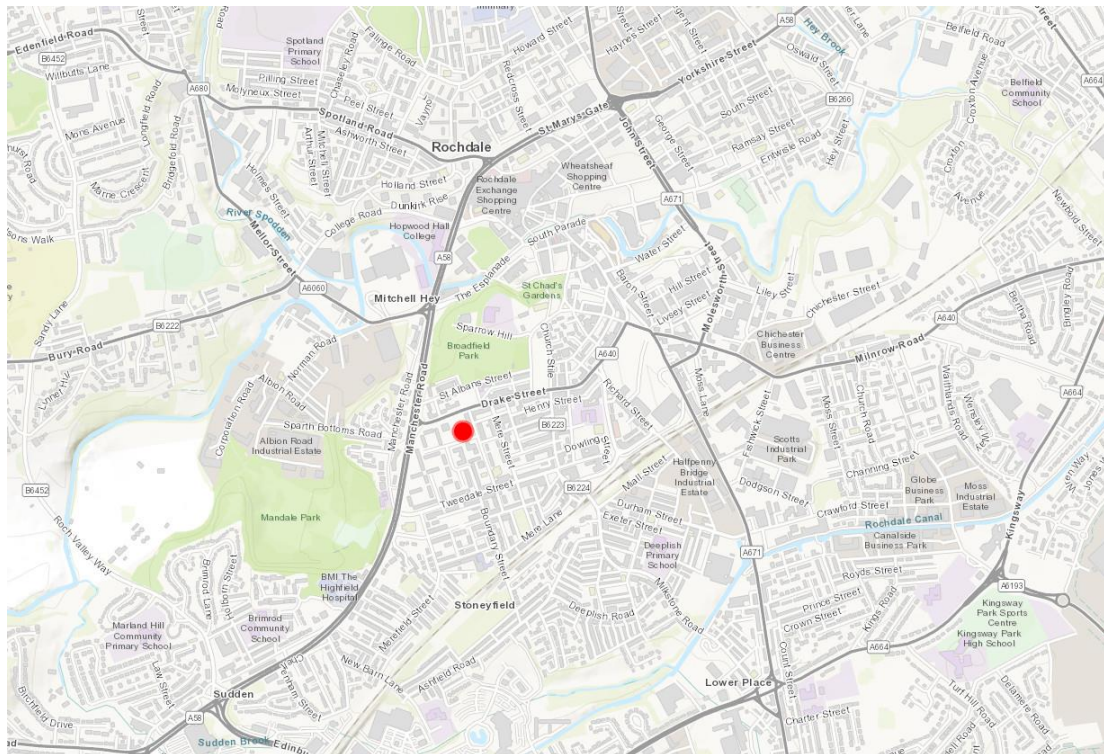
Appendix A
Crashmap Data
Appendix B
Proposed Site Plans
Appendix C
Drawing 154951-001
APPENDIX D
TRICS Data

1. Introduction

- 1.1 Sanderson Associates (Consulting Engineers) Limited has been appointed by FOI Holdings Ltd. to advise on traffic and transportation issues relating to the proposed redevelopment of the former Ronald Gorton Centre, located off Castlemere Street, Rochdale. The location of the development is shown below on **Figure 1**.

Figure 1 – Site Location

(National Geographic Society MapMaker)



- 1.2 The proposals comprise of converting the existing building to form a training and product research & development facility with associated office space (Use Classes E(g)(i) & E(g)(ii)) with associated car parking and servicing area which will take access via Castlemere Street.
- 1.3 This Transport Statement will consider in detail the following aspects:
- the local highway network and its road traffic accident record
 - the proposed use and its operational characteristics
 - the impact of the proposals on the local highway network in terms of highway safety
 - accessibility of the site in relation to sustainable transport and local facilities and means to encourage the use of sustainable transport.
- 1.4 It also examines the transport implications of the proposed use taking into account whether the following objectives included within the National Policy Planning Framework are satisfied.

1.5 In July 2021, a new revision to the National Planning Policy Framework (NPPF) was published. NPPF sets out the Government's planning policies for England and how these are expected to be applied. This NPPF replaces the previous NPPF versions.

1.6 NPPF paragraph 110 states that;

- a) "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- b) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- c) safe and suitable access to the site can be achieved for all users;*
- d) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
- e) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree".*

1.7 Paragraph 111 goes on to say;

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

1.8 This Transport Statement demonstrates that the development will not have an unacceptable impact on highway safety and the residual cumulative impacts of the development on the road network are not severe, consequently the planning application should be supported by the Council on transport grounds.

2. Existing Situation

2.1 *The Site and Existing Highway Network*

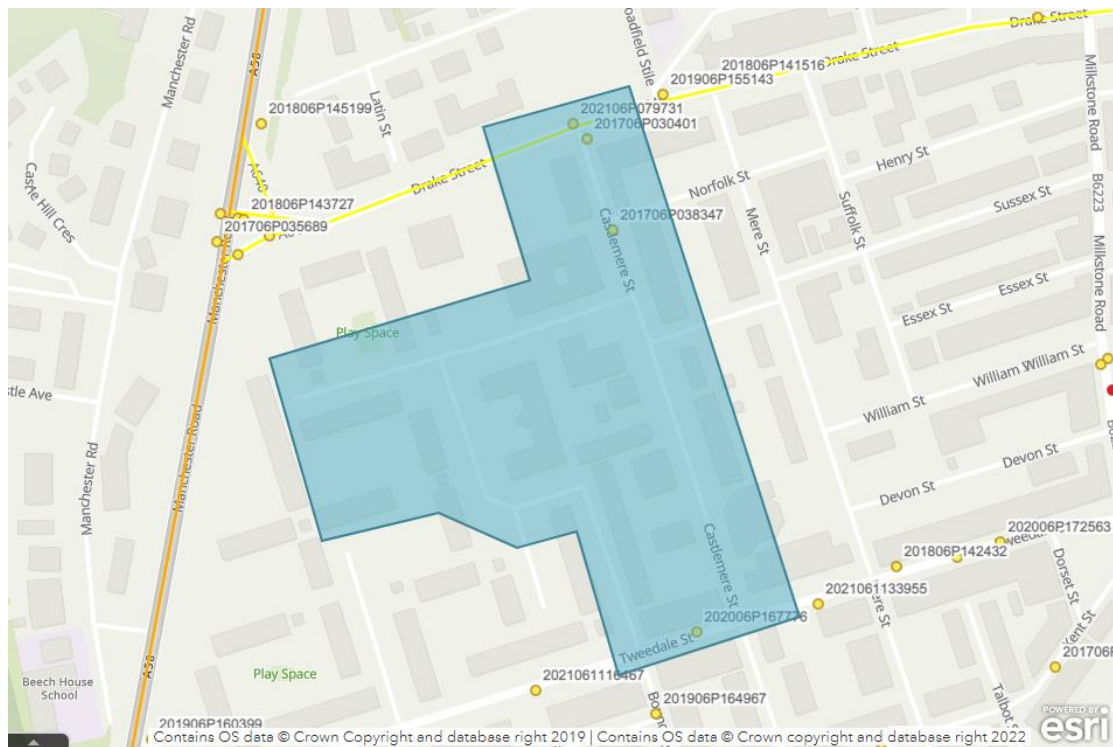
- 2.1.1 The site is located on the corner of Castlemere Road and an unnamed side street and lies approximately 0.5km to the west of Rochdale town centre.
- 2.1.2 The application site is the former Ronald Gorton Centre and is roughly bound by commercial units to the north and west, Castlemere Road to the east and an unnamed side street to the south.
- 2.1.3 Ronald Gorton Centre was a social and welfare community centre which served the local area and the footprint of the existing building is approximately 1,311m².
- 2.1.4 The unnamed side street provides access to site, a hard surfaced sports pitch and various residential apartment blocks. It is subject to a 20mph speed limit, is street lit and has a carriageway width of approximately 6m with a 2.2m footway on its northern flank and a 1.5m footway on its southern flank. A parking layby which can accommodate approximately 7 cars is also present on its northern flank along the frontage of the site.
- 2.1.5 From the site, the street runs east where it joins Castlemere Road via a priority junction. Castlemere Road is subject to a 20mph speed limit and has traffic calming features in the form of road humps. It is street lit and has a carriageway width of approximately 7.5m with footways (approx. 2.5m) provided on both flanks.
- 2.1.6 At the side street / Castlemere Road junction visibility splays in excess of 50m can be achieved in both directions at a 2.4m set back.
- 2.1.7 Castlemere Road is part of the local street network which provides access to various residential dwellings and side streets. From the site it can be followed north to the A640 and south to Tweedale Street with both routes providing access to the wider highway network.

2.2 *Highway Collision Data*

- 2.2.1 Personal Injury Accident history within the vicinity of the site has been considered using the Crashmap Pro Collision Analysis System which identifies all recorded incidents which have occurred in the most recently available 5 year period of 2017 to 2021. An extract of the search area is shown in **Figure 2** and a report of the identified study area from Crashmap is attached at **Appendix A**.

Figure 2 – Accident search area

(CrashmapPRO)



2.2.2 As can be seen from the report five incidents have occurred within the study area all of which were 'slight' in severity. Two occurred in 2017, one occurred in 2020 and a two in 2021 and further details of these incidents are as follows:

- Collision 201706P038347 occurred on 11th December 2017 at 13:20 in light conditions on a dry road surface. The collision occurred on Castlemere Road at its junction Norfolk Street and involved a car and a van (3.5t). The car was proceeding normally along the carriageway and the van was in the act of turning left. The pedestrian received slight injuries.
- Collision 202106P1104250 occurred on 29th September 2021 at 17:20 in light conditions on a dry road surface. The collision occurred on Tweedale Street at its junction with Castlemere Street and involved a car and a motorcyclist. The motorcyclist was passing another moving vehicle on its offside when it was impacted in its nearside. The car was in the act of turning right when it was impacted on its offside. The motorcyclist received slight injuries.
- Collision 202006P167776 occurred on 20th January 2020 at 19:15 in dark street lit conditions on a dry road surface. The collision occurred Tweedale Street within the vicinity of its junction with Castlemere Road and involved a car and a pedestrian. The car was proceeding normally along the carriageway and the pedestrian was on a pedestrian crossing facility, crossing from the drivers nearside. The pedestrian received slight injuries.

- Collision 202106P079731 occurred on 27th May 2021 at 11:30 in light conditions on a dry road surface. The collision occurred on Drake Street at its junction with Castlemere Street and involved a van weighing (3.5t) and a pedestrian. The van was proceeding normally along the carriageway when it was impacted on its offside. The pedestrian was crossing the carriageway away from a crossing and was moving from the drivers offside. The pedestrian received slight injuries.
- Collision 201706P030401 occurred on 27th April 2017 at 21:00 in dark street lit conditions on a dry road surface. The collision occurred at the A640 / Castlemere Road junction and involved a car and a pedestrian. The car was in the act of turning right and the pedestrian was crossing from the drivers nearside. The pedestrian received slight injuries.

2.2.3 It is considered that the number, type and severity of the accidents which have occurred are as a result of driver error rather than deficiencies within the highway design. It is considered that the development proposals would not have a material adverse impact on the existing accident risk of the local highway network.

3. Proposed Development

- 3.1 The proposals comprise of redeveloping the site to provide a commercial facility that would provide training and research space including associated offices. The proposed planning uses will be Use Classes E(g)(i) & E(g)(ii) and a copy of the proposed site plans are included at **Appendix B**.
- 3.2 The total area of the site is 4,174m² and the proposed building has a floor area of approx. 1,400m², which is slightly higher than the existing building as it is proposed to infill the internal courtyard area. The site will operate Monday – Friday 07:30 – 18:00 and 15 members are proposed. 546456 m²
- 3.3 It is proposed to use the existing vehicular access located to the west of Castlemere Street, which will lead to parking and a service yard. Visibility splays in excess of 25m can be achieved in both directions at a 2.4m set back, which comply with the 20mph speed limit of the road.
- 3.4 Rochdale Councils Adopted Core Strategy (October 2016) contains guidance on parking standards and these are set out in Table 10. The standards for B1 Business uses which resemble the proposed use (now use classes E(g)(i) & E(g)(ii)) are as follows;

Table 1 – Extract of Rochdale Council's Parking Standards

	Maximum Standard for Car Parking Provision	Minimum Standard for Cycle Space Provision	Minimum Standard for Powered Two Wheeled Vehicle Parking Provision
B1: Business			
Stand Alone Offices	1 space per 35m ²	1 space per 400m ² (min 2 spaces)	1 space per 1,400m ² (min 2 spaces)
Research & Development	1 space per 32m ²	1 space per 400m ² (min 2 spaces)	1 space per 1,400m ² (min 2 spaces)

- 3.5 The proposals will provide 49 parking space in total; 12 on the access road and the remaining 37 to the rear of the site both of which are accessed from the unnamed side street. It is also considered that one of the bays can be converted to provide parking for 2 N^o powered two-wheeled vehicles. The proposed provisions are considered to be in general accordance with the maximum parking standards for B1: Business.
- 3.6 It is envisaged that there will typically be two deliveries a week and these would be made by a large panel van or 7.5t box van. These will take place within the site and adequate turning is provided within the site layout for all vehicles using the site to ensure that vehicles can enter and exit the site in forward gear. Drawing 154951-001A at **Appendix C** demonstrates these manoeuvres.

- 3.7 There will also be refuse collections once a week, an external bin store is provided to the rear of the building with access to the east onto Castlemere Street. As can be seen from drawing 154951-001A a large refuse vehicle can access the site using the existing servicing layby off Castlemere Street.

4. Accessibility by Sustainably Travel Modes

4.1 Overview

4.1.1 This section of the report considers the accessibility of the development by the following modes of transport in order to review the opportunities that will exist for staff and visitors.

- Accessibility by Active Travel – Walking and Cycling;
- Accessibility Public Transport – Bus and Train

4.2 Active Travel: Walking & Cycling

4.2.1 Walking is the most important mode of transport at the local level and can replace short car trips for journeys under 2km, which contribute to congestion and pollution, and the need for car parking.

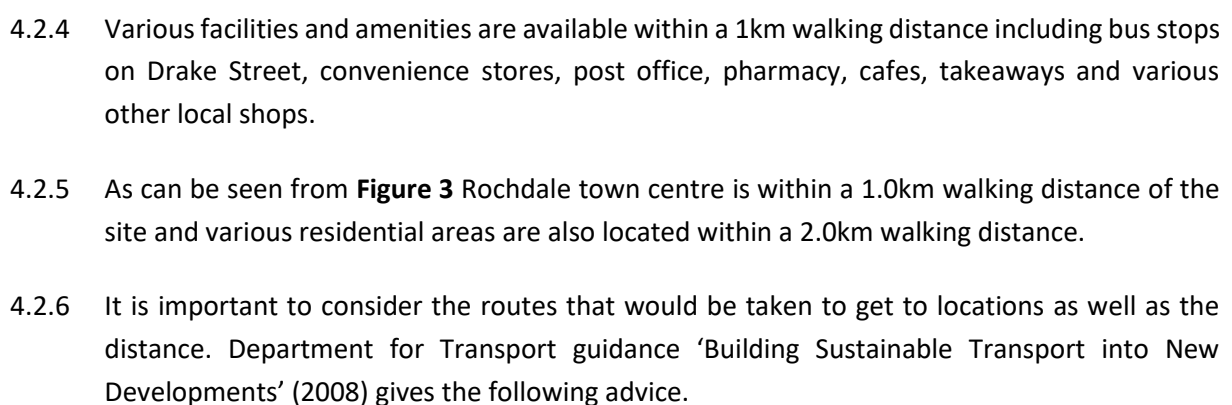
4.2.2 Guidance on walking distances is provided within the IHT document ‘Providing for Journeys on Foot’ (2000) as summarised below;

Guidelines for PROVIDING FOR JOURNEYS ON FOOT

Table 3.2: Suggested Acceptable Walking Distance.

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

4.2.3 **Figure 3** (overleaf) identifies 1km / 2km walking isochrones from the site in order to illustrate the general extent of the surrounding area that is considered to be accessible on foot.



June 2023

4.2.7 In terms of pedestrian infrastructure, street lit footways are present on the unmaed side street which can be followed east to Castlemere Street. A signalised crossing is also provided adjacent to the Castlemere Road / A460 junction which can be used to access the wider area.

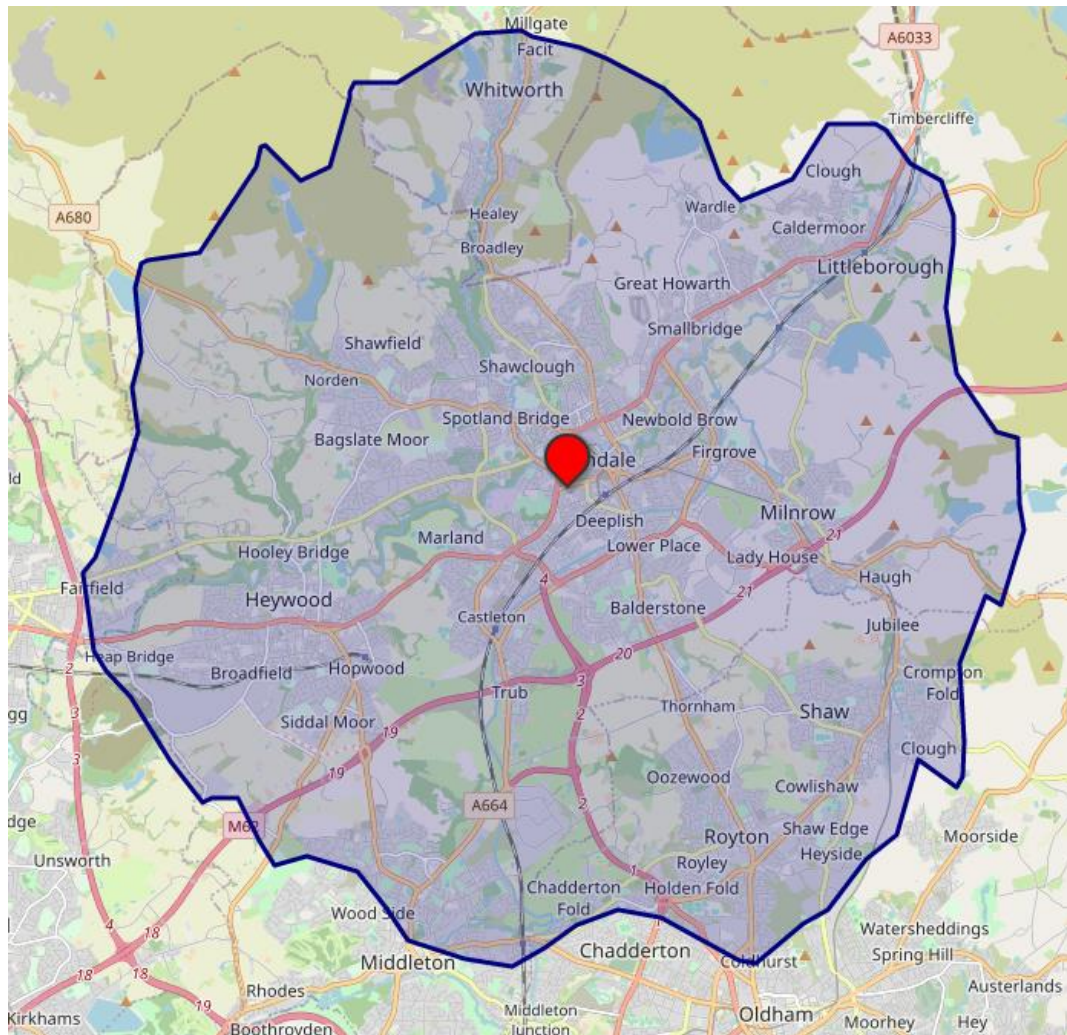
4.2.8 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach. CIHT's Planning for Cycling (2014) states that:

"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips."

4.2.9 **Figure 4** illustrates an 8km (5 mile) cycling isochrone from the site and provides a general indication of the extent of the surrounding area which is accessible by cycle and to the extent of designated cycle routes available.

Figure 4 – 8km Cycling Isochrone

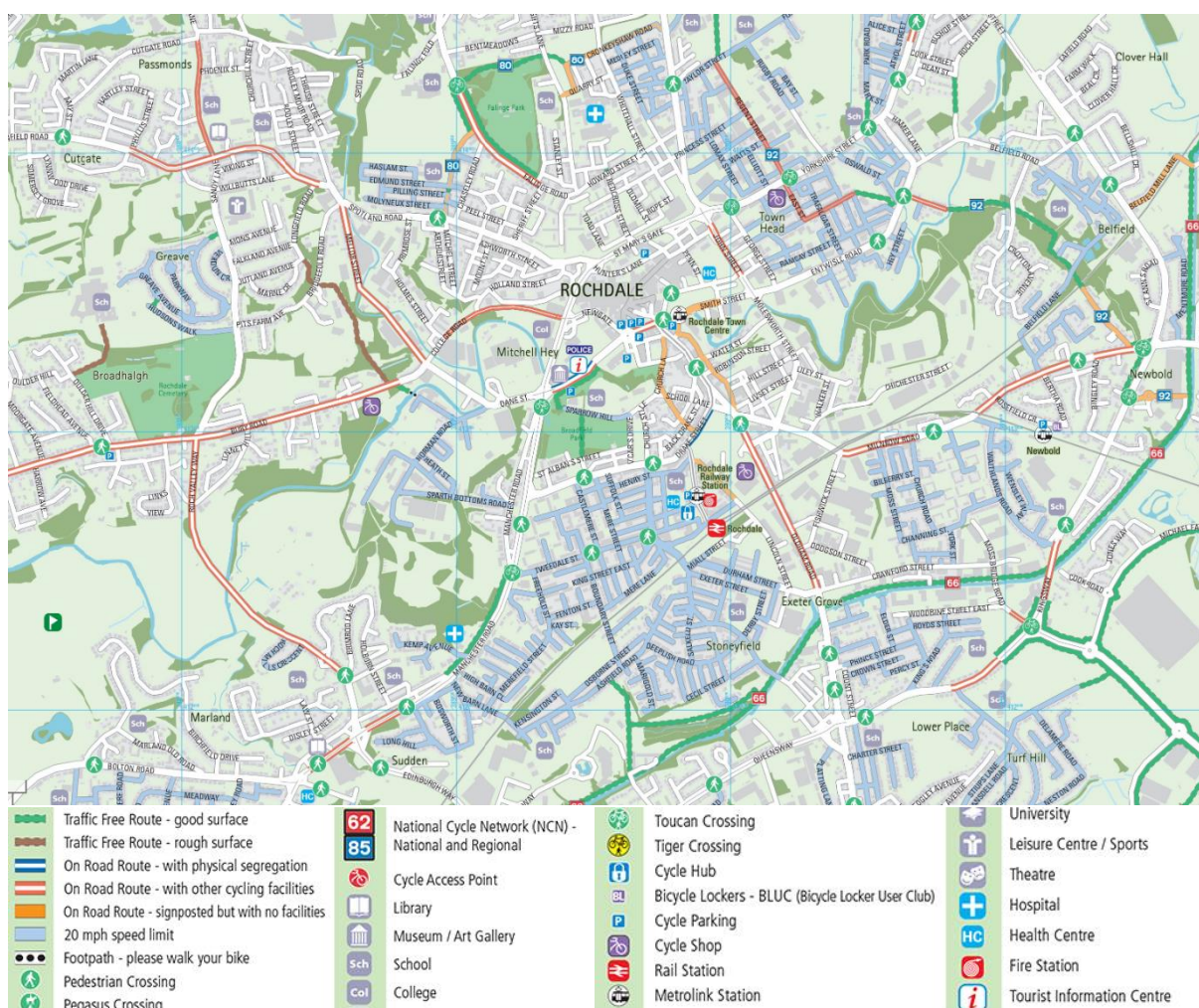
©OpenStreetMap contributors



4.2.10 **Figure 4** indicates that various residential areas and district centres are located within cycling distance. However, as with walking, it is considered that the quality of the available cycle infrastructure is an important factor when it comes to accessibility.

4.2.11 **Figure 5** over leaf provides an extract from the TfGM cycle map, the extract demonstrates that a number of routes and recommended off / on-road cycle routes are present in the vicinity of the site that can be followed to various locations.

Figure 5 – Extract of TfGM Cycle Map



4.3 Public Transport – Bus and Train

4.3.1 The nearest bus stops to the site are located on Drake Street (A640) within 150m of the site access. Details of the available services are given in **Table 2**, below.

Table 2 – Bus stop information

Old Pant Road / Coronation Crescent	
Reference	MANDWTPD
Direction of travel	Eastbound
Distance to stop	Approx 125m
Facilities	Shelter with seating, timetable and raised kerbs
Services	17, 17A
Reference	MANDWTPG
Direction of travel	Westbound
Distance to stop	Approx 150m
Facilities	Shelter with seating, timetable and raised kerbs
Services	17, 17A

4.3.2 A summary of the bus services which operate from these stops is provided below.

Table 3 – Summary of Bus Services

#	Route	Approximate peak frequency		
		Mon-Sat Daytime	Mon-Sat Evening	Sunday
17/17A	Manchester to Rochdale	10 mins	15-20 mins	15 mins

4.3.3 The information set out in **Table 3** demonstrates that the site is accessible via a frequent bus service which runs from 6am to 11:30pm on weekdays. Therefore, staff and visitors have the opportunity to use this mode of transport as a feasible alternative to travel by private car.

4.3.4 The closest train station to the site is Rochdale, located approximately 650m south east of the site, as shown in **Figure 6** in cyan. This station is managed by Northern and provides services to Leeds, Wigan, Chester, Manchester and other local destinations. With eastbound and westbound service approximately every 10-15 minutes.

Figure 6 - Location of train station



4.3.5 It is a fully staffed station with sheltered seating, toilets, ticket counter, ticket machines and a shop. Sheltered parking for 16 bicycles is also provided at the station and the cycle time from the site takes approximately 2-3 minutes.

4.3.6 A tram station (indicated on the above figure in purple) is also available approximately 650m to the east of the site. The Rochdale tram stop runs services on the Pink Line between Rochdale Town Centre and East Didsbury. Trams both northbound and southbound pass approximately every 12 minutes.

4.4 *Accessibility Summary*

- 4.4.1 It is considered that the site has many amenities and facilities within walking and cycling distance and frequent bus and rail services are provided in close proximity to the site. Therefore, staff and customers of the proposed development would have access to various sustainable transport options that would reduce the need to travel to the site by car.

5. Multimodal Trip Generation

- 5.1 To predict the multimodal trips the development could generate, the TRICS v7.10.1 database has been used to derive average multimodal trip rates using the search parameters summarised in table 4.

Table 4 – TRICS Search Parameters (Proposed Use)

Land Use	Trip Rate Selection Criteria
Residential	→ Land Use Category: 'Employment - Office'; → Multimodal trip rate surveys; → Actual Range: 280 – 3286m² (Gross Floor Area); → The regions of Greater London and Ireland were excluded; → Saturday and Sunday surveys were excluded; → Only Edge of Town Centre site were included.

- 5.2 The multimodal trip rates and the resultant generations for the proposed building (approx. 1,400m²) are summarised in table 5 for the typical weekday AM Peak (08:00-09:00) and PM Peak (17:00-18:00) as well as daily generations. The full TRICS data output is at **Appendix D**.

Table 5 – Multi Modal Split – Proposed Commercial Unit (1,400m²)

Time Period	Mode of Travel	Trip Rate	Modal Split	Generations
AM Peak 08:00-09:00	Pedestrians	0.389	12.5%	5
	Cyclists	0.144	4.6%	2
	Public Transport Users	0.517	16.6%	7
	Vehicle Occupants	2.056	66.2%	29
	Total People Trips	3.106	100.0%	43
PM Peak 17:00-18:00	Pedestrians	0.559	18.9%	8
	Cyclists	0.112	3.8%	2
	Public Transport Users	0.469	15.9%	7
	Vehicle Occupants	1.817	61.5%	25
	Total People Trips	2.956	100.0%	42
Daily 07:00-19:00	Pedestrians	6.772	29.8%	95
	Cyclists	0.486	2.1%	7
	Public Transport Users	3.225	14.2%	45
	Vehicle Occupants	12.232	53.9%	171
	Total People Trips	22.707	100.0%	318

- 5.3 Based on the TRICS data the development could be expected to generate 33.8% of travel by walking, cycling and public transport in the AM peak period, 38.5% in the PM peak period and 46.1% throughout the day. It is considered that the demand for walking, cycling and public transport can be readily accommodated within the existing infrastructure provision.

6. Vehicle Traffic Generations

- 6.1 The TRICS data identified in section 5 has been used to calculate the likely traffic generated by the proposals. The TRICS database has also been used to predict the traffic that could have been generated by the previous use, vehicle trips rates have been used for this as more sites are available and the search parameters summarised in table 6.

Table 6 – TRICS Search Parameters (Existing Use)

Land Use	Trip Rate Selection Criteria
Residential	→ Land Use Category: 'Leisure – Community Centre'; → Vehicular trip rate surveys; → Actual Range: 350 – 2329m² (Gross Floor Area); → The regions of Greater London and Ireland were excluded; → Saturday and Sunday surveys were excluded; → Only Edge of Town Centre site were included.

- 6.2 **Tables 7 and 8** provide details of the vehicular trip rates, along with the corresponding generated trips for the existing site and proposed development. The data has been split between the typical weekday AM (08:00-09:00) and PM (17:00-18:00) peaks and daily uses. **Table 9** outlines the net difference.

Table 7 – Vehicle Trips from Existing Site (Community Centre, 1,311m²)

Time Period	Trip Rates		Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 08:00-09:00	0.716	0.087	9	1	10
PM Peak 17:00-18:00	0.629	0.434	8	6	14
Daily	5.733	5.592	75	73	148

Table 8 – Vehicle Trips from Proposed Development (1,400m²)

Time Period	Trip Rates		Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 08:00-09:00	1.646	0.240	23	3	26
PM Peak 17:00-18:00	0.170	1.433	2	20	22
Daily	5.223	5.087	73	71	144

Table 9 – Trip Generation Comparison

	AM Peak			PM Peak			Daily		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Existing Generations	9	1	10	8	6	14	75	73	148
Proposed Generations	23	3	26	2	20	22	73	71	144
Net Traffic Flows	+14	+2	+16	-6	+14	+8	-2	-2	-4

- 6.3 Based on the above generations the proposed development would result in an additional 16 vehicle movements (two way) in the AM peak and 8 vehicle movements (two way) in the PM peak. Which equates to one vehicle approximately every 3.75 minutes in the AM peak and one vehicle approximately every 7.5 minutes in the PM peak. It should also be noted that throughout the day traffic flows are predicted to slightly reduce.
- 6.4 It is considered that the predicted number of vehicles would not be discernible amongst daily fluctuations in traffic on the surrounding roads and would not have a notable impact on the highway network. The predicted level of traffic generation is unlikely to result in any material adverse impacts on the operation of the site access or any specific junctions on the local highway network.

7. Conclusion

- 7.1 Sanderson Associates (Consulting Engineers) Limited has been appointed by FOI Holdings Ltd, to advise on traffic and transportation issues relating to a proposed redevelopment of the former Ronald Gorton Centre, located off Castlemere Street, Rochdale.
- 7.2 The proposals comprise of converting the existing building to form a training and product research & development facility with associated office space (Use Classes E(g)(i) & E(g)(ii)) with associated car parking and servicing area which will take access via Castlemere Street.
- 7.3 The proposals will provide 49 parking space in total; 12 on the access road and the remaining 37 to the rear of the site both of which are accessed from the unnamed side street via Castlemere Street.
- 7.4 It is considered that the number, type and severity of the accidents which have occurred are as a result of driver error rather than deficiencies within the highway design. It is considered that the development proposals would not have a material adverse impact on the existing accident risk of the local highway network.
- 7.5 The site is readily accessible by both active and public transport, providing members of staff and customers with the opportunity to travel by sustainable modes.
- 7.6 It is considered that the proposed level of traffic generation is unlikely to result in any material adverse impacts on the operation of the site access or any specific junctions on the local highway network.
- 7.7 It is concluded that there are no highway, traffic or transportation reasons why the development should not be approved.



Appendix A

Crashmap Data

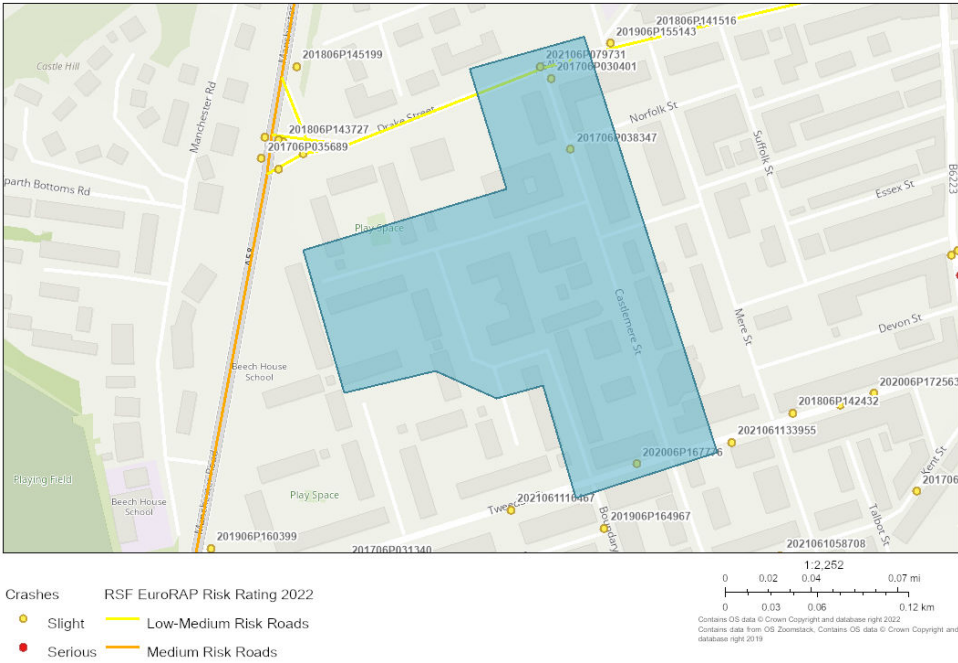


Crash Report

Area of Interest (AOI) Information

Area : 39,568.08 m²

May 24 2023 13:42:17 British Summer Time



Summary

Name	Count	Area(m²)	Length(m)
Crashes	5	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Easting
1	None	Slight	No officer attended crash scene	December 11, 2017	2017	2	1	389452
2	None	Slight	No officer attended crash scene	September 29, 2021	2021	2	1	389519
3	None	Slight	Police officer attended crash scene	January 20, 2020	2020	1	1	389495
4	None	Slight	No officer attended crash scene	May 27, 2021	2021	1	1	389432
5	None	Slight	No officer attended crash scene	April 27, 2017	2017	1	1	389439

#	Northing	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	412771	Rochdale	U0	Unknown	Single carriageway	Dry	20	Daylight: regardless of presence of streetlights
2	412574	Rochdale	U0	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
3	412566	Rochdale	U0	Fine without high winds	Single carriageway	Dry	20	Darkness: street lights present and lit
4	412825	Rochdale	A640	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
5	412817	Rochdale	A640	Fine without high winds	Single carriageway	Dry	20	Darkness: street lights present and lit

#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	T or staggered junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
2	Other junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
3	Crossroads	Pelican, puffin, toucan or similar non-junction pedestrian light crossing	0	0	1	1	0	0
4	T or staggered junction	No physical crossing facility within 50 metres	0	0	1	0	0	0
5	T or staggered junction	No physical crossing facility within 50 metres	0	0	1	0	0	0

#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	1	1	0	0	Rochdale Metropolitan Borough	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=201706P038347	1
2	1	0	0	0	Rochdale Metropolitan Borough	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021061104250	1
3	1	0	0	0	Rochdale Metropolitan Borough	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=202006P167776	1
4	0	1	0	0	Rochdale Metropolitan Borough	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=202106P079731	1
5	1	0	0	0	Rochdale Metropolitan Borough	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=201706P030401	1

Report produced from CrashMap Pro

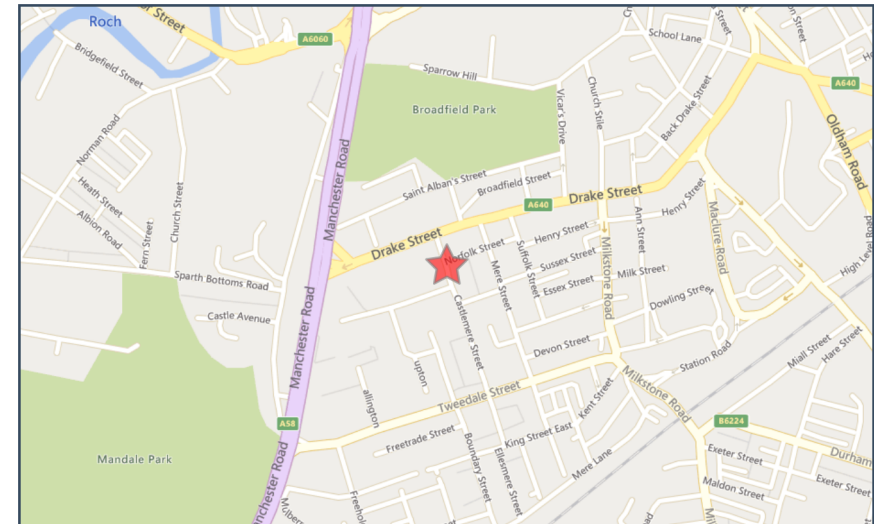


crashmap.co.uk

Validated Data

Crash Date: Monday, December 11, 2017 **Time of Crash:** 1:20:00 PM **Crash Reference:** 201706P038347

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Rochdale	Number of Vehicles:	2	OS Grid Reference:	389452 412771
Local Authority:	Rochdale Metropolitan Borough				
Weather Description:	Unknown				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under	-1	Male	26 - 35	Vehicle is in the act of turning left	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

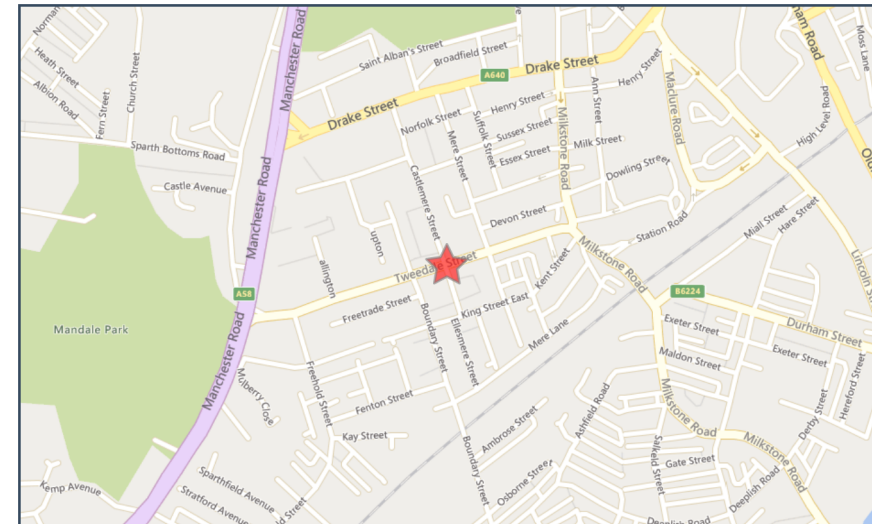
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crashmap.co.uk

Validated Data

Crash Date:	Wednesday, September 29, 2021	Time of Crash:	5:20:00 PM	Crash Reference:	2021061104250
Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Rochdale	Number of Vehicles:	2	OS Grid Reference:	389519 412574
Local Authority:	Rochdale Metropolitan Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle of unknown engine capacity	-1	Unknown	26 - 35	Vehicle is passing another moving vehicle on its offside	Nearside	Unknown	None	None
2	Car (excluding private hire)	-1	Female	26 - 35	Vehicle is in the act of turning right	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

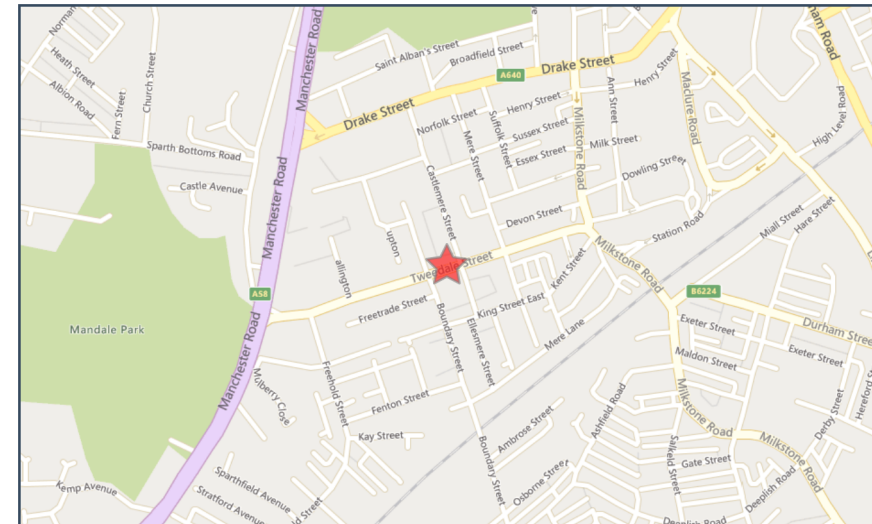


crashmap.co.uk

Validated Data

Crash Date: Monday, January 20, 2020 **Time of Crash:** 7:15:00 PM **Crash Reference:** 202006P167776

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Rochdale	Number of Vehicles:	1	OS Grid Reference:	389495 412566
Local Authority:	Rochdale Metropolitan Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	6 - 10	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

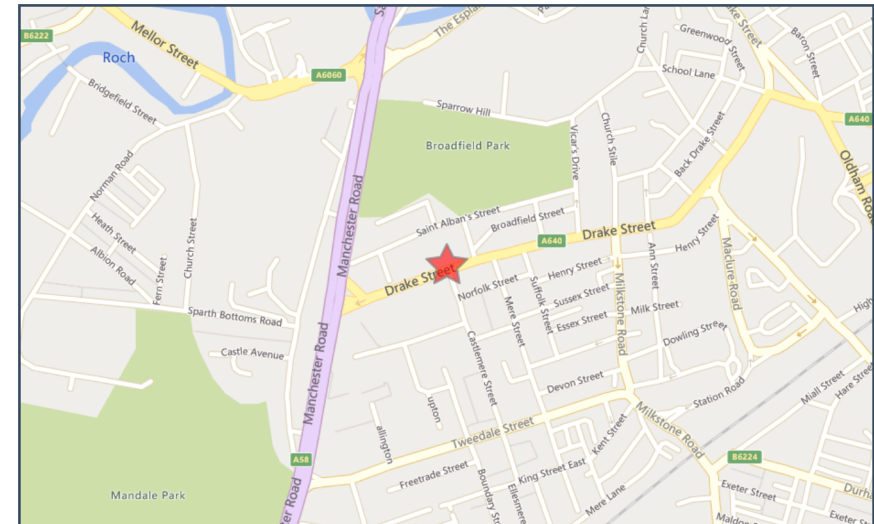


crashmap.co.uk

Validated Data

Crash Date: Thursday, May 27, 2021 **Time of Crash:** 11:30:00 AM **Crash Reference:** 202106P079731

Highest Injury Severity:	Slight	Road Number:	A640	Number of Casualties:	1
Highway Authority:	Rochdale	Number of Vehicles:	1	OS Grid Reference:	389432 412825
Local Authority:	Rochdale Metropolitan Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	-1	Unknown	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	26 - 35	In carriageway, crossing elsewhere	Crossing from driver's offside

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Thursday, April 27, 2017 **Time of Crash:** 9:00:00 PM **Crash Reference:** 201706P030401

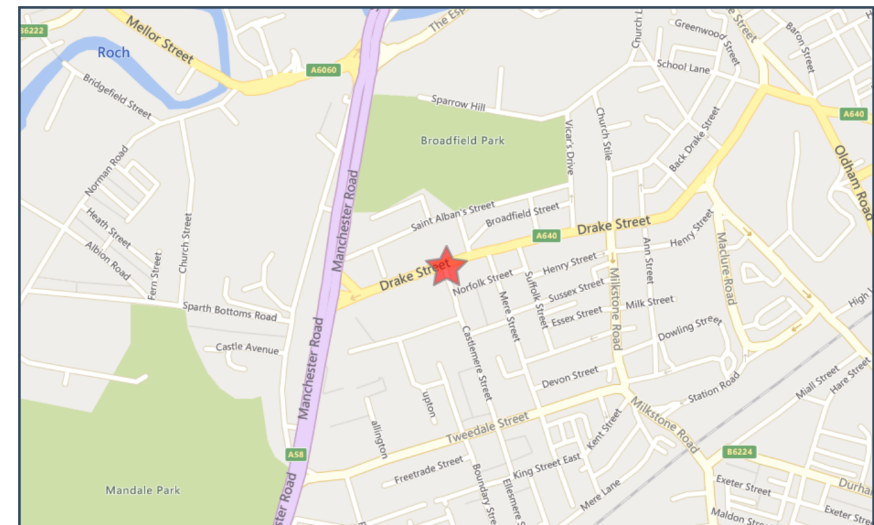
Highest Injury Severity: Slight
Highway Authority: Rochdale
Local Authority: Rochdale Metropolitan Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 20
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A640

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 389439 412817



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Male	36 - 45	Vehicle is in the act of turning right	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	26 - 35	Unknown or other	Crossing from driver's nearside

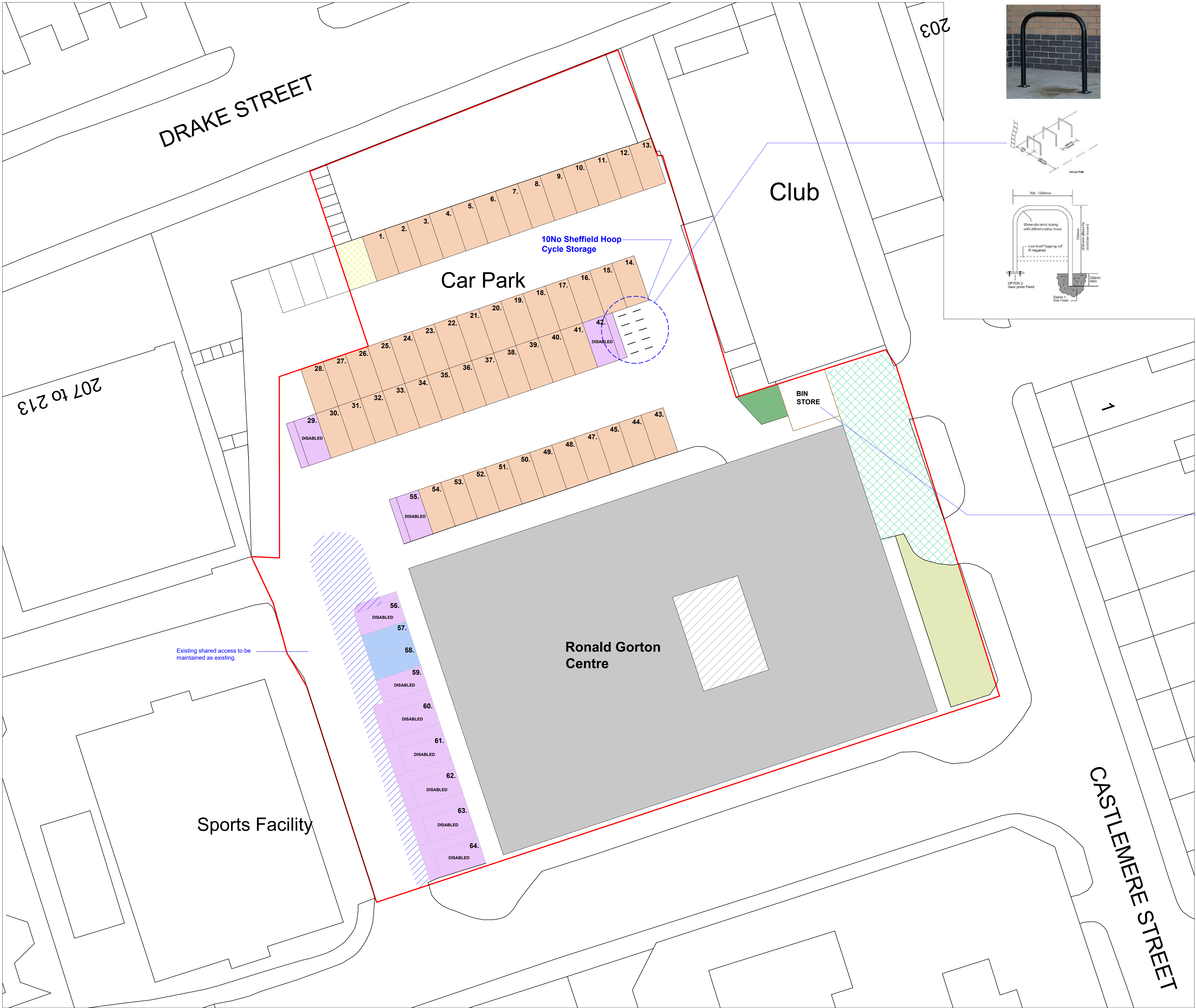
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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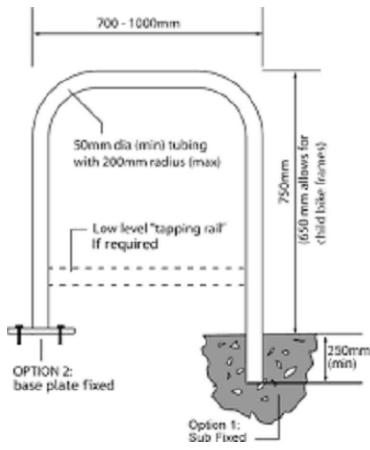
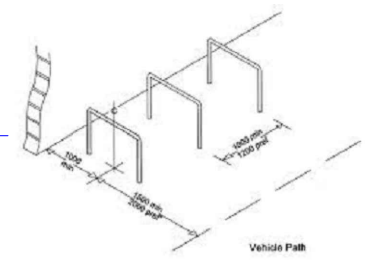
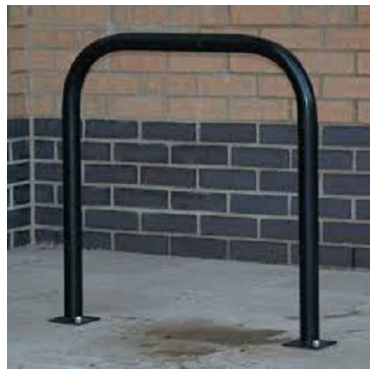


Appendix B

Proposed Site Plans



PROPOSED SITE PLAN



This drawing is provided as a document to gain other Planning Permission or Building Regulation approval purposes only. It is not a guarantee that Planning Permission will be granted.

This drawing and all contents are the copyright of James Campbell Associates Ltd. No copies to be made from the drawing & details within unless authorised by James Campbell Associates Ltd.

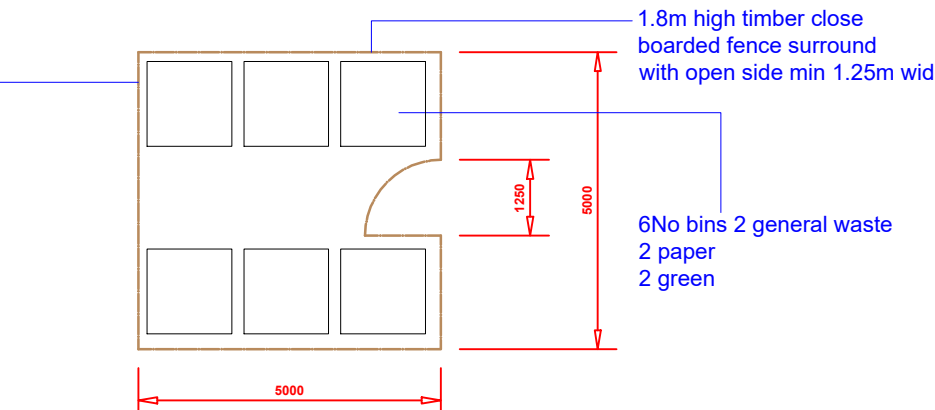
The contract for the works is between the client and his / her contractor. Contractor to visit site, study the details provided within the drawing and be familiar with both the work to be carried out in accordance with the details provided. Any stated dimension must be checked prior to any form of construction. All works and materials to comply with all relevant British Standards and carry a genuine BBA certificate. The materials specified within this drawing are a guide for the contractor as they are recognised materials with genuine BBA certificates etc. Any contractor who decides to use any different materials than that noted on the drawing must inform James Campbell Associates Ltd.

Any discrepancies discovered or items found that where not visible at the time of the initial survey should be reported to James Campbell Associates Ltd for consultation with our client.

CONSTRUCTION NOTES:-

KEY

- Existing Building
- Existing Parking Bays
51 Parking Bays
- Proposed Standard Parking Bays
2 Parking Bays
- Proposed Disabled Parking Bays
10 Parking Bays
- Proposed Landscaped Areas
- Existing Hardstanding Removed
- Existing Drop Off Area
- Existing Landscaping Area
- Proposed Infill Extension



BIN STORE PLAN
Scale 1:125



BIN STORE ELEVATION 1
Scale 1:125



BIN STORE ELEVATION 2
Scale 1:125

DRAWING TITLE

PROPOSED SITE PLAN



Campbell House
173 Rochdale Road
Fingrove
Rochdale
OL16 3BN

Tel: 01706 354888
Mob: 07817 623183
Email: admin@jamescampbellassociates.co.uk
Web: www.jamescampbellassociates.co.uk

PROJECT

PROPOSED COMMERCIAL DEVELOPMENT

LOCATION

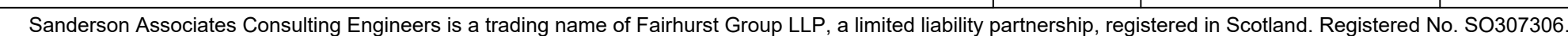
Site of Former Ronald Gorton Centre
Rochdale

DRAWN:-	Aiden Phillips-Whalley	DRAWING NUMBER:-
DATE:-	January 2021	21.2592.2K
SCALE:-	1:200 @ A1	
ISSUE:-	K	



Appendix C

Drawing 154951-001A





APPENDIX D

TRICS Data

Calculation Reference: AUDIT-109307-230613-0652

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days

Primary Filtering selection:

Parameter: Gross floor area
 Actual Range: 280 to 3286 (units: sqm)
 Range Selected by User: 250 to 3500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 23/11/22

Selected survey days:

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	12
---------------------	----

Selected Location Sub Categories:

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	9 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 12 days

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	5 days
25,001 to 50,000	4 days

Population within 5 miles:

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

Car ownership within 5 miles:

0.6 to 1.0	9 days
1.1 to 1.5	3 days

Travel Plan:

Yes	1 days
No	11 days

PTAL Rating:

No PTAL Present	12 days
-----------------	---------

LIST OF SITES relevant to selection parameters

1	BC-02-A-08 HOLDENHURST ROAD BOURNEMOUTH	OFFICES		BOURNEMOUTH CHRISTCHURCH & POOLE
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	2600 sqm		
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL	
2	BH-02-A-05 ROMAN ROAD HOVE	OFFICES		BRIGHTON & HOVE
	Edge of Town Centre Residential Zone			
	Total Gross floor area:	280 sqm		
	Survey date: WEDNESDAY	04/07/18	Survey Type: MANUAL	
3	CB-02-A-02 PORT ROAD CARLISLE	OFFICE		CUMBRIA
	Edge of Town Centre Industrial Zone			
	Total Gross floor area:	925 sqm		
	Survey date: FRIDAY	24/06/16	Survey Type: MANUAL	
4	DU-02-A-01 GREENMARKET DUNDEE	OFFICES		DUNDEE CITY
	Edge of Town Centre Development Zone			
	Total Gross floor area:	3200 sqm		
	Survey date: THURSDAY	27/04/17	Survey Type: MANUAL	
5	DY-02-A-02 PRIME PARKWAY DERBY	REAL ESTATE DEVELOPERS		DERBY
	Edge of Town Centre No Sub Category			
	Total Gross floor area:	594 sqm		
	Survey date: THURSDAY	21/10/21	Survey Type: MANUAL	
6	GM-02-A-09 NEW MOUNT STREET MANCHESTER	LEASED OFFICES		GREATER MANCHESTER
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	2500 sqm		
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL	
7	NF-02-A-02 NORTH QUAY GREAT YARMOUTH	FINANCIAL PLANNERS		NORFOLK
	Edge of Town Centre Commercial Zone			
	Total Gross floor area:	894 sqm		
	Survey date: MONDAY	11/09/17	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

8	NF-02-A-03 NORTH QUAY GREAT YARMOUTH	OFFICES		NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:		5500 sqm	
	Survey date: TUESDAY		12/09/17	Survey Type: MANUAL
9	NY-02-A-03 STATION ROAD RICHMOND	DISTRICT COUNCIL OFFICES		NORTH YORKSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:		1590 sqm	
	Survey date: FRIDAY		06/05/22	Survey Type: MANUAL
10	WK-02-A-02 WHITEHALL ROAD RUGBY	OFFICES		WARWICKSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:		540 sqm	
	Survey date: MONDAY		14/11/22	Survey Type: MANUAL
11	WS-02-A-05 NORTH STREET WORTHING	SOCIAL HOUSING COMPANY		WEST SUSSEX
	Edge of Town Centre Built-Up Zone Total Gross floor area:		830 sqm	
	Survey date: TUESDAY		17/05/22	Survey Type: MANUAL
12	WS-02-A-07 HAM ROAD SHOREHAM-BY-SEA	BUSINESS TECHNOLOGY		WEST SUSSEX
	Edge of Town Centre No Sub Category Total Gross floor area:		2780 sqm	
	Survey date: FRIDAY		11/11/22	Survey Type: MANUAL

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.20

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	1565	0.559	12	1565	0.027	12	1565	0.586
08:00 - 09:00	12	1565	1.646	12	1565	0.240	12	1565	1.886
09:00 - 10:00	12	1565	0.804	12	1565	0.282	12	1565	1.086
10:00 - 11:00	12	1565	0.399	12	1565	0.293	12	1565	0.692
11:00 - 12:00	12	1565	0.229	12	1565	0.186	12	1565	0.415
12:00 - 13:00	12	1565	0.282	12	1565	0.479	12	1565	0.761
13:00 - 14:00	12	1565	0.463	12	1565	0.394	12	1565	0.857
14:00 - 15:00	12	1565	0.240	12	1565	0.325	12	1565	0.565
15:00 - 16:00	12	1565	0.202	12	1565	0.405	12	1565	0.607
16:00 - 17:00	12	1565	0.208	12	1565	0.586	12	1565	0.794
17:00 - 18:00	12	1565	0.170	12	1565	1.433	12	1565	1.603
18:00 - 19:00	12	1565	0.021	12	1565	0.437	12	1565	0.458
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.223			5.087			10.310

Parameter summary

Trip rate parameter range selected: 280 - 3286 (units: sqm)
 Survey date date range: 01/01/15 - 23/11/22
 Number of weekdays (Monday-Friday): 12
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 Surveys manually removed from selection: 0

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	1565	0.016	12	1565	0.000	12	1565	0.016
08:00 - 09:00	12	1565	0.144	12	1565	0.000	12	1565	0.144
09:00 - 10:00	12	1565	0.016	12	1565	0.000	12	1565	0.016
10:00 - 11:00	12	1565	0.016	12	1565	0.005	12	1565	0.021
11:00 - 12:00	12	1565	0.016	12	1565	0.011	12	1565	0.027
12:00 - 13:00	12	1565	0.016	12	1565	0.021	12	1565	0.037
13:00 - 14:00	12	1565	0.011	12	1565	0.011	12	1565	0.022
14:00 - 15:00	12	1565	0.000	12	1565	0.011	12	1565	0.011
15:00 - 16:00	12	1565	0.011	12	1565	0.021	12	1565	0.032
16:00 - 17:00	12	1565	0.000	12	1565	0.021	12	1565	0.021
17:00 - 18:00	12	1565	0.000	12	1565	0.112	12	1565	0.112
18:00 - 19:00	12	1565	0.000	12	1565	0.027	12	1565	0.027
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.246			0.240			0.486

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	1565	0.591	12	1565	0.027	12	1565	0.618
08:00 - 09:00	12	1565	1.875	12	1565	0.181	12	1565	2.056
09:00 - 10:00	12	1565	1.044	12	1565	0.304	12	1565	1.348
10:00 - 11:00	12	1565	0.490	12	1565	0.325	12	1565	0.815
11:00 - 12:00	12	1565	0.288	12	1565	0.197	12	1565	0.485
12:00 - 13:00	12	1565	0.336	12	1565	0.607	12	1565	0.943
13:00 - 14:00	12	1565	0.591	12	1565	0.453	12	1565	1.044
14:00 - 15:00	12	1565	0.309	12	1565	0.421	12	1565	0.730
15:00 - 16:00	12	1565	0.224	12	1565	0.581	12	1565	0.805
16:00 - 17:00	12	1565	0.256	12	1565	0.735	12	1565	0.991
17:00 - 18:00	12	1565	0.123	12	1565	1.694	12	1565	1.817
18:00 - 19:00	12	1565	0.021	12	1565	0.559	12	1565	0.580
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.148			6.084			12.232

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	1565	0.107	12	1565	0.011	12	1565	0.118
08:00 - 09:00	12	1565	0.346	12	1565	0.043	12	1565	0.389
09:00 - 10:00	12	1565	0.352	12	1565	0.107	12	1565	0.459
10:00 - 11:00	12	1565	0.192	12	1565	0.288	12	1565	0.480
11:00 - 12:00	12	1565	0.277	12	1565	0.245	12	1565	0.522
12:00 - 13:00	12	1565	0.607	12	1565	0.948	12	1565	1.555
13:00 - 14:00	12	1565	0.756	12	1565	0.639	12	1565	1.395
14:00 - 15:00	12	1565	0.426	12	1565	0.192	12	1565	0.618
15:00 - 16:00	12	1565	0.197	12	1565	0.101	12	1565	0.298
16:00 - 17:00	12	1565	0.075	12	1565	0.208	12	1565	0.283
17:00 - 18:00	12	1565	0.048	12	1565	0.511	12	1565	0.559
18:00 - 19:00	12	1565	0.005	12	1565	0.091	12	1565	0.096
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.388			3.384			6.772

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	1565	0.048	12	1565	0.000	12	1565	0.048
08:00 - 09:00	12	1565	0.517	12	1565	0.000	12	1565	0.517
09:00 - 10:00	12	1565	0.437	12	1565	0.043	12	1565	0.480
10:00 - 11:00	12	1565	0.091	12	1565	0.053	12	1565	0.144
11:00 - 12:00	12	1565	0.032	12	1565	0.123	12	1565	0.155
12:00 - 13:00	12	1565	0.037	12	1565	0.224	12	1565	0.261
13:00 - 14:00	12	1565	0.128	12	1565	0.229	12	1565	0.357
14:00 - 15:00	12	1565	0.080	12	1565	0.101	12	1565	0.181
15:00 - 16:00	12	1565	0.085	12	1565	0.112	12	1565	0.197
16:00 - 17:00	12	1565	0.091	12	1565	0.096	12	1565	0.187
17:00 - 18:00	12	1565	0.032	12	1565	0.437	12	1565	0.469
18:00 - 19:00	12	1565	0.021	12	1565	0.208	12	1565	0.229
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.599			1.626			3.225

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.20

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	1565	0.762	12	1565	0.037	12	1565	0.799
08:00 - 09:00	12	1565	2.882	12	1565	0.224	12	1565	3.106
09:00 - 10:00	12	1565	1.848	12	1565	0.453	12	1565	2.301
10:00 - 11:00	12	1565	0.788	12	1565	0.671	12	1565	1.459
11:00 - 12:00	12	1565	0.613	12	1565	0.575	12	1565	1.188
12:00 - 13:00	12	1565	0.996	12	1565	1.800	12	1565	2.796
13:00 - 14:00	12	1565	1.486	12	1565	1.332	12	1565	2.818
14:00 - 15:00	12	1565	0.815	12	1565	0.724	12	1565	1.539
15:00 - 16:00	12	1565	0.517	12	1565	0.815	12	1565	1.332
16:00 - 17:00	12	1565	0.421	12	1565	1.060	12	1565	1.481
17:00 - 18:00	12	1565	0.202	12	1565	2.754	12	1565	2.956
18:00 - 19:00	12	1565	0.048	12	1565	0.884	12	1565	0.932
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.378			11.329			22.707

Calculation Reference: AUDIT-109307-230613-0601

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : Q - COMMUNITY CENTRE
 TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
10	WALES	
	PS POWYS	1 days
	SW SWANSEA	1 days

Primary Filtering selection:

Parameter: Gross floor area
 Actual Range: 350 to 2329 (units: sqm)
 Range Selected by User: 100 to 2329 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 28/04/22

Selected survey days:

Tuesday	2 days
Thursday	2 days
Friday	1 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	5
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Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	1
High Street	2
No Sub Category	1

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

F2(b)	5 days
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Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	2 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

Travel Plan:

No	5 days
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PTAL Rating:

No PTAL Present	5 days
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LIST OF SITES relevant to selection parameters

1	CA-07-Q-02 HIGH STREET CAMBOURNE	COMMUNITY CENTRE	CAMBRIDGESHIRE
	Edge of Town Centre High Street		
	Total Gross floor area:	629 sqm	
	Survey date: THURSDAY	07/06/18	Survey Type: MANUAL
2	NG-07-Q-01 61B MANSFIELD ROAD NOTTINGHAM	COMMUNITY CENTRE	NOTTINGHAM
	Edge of Town Centre Residential Zone		
	Total Gross floor area:	800 sqm	
	Survey date: THURSDAY	13/06/13	Survey Type: MANUAL
3	PS-07-Q-01 HOWELL ROAD WELSHPOOL	COMMUNITY CENTRE	POWYS
	Edge of Town Centre No Sub Category		
	Total Gross floor area:	350 sqm	
	Survey date: TUESDAY	12/05/15	Survey Type: MANUAL
4	ST-07-Q-01 DUDLEY ROAD WOLVERHAMPTON	COMMUNITY CENTRE	STAFFORDSHIRE
	Edge of Town Centre Built-Up Zone		
	Total Gross floor area:	2329 sqm	
	Survey date: FRIDAY	09/05/14	Survey Type: MANUAL
5	SW-07-Q-01 HIGH STREET SWANSEA	COMMUNITY CENTRE	SWANSEA
	Edge of Town Centre High Street		
	Total Gross floor area:	500 sqm	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	493	0.135	3	493	0.000	3	493	0.135
08:00 - 09:00	5	922	0.716	5	922	0.087	5	922	0.803
09:00 - 10:00	5	922	0.564	5	922	0.369	5	922	0.933
10:00 - 11:00	5	922	0.521	5	922	0.477	5	922	0.998
11:00 - 12:00	5	922	0.391	5	922	0.673	5	922	1.064
12:00 - 13:00	5	922	0.412	5	922	0.369	5	922	0.781
13:00 - 14:00	5	922	0.369	5	922	0.391	5	922	0.760
14:00 - 15:00	5	922	0.391	5	922	0.586	5	922	0.977
15:00 - 16:00	5	922	0.477	5	922	0.347	5	922	0.824
16:00 - 17:00	5	922	0.260	5	922	0.456	5	922	0.716
17:00 - 18:00	5	922	0.629	5	922	0.434	5	922	1.063
18:00 - 19:00	5	922	0.521	5	922	0.109	5	922	0.630
19:00 - 20:00	5	922	0.347	5	922	0.760	5	922	1.107
20:00 - 21:00	5	922	0.000	5	922	0.304	5	922	0.304
21:00 - 22:00	3	1160	0.000	3	1160	0.230	3	1160	0.230
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.733			5.592			11.325

Parameter summary

Trip rate parameter range selected: 350 - 2329 (units: sqm)
 Survey date date range: 01/01/12 - 28/04/22
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0



FAIRHURST



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