

**Hallmark Developments (NW) Ltd**

# **Proposed Industrial Development**

## **Royle Barn Road, Rochdale**

Transport Statement

240666

**NOVEMBER 2024**



## SCP GENERAL NOTES

---

**Project No.:** 240666-TA (0.0)

**Title:** Proposed Industrial Development Royle Barn Road, Rochdale, Transport Statement

**Client:** Hallmark Developments (NW) Ltd

**Date:** 11 November 2024

**Office:** Manchester

|               |                    |                 |                   |
|---------------|--------------------|-----------------|-------------------|
|               | Liam Bessell /     |                 |                   |
| <b>Author</b> | <u>Esme Walker</u> | <b>Reviewer</b> | <u>Peter Todd</u> |

| Revision | Date     | Status   | Prepared by | Approved by |
|----------|----------|----------|-------------|-------------|
| 0        | 11.11.24 | Planning | LB / EW     | PT          |

SCP (an RSK company) has prepared this report for the sole use of the client, showing reasonable skill and care, for the intended purposes as stated in the agreement under which this work was completed. The report may not be relied upon by any other party without the express agreement of the client and SCP. No other warranty, expressed or implied, is made as to the professional advice included in this report.

Where any data supplied by the client or from other sources have been used, it has been assumed that the information is correct. No responsibility can be accepted by SCP for inaccuracies in the data supplied by any other party. The conclusions and recommendations in this report are based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.

No part of this report may be copied or duplicated without the express permission of SCP and the party for whom it was prepared.

Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

## CONTENTS

---

|          |                                              |           |
|----------|----------------------------------------------|-----------|
| <b>1</b> | <b>INTRODUCTION.....</b>                     | <b>1</b>  |
|          | General .....                                | 1         |
|          | Background.....                              | 1         |
|          | Purpose and Structure of Report.....         | 2         |
| <b>2</b> | <b>SITE AND SURROUNDINGS .....</b>           | <b>3</b>  |
|          | Overview .....                               | 3         |
|          | Site Location and Access Arrangements .....  | 3         |
|          | Local Highway Network.....                   | 5         |
|          | Road Safety .....                            | 6         |
| <b>3</b> | <b>PROPOSED DEVELOPMENT .....</b>            | <b>7</b>  |
|          | General .....                                | 7         |
|          | Internal Layout and Servicing .....          | 7         |
| <b>4</b> | <b>SUSTAINABLE TRANSPORT APPRAISAL .....</b> | <b>9</b>  |
|          | General .....                                | 9         |
|          | Pedestrian Accessibility.....                | 9         |
|          | Cycle Accessibility.....                     | 11        |
|          | Public Transport .....                       | 14        |
|          | Summary.....                                 | 15        |
| <b>5</b> | <b>ANTICIPATED TRANSPORT IMPACT.....</b>     | <b>16</b> |
|          | Overview .....                               | 16        |
|          | Trip Generation – Proposed Use .....         | 16        |
| <b>6</b> | <b>SUMMARY AND CONCLUSIONS.....</b>          | <b>18</b> |

## APPENDICES

|         |                                                      |
|---------|------------------------------------------------------|
| A ..... | PROPOSED SITE LAYOUT PLAN                            |
| B ..... | Drawing SCP/240666/D03 – PROPOSED ACCESS ARRANGEMENT |
| C.....  | TRICS OUTPUT – PROPOSED INDUSTRIAL USE               |

# 1 INTRODUCTION

---

## General

- 1.1 SCP are instructed by Hallmark Developments (NW) Ltd to provide highway, traffic and transport advice in connection with a planning application for an industrial development on a site located off Royle Barn Road, Rochdale.
- 1.2 The proposed development will provide 5no. industrial units which will operate under a B2 use, with a total combined Gross Floor Area (GFA) of 768 sq. m. Further details on the development proposals are provided in Chapter 3 of this report.

## Background

- 1.3 The application site, along with additional land to the rear of the exiting Astra Industrial Estate, received planning permission in November 2006 (LPA Ref: 06/D47843) for a new single industrial unit with a gross floor area of approximately 2,300 sq. m. Access to the development was proposed to be provided from the existing access to the Astra Industrial Estate off Royale Barn Road, which would be upgraded to create a new access into the application site which would have the priority movements, with the existing access road serving the Astra Industrial Estate realigned to create a new priority junction internal to the site. The approved access arrangement was shown on drawing number H209-010-B and conditioned in the Decision Notice (LPA Ref: 06/D47843).
- 1.4 Whist this planning permission has elapsed, the principle of industrial development on this site and improved access arrangements has previously been accepted by Rochdale Metropolitan Borough Council (RMBC).
- 1.5 More recently, the application site, along with additional land to the rear of the exiting Astra Industrial Estate, was granted planning permission for a battery energy storage facility (LPA Ref: 21/01098/FUL). The approved scheme was granted planning permission subject to conditions in February 2022 and has been constructed on site.
- 1.6 Access to the battery energy storage unit is provided off the existing access which also serves the Astra Industrial Estate, with no upgrades to the access required as a result of that development.

- 1.7 The proposed access arrangement for current scheme, which is the subject of this Transport Statement, is broadly consistent with that previously approved by RMBC for the Industrial Unit scheme (LPA Ref: 06/D47843). Further details on the proposed access arrangement are provided later in this report.

### **Purpose and Structure of Report**

- 1.8 This Transport Statement (TS) has been prepared in accordance with the now archived Department for Transport's (DfT's) March 2007 "Guidance on Transport Assessment" document and gives due regard to the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG).
- 1.9 The structure of this TS is set out as follows:-
- Chapter 2 – describes in detail the site location, local transport network and existing uses of the site;
  - Chapter 3 – defines the development proposals including the proposed access, servicing and car parking arrangements;
  - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
  - Chapter 5 – presents estimates of the trip generating potential of the existing and proposed uses of the site along with a summary of impact of the development on the local highway network; and
  - Chapter 6 – provides the summary and conclusions to the above chapters.

## 2 SITE AND SURROUNDINGS

---

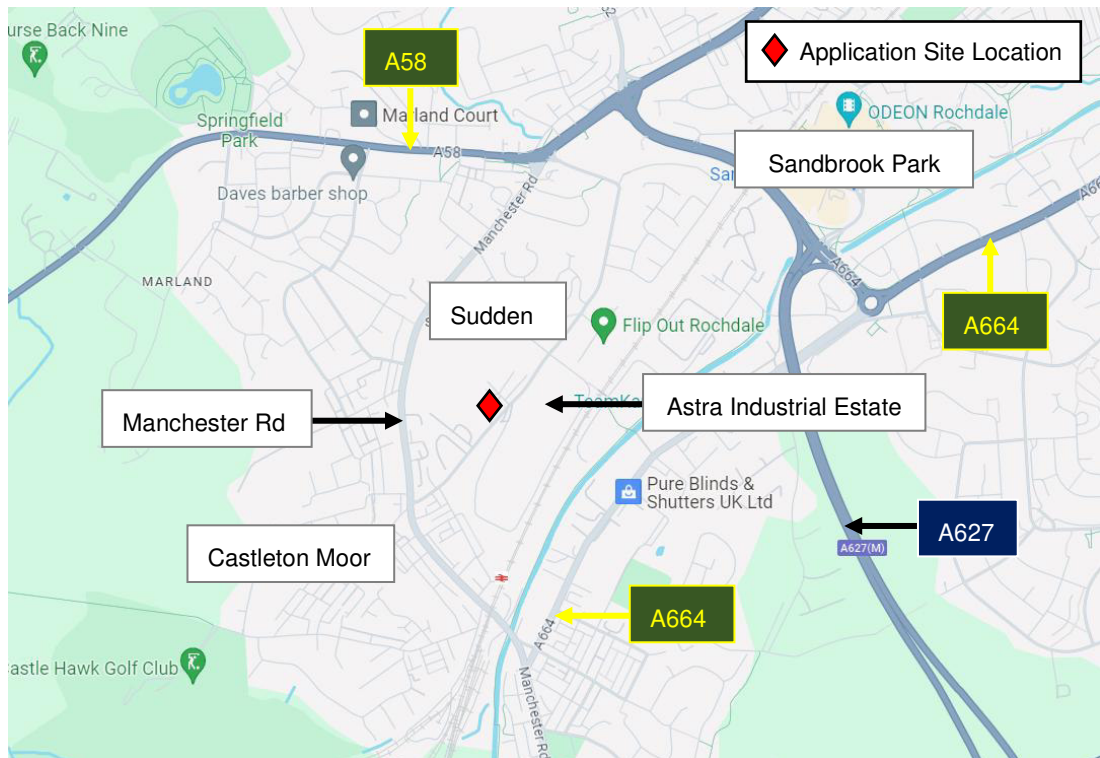
### Overview

- 2.1 This chapter provides a detailed description of the location of the site, existing uses, the local highway network, existing traffic conditions and road safety record.

### Site Location and Access Arrangements

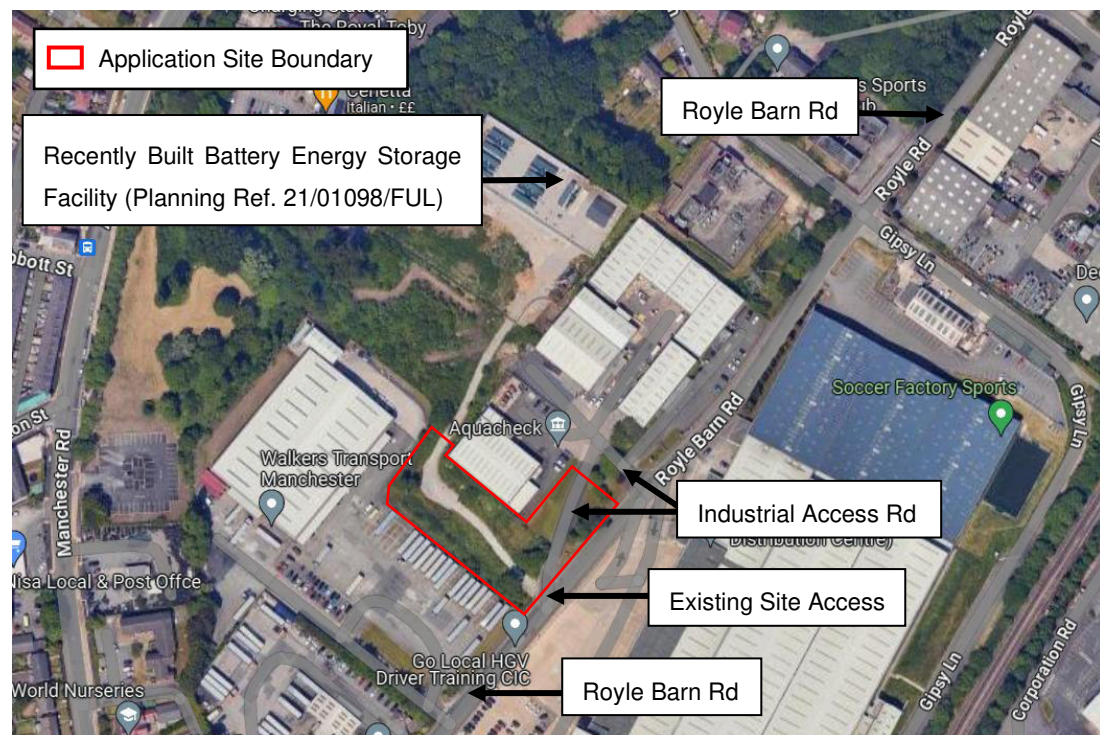
- 2.2 The application site is located adjacent to a well-established commercial/industrial area, known as Astra Industrial Estate, approximately 3km walking distance to the south-west of Rochdale town centre.
- 2.3 The site comprises a mixture of shrubland and a vehicular access which provides access to the recently built battery energy storage facility under RMBC planning ref. 21/01098/FUL, as mentioned previously.
- 2.4 The site is bounded by an existing industrial unit (Aquacheck), landscaping and shrubland to the north-east, an industrial access road and Royle Barn Road to the south-east, and shrubland/industrial use and parking areas to the south-west and north-west.
- 2.5 The location of the site in relation to the wider highway network is shown on **Figure 2.1** below:-

**Figure 2.1 – Site Location Wider Highway Network**



2.6 The location of the site in relation to the local highway network is shown on **Figure 2.2** below:-

**Figure 2.2 – Site Location Local Highway Network**



- 2.7 Vehicular access to the site is provided via the access to the battery energy storage facility (planning ref. 21/01098/FUL), which also serves the Astra Industrial Estate, at the location shown on **Figure 2.2** earlier.
- 2.8 Based on the supporting documents submitted for the battery energy storage facility application, this use will generate around 1no. vehicular trip (2no. two-way trips) per week associated with the operational use of site and therefore traffic impact along the energy storage facility access road is very low.

### **Local Highway Network**

#### Existing Access Road

- 2.9 An existing industrial access road is located along the south-eastern boundary of the site which serves the Astra Industrial Estate to the north-east (including Aquacheck, Castleton Timber and Swedish Truck Parts) and provides a link to Royle Barn Road to the south-east. This industrial access forms a looped access arrangement with another industrial access onto Royale Barn Lane located further to the east, as shown on **Figure 2.2** previously.

#### Royle Barn Road

- 2.10 Royle Barn Road is located to the south-east of the site and provides a link between the A58/Manchester Road to the north via Royle Road and Silk Street, and Manchester Road to the south-west.
- 2.11 Royle Barn Road serves a number of industrial uses along its length. Within the vicinity of the site, Royle Barn Road has a carriageway width of approximately 7.3m and provides footways either side of the carriageway with a minimum width of 2.0m.
- 2.12 Royle Barn Road is subject to double yellow 'no waiting at any time' TROs along the north-western section of the carriageway and a mix of on-street parking bays and double yellow lines on the south-eastern side of the carriageway. TROs are provided in the immediate vicinity of the application site access in order to prevent parking issues at this location, however, on-street parking is provided approximately 10m to the south of the junction along the south-eastern section of the carriageway only. Visibility from the existing site access junction is therefore not obstructed as a result of on-street parking which takes place along Royle Barn Road.

- 2.13 In the vicinity of the site, Royle Barn Road benefits from street lighting and is subject to a mandatory speed limit of 30mph.

### **Road Safety**

- 2.14 The National Planning Practice Guidance 'Transport evidence bases in plan making and decision taking' document states that, "*Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems*".
- 2.15 In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the online resource CrashMap for the most recently available five year period ending 31<sup>st</sup> December 2022.
- 2.16 The analysis shows that no accidents occurred within 300m of the existing site access along Royle Barn Road, including the industrial access roads which bound the site and the junction with the A664, over the five year period. Having regard to this and the low volume of traffic generated by the development proposals, as detailed later, no further analysis of the accident record is required.

## 3 PROPOSED DEVELOPMENT

---

### General

- 3.1 The application proposal is for an industrial building split into 5no. units with a combined Gross Floor Area (GFA) of 768m<sup>2</sup>. The proposed units will operate under a B2 use, with the proposed site layout plan presented in **Appendix A**.

### Proposed Access Arrangements

- 3.2 Vehicular access to the proposed development will be provided via the existing access off Royle Barn Road. The existing access will be upgraded to create a new access into the application site, which will serve both the proposed development and the recently constructed battery storage site, with vehicles having the priority over the existing access road serving the Astra Industrial Estate. The existing access serving the Astra Industrial Estate will be realigned to provide increased separation from Royale Barn Lane (circa 17m) and create a new priority junction internal to the site. The proposed access arrangement is broadly consistent with that approved by RMBC as part of the previous Industrial Unit permission on the site (LPA Ref: 06/D47843).
- 3.3 The proposed realignment of the existing access serving Astra Industrial Estate will accommodate the turning manoeuvres associated with a 16.5m long HGV whilst entering and leaving the proposed site access.
- 3.4 The site access retains visibility splays in excess of 2.4m x 43m are provided from the access onto Royale Barn Lane which is in accordance with the design guidance within the “*Manual for Streets*” document for roads with a 30mph speed limit.
- 3.5 The proposed access arrangement and visibility splays are shown on Drawing SCP/240666/D03 provided in **Appendix B**.

### Internal Layout and Servicing

- 3.6 A servicing areas is proposed at the north-western end of the site, which can accommodate the turning movements of a 12m rigid delivery vehicle. This will be the maximum size vehicle required to access the site, given the small scale of the units and anticipated servicing requirements.

- 3.7 Deliveries can either take place from this service area or vehicles would be able to park parallel to the units whilst making their deliveries. Swept path analysis has been undertaken which demonstrates the movements of a 12.0m rigid delivery truck can be accommodated within using the service area located within the north-western section of the site, as shown on Drawing SCP/240666/ATR01 provided in **Appendix C**.

### Parking

- 3.8 Parking standards for new developments are provided in the Rochdale Adopted Core Strategy (October 2016) document. The parking standards for industrial use is summarised below along with the proposed parking for the scheme:-

**Table 3.1 - Parking Standard and Provision Summary**

| Development Type                       | Total Car Parking                 | Disabled                                                  | Cycle Parking                                     | Motorcycle                                      |
|----------------------------------------|-----------------------------------|-----------------------------------------------------------|---------------------------------------------------|-------------------------------------------------|
| B2 Use                                 | Max. 1 space per 60m <sup>2</sup> | 3 bays or 6% of total capacity (whichever is the greater) | Min. 1 space per 700m <sup>2</sup> (min 2 spaces) | 1 space per 2,800 m <sup>2</sup> (min 2 spaces) |
| Requirement based on 768m <sup>2</sup> | 15                                | 3 spaces                                                  | 2 spaces                                          | 2 spaces                                        |
| Proposed                               | 15                                | 3 spaces                                                  | 2 spaces                                          | 2 spaces                                        |

- 3.9 Based on the above, the proposed parking provision is in accordance with RMCB's standard and is considered suitable to serve the development.

## 4 SUSTAINABLE TRANSPORT APPRAISAL

### General

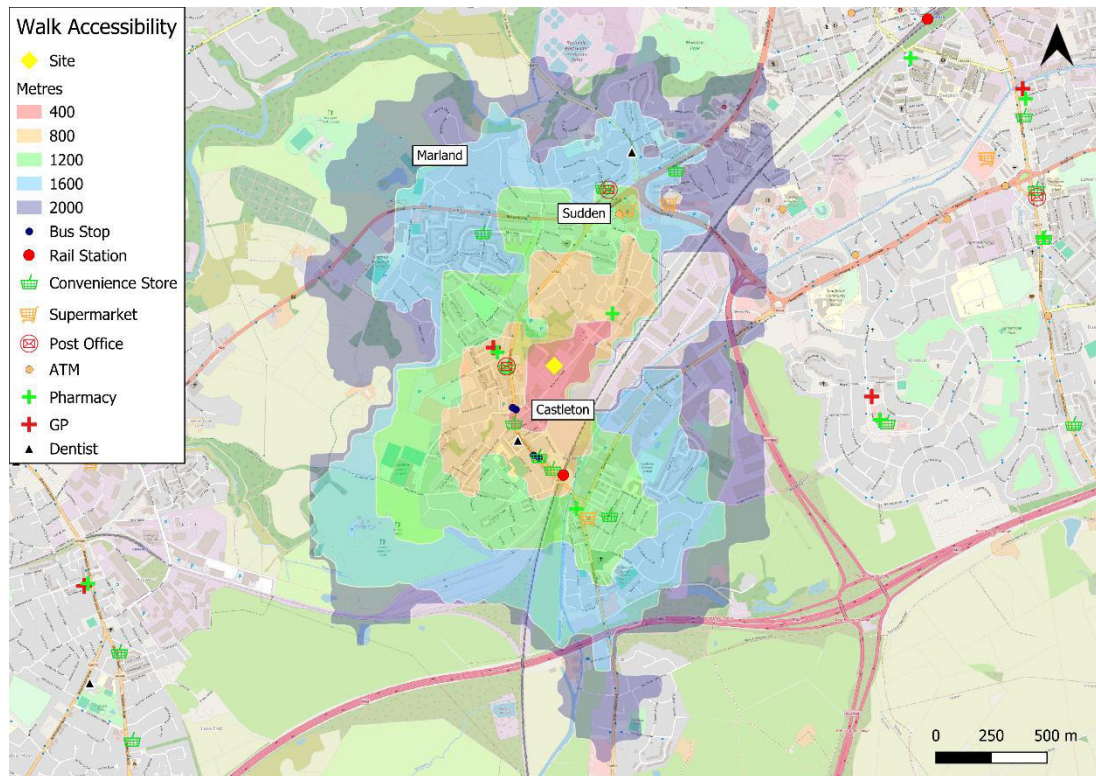
- 4.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.
- 4.2 Access between the site and local areas by non-motorised modes has been assessed by comparison with the following widely used threshold distances:-

| Threshold Distance | Significance                                                                                                                                     |
|--------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| 800m               | Motorised modes are rarely used for trips of around 800m or less                                                                                 |
| 2km                | Walking offers the greatest potential to replace short car trips, particularly those under 2km                                                   |
| 5km                | Cycling also has potential to substitute for short car trips, particularly those under 5km and form part of a longer journey by public transport |

### Pedestrian Accessibility

- 4.3 The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which staff may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.4 The pedestrian accessibility of the development has been modelled using Geographical Information System (GIS) software to produce isochrones mapping. The purpose of the isochrones is to demonstrate the areas within an acceptable walk distance of the site.
- 4.5 The 2km walk distance isochrones is shown on **Figure 4.1** overleaf.

**Figure 4.1 – 2km Walking Accessibility**



- 4.6 The above demonstrates that the site is within acceptable walking distance of nearby residential areas and numerous amenities.
- 4.7 **Table 4.1** demonstrates some of the local facilities within an acceptable 2km walk distance of the site and indicates that prospective staff will be able to access a wide range of facilities, without having to rely on the private car.

**Table 4.1 – Accessibility to Local Facilities from the Development Site**

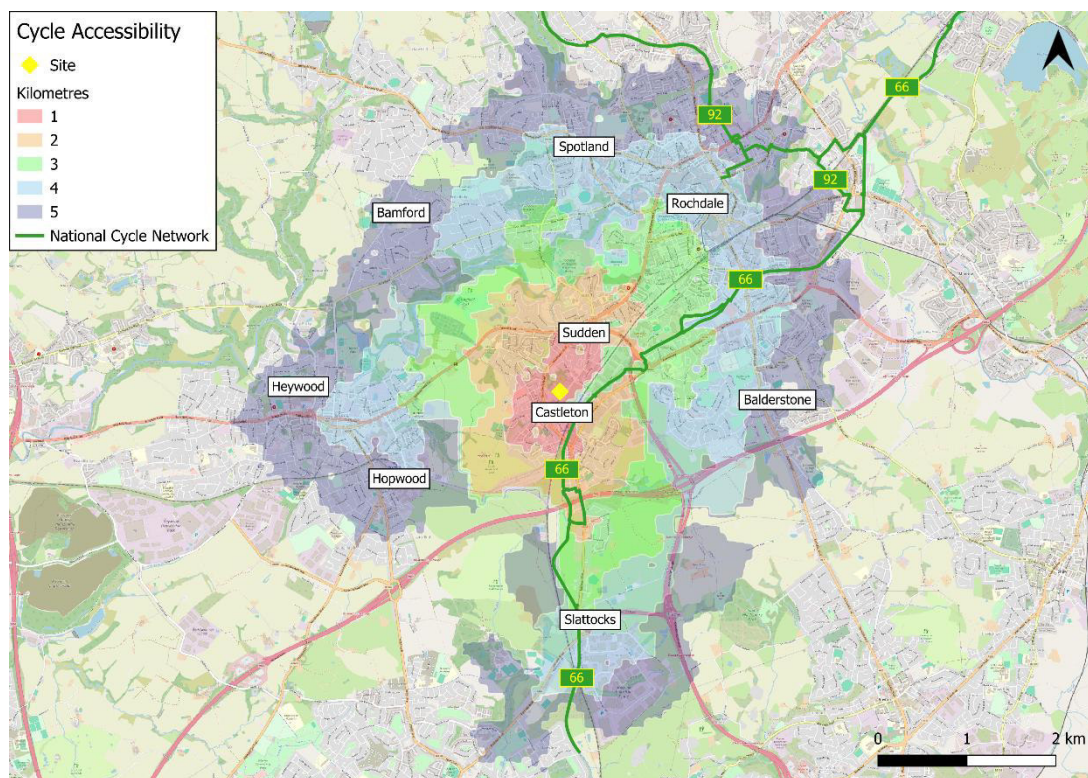
| Facility          | Name                                            | Distance from the Application Site |
|-------------------|-------------------------------------------------|------------------------------------|
| Cafe              | Sandy's Butty Box, Gipsy Lane                   | 290m                               |
| Bus Stop          | 'Keswick Street', Manchester Road (south-bound) | 350m                               |
| Convenience Store | Premier, Manchester Road                        | 350m                               |
| Pharmacy          | Frontline Healthcare Ltd, Lynroyle Way          | 400m                               |
| Dentist           | Better Dental, Manchester Road                  | 400m                               |
| Bus Stop          | 'Keswick Street', Manchester Road (north-bound) | 450m                               |
| Rail Station      | Castleton, Smalley Street                       | 500m                               |
| Post Office       | Castleton Post Office, Manchester Road          | 550m                               |
| GP Surgery        | Castleton Health Centre, Elizabeth Street       | 700m                               |
| Supermarket       | Tesco, Silk Street                              | 850m                               |
| ATM               | Tesco, Silk Street                              | 850m                               |
| Gym               | Evolution Gym, Queensway                        | 1.1km                              |

- 4.8 The site is within an acceptable walk distance of the nearby areas of Castleton and Sudden, which provides a catchment for prospective staff members. Furthermore, there are numerous facilities within an acceptable walk distance which staff can access on foot during their lunchbreaks, including supermarkets, convenience stores and cafes.
- 4.9 The site is also within a reasonable walk distance of bus services and Castleton Railway Station, as detailed later, to encourage prospective staff to travel via sustainable modes.

### **Cycle Accessibility**

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

**Figure 4.2 – 5km Cycling Accessibility**



Source: Basemap TRACC

- 4.12 The plan demonstrates that part of Rochdale and Heywood, and many residential areas such as Hopwood, Bamford, Spotland and Balderstone, amongst others, are all located within the 5km catchment area from the development site.
- 4.13 As can be seen in **Figure 4.2**, National Cycle Route 66 can be accessed to the south east of the site within a 2-minute cycle time. NCR 66 runs from Manchester City Centre to Hull, passing through Bradford, Leeds, York and Beverley.
- 4.14 National Cycle Route 92 is also present to the north east of the site. NCR 92 provides access to NCR 66 and also connects Rochdale with Healey Dell Nature Reserve and Whitworth to the north.
- 4.15 **Figure 4.3** below shows a map of cycle routes which are available within close proximity to the site.

**Figure 4.3 – Map of Local Cycle Routes**



Source: TfGM Cycle Map

- 4.16 **Figure 4.3** shows that there is an on-road, signposted route which runs along Smalley Street and Partington Street to the south west of the site. There is also an on road-route present along the A58 Manchester Road to the north east. Furthermore, a traffic-free route is present along Chadwick Lane to the south west of the site, providing access into Heywood.
- 4.17 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective staff.

## Public Transport

### Bus Accessibility

- 4.18 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments"* document identifies, at section 6.20, that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*
- 4.19 The nearest bus stop to the site is located on the eastern side of the A664 Manchester Road, approximately 350m from the site access and therefore within the recommended walking distance.
- 4.20 The services from these bus stops are summarised in **Table 4.2** below.

**Table 4.2 – Bus Service Summary**

| Service No. | Route Description                                        | M-F         |               | Sat         |               | Sun         |               |
|-------------|----------------------------------------------------------|-------------|---------------|-------------|---------------|-------------|---------------|
|             |                                                          | Start-End   | Average Freq. | Start-End   | Average Freq. | Start-end   | Average Freq. |
| 17          | Rochdale – Middleton – Blackley – Manchester             | 04:58-00:44 | 10 mins       | 05:18-00:44 | 10 mins       | 06:17-00:16 | 15 mins       |
| 17A         | Rochdale – Stakehill – Middleton – Blackley – Manchester | 05:28       | -             | -           | -             | -           | -             |

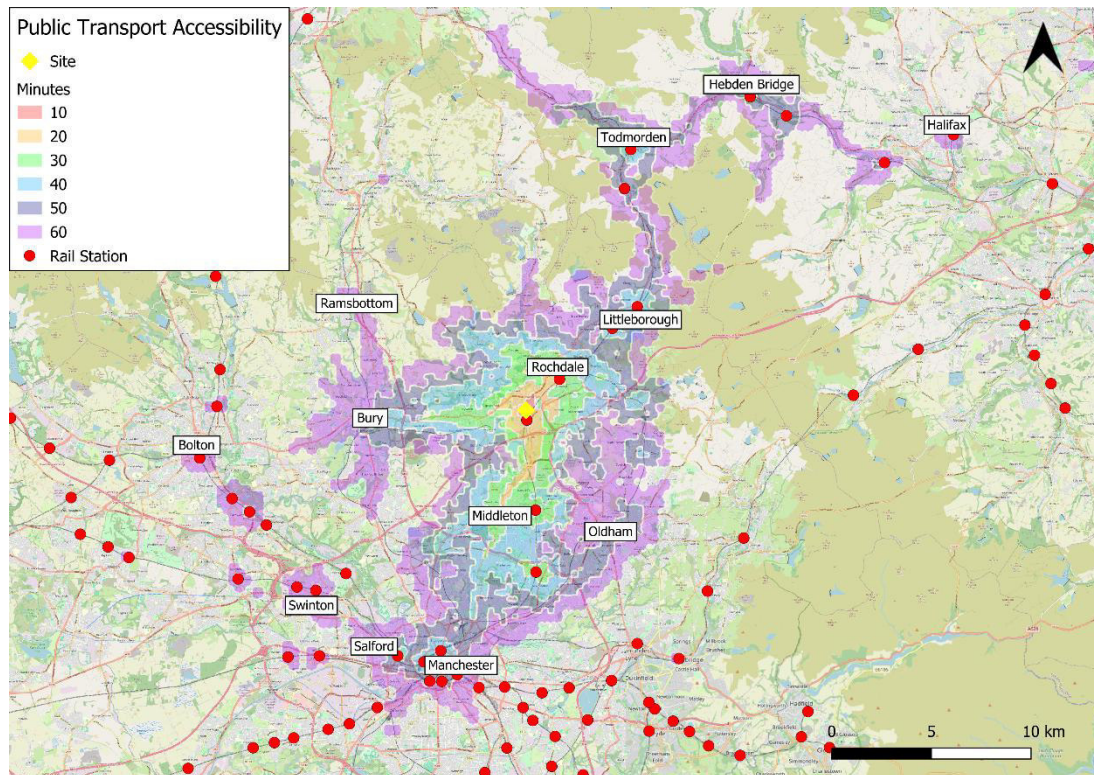
- 4.21 **Table 4.2** demonstrates that prospective staff of the site will have access to a bus service stopping within a short walk distance from the site, which provides access to key destinations at a high frequency 7-days a week.

### Rail Accessibility

- 4.22 In terms of rail services, Castleton Railway Station can be accessed in an approximate 7-minute walk time (or 500m walk distance) and is therefore well within an acceptable walking and cycling distance. The railway station provides regular direct services throughout the week to Rochdale, Clitheroe and Blackburn. The station provides 10 bicycle stands/spaces.

- 4.23 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 4.4** overleaf. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops and railway station, as well as an average wait time.

**Figure 4.4 – Public Transport Accessibility**



Source: Basemap TRACC

- 4.24 The above demonstrates that the site is within close proximity to public transport links, serving both the local area and other destinations further afield. The figure shows that key areas of Rochdale, Bury, Manchester, Bolton and Halifax, amongst others, are all within an acceptable 60-minute commute time.

## Summary

- 4.25 Having regard to the above, it is considered that the site is in an accessible location. These findings demonstrate that prospective staff will not be wholly reliant on the private car.

## 5 ANTICIPATED TRANSPORT IMPACT

### Overview

- 5.1 This Chapter provides an estimation of the trip generating potential of the proposed development during the weekday peak hours.

### Trip Generation – Proposed Use

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

- Employment;
- Industrial Unit;
- Multit-modal surveys;
- Sites in Greater London and Ireland excluded;
- Selection by GFA;
- Weekday surveys only; and
- ‘Edge of Town’ and ‘Suburban’ locations have been selected.

- 5.3 The TRICS outputs for the proposed use are presented in **Appendix D** and are summarised in **Table 5.1** below:-

**Table 5.1 – Proposed Development Trip Rates**

| Mode             | Weekday AM Peak Hour<br>(08:00 to 09:00) |            | Weekday PM Peak Hour<br>(17:00 to 18:00) |            |
|------------------|------------------------------------------|------------|------------------------------------------|------------|
|                  | Arrivals                                 | Departures | Arrivals                                 | Departures |
| Vehicles         | 0.672                                    | 0.199      | 0.087                                    | 0.547      |
| Cyclists         | 0.050                                    | 0.012      | 0.000                                    | 0.037      |
| Pedestrians      | 0.050                                    | 0.000      | 0.000                                    | 0.037      |
| Public Transport | 0.037                                    | 0.000      | 0.000                                    | 0.000      |

- 5.4 The estimated trip generation associated with the proposed development is summarised in **Table 5.2** below:-

**Table 5.2 – Proposed Development Trip Generation (Based on 768m<sup>2</sup>)**

| Mode             | Weekday AM Peak Hour<br>(08:00 to 09:00) |            | Weekday PM Peak Hour<br>(17:00 to 18:00) |            |
|------------------|------------------------------------------|------------|------------------------------------------|------------|
|                  | Arrivals                                 | Departures | Arrivals                                 | Departures |
| Vehicles         | 5                                        | 2          | 1                                        | 4          |
| Cyclists         | 0                                        | 0          | 0                                        | 0          |
| Pedestrians      | 0                                        | 0          | 0                                        | 0          |
| Public Transport | 0                                        | 0          | 0                                        | 0          |

- 5.5 Based on the trip net trip generation, the proposed development would result in an increase of only 7 two-way vehicles during the AM peak hour and 5 two-way vehicles during the PM peak hour.
- 5.6 Volumetrically, this equates to an additional vehicle movement once every 8-9 minutes or so during the AM peak hour and every 12 minutes or so during the PM peak hour. The effect of this additional traffic on the local highway network will not be perceptible during peak hours.

## 6 SUMMARY AND CONCLUSIONS

---

- 6.1 SCP have been instructed by Hallmark Developments (NW) Limited to provide highway, traffic and transport advice in connection with a planning application for proposed industrial use a site located off Royle Barn Road, Rochdale.
- 6.2 The application proposal is for an industrial building split into 5no. units which will operate under B2 use, with a combined Gross Floor Area (GFA) of 768m<sup>2</sup>.
- 6.3 Vehicular access to the proposed development will be provided via the existing access off Royle Barn Road. The existing access will be upgraded to create a new access into the application site, which will serve both the proposed development and the recently constructed battery storage site, with vehicles having the priority over the existing access road serving the Astra Industrial Estate. The existing access serving the Astra Industrial Estate will be realigned to provide increased separation from Royale Barn Lane (circa 17m) and create a new priority junction internal to the site. The proposed access arrangement is broadly consistent with that approved by RMBC as part of the previous Industrial Unit permission on the site (LPA Ref: 06/D47843).
- 6.4 The road safety record of the local highway network has been examined within the most recently available 5-year period and does not present a material concern in the context of the proposed development.
- 6.5 A servicing areas is proposed at the north-western end of the site, which can accommodate the turning movements of a 12m rigid delivery vehicle. This will be the maximum size vehicle required to access the site, given the small scale of the units and anticipated servicing requirements.
- 6.6 The site has been shown to be an accessible location and prospective staff will not be wholly reliant on the private car.
- 6.7 The trip generating potential of the proposed uses of the site have been estimated using trip rates from the industry standard TRICS Database. It is estimated that the proposed development would result in an increase of only 7 two-way vehicles during the AM peak hour and 5 two-way vehicles during the PM peak hour. Volumetrically, this equates to an additional vehicle movement once every 8-9 minutes or so during the AM peak hour and every 12 minutes or so during the PM peak hour. The effect of this additional traffic on the local highway network will not be perceptible during peak hours.

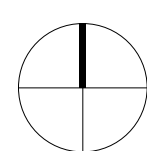
- 6.8 Having regard to the above, it is concluded that there are no highway-related reasons to withhold planning permission for the scheme and it is therefore commended for approval.

**S|C|P**

## **APPENDIX A**



1 Level 0  
1 : 200



0m 2m 4m 6m 8m

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

Designed with reference to the surveys, information and reports listed: Ordnance Survey Promap, Licence number 100022432

James Kelly Architects Ltd t/a Solid Void – 16 Woolfenden Way, Wardle, OL12 9SS  
Tel: 07949448088 – Email: [solidvoid@outlook.com](mailto:solidvoid@outlook.com) – Web: [www.solidvoid.co.uk](http://www.solidvoid.co.uk) -  
Company No. 08545034

| Rev | Date     | Description                             |
|-----|----------|-----------------------------------------|
| A   | 07.03.24 | First issue since revised topo          |
| B   | 26.05.24 | Planning issue                          |
| C   | 05.08.24 | Revised building design to allow access |
| D   | NY1      | Planting added                          |
| E   | 24.09.24 | Revised Design to Client Comments       |

| Dwn | Ckd | Drawn      | JK       |
|-----|-----|------------|----------|
|     |     | Checked    | JK       |
|     |     | Date       | MAY 2024 |
|     |     | Scale @ A1 | 1 : 200  |

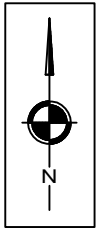
Royle Barn Road, Castleton  
(2352)  
Proposed Floor Plan

RBR-SVA-ZZ-ZZ-DR-A-2005  
REV D  
PLANNING

SOLIDVOID

**S|C|P**

## **APPENDIX B**



GENERAL ARRANGEMENT

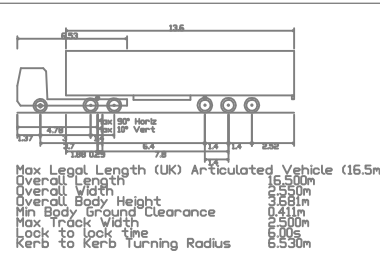
© Crown Copyright, All Rights Reserved. 2021 Licence Number 0100031673

2.4m x 25m  
VISIBILITY SPLAY

2.4m x 43m  
VISIBILITY SPLAY

PROPOSED ROAD MARKINGS  
(SHOWN IN BLACK)

2.4m x 43m VISIBILITY SPLAY  
OFFSET 1m INTO CARRIAGEWAY



SWEPT PATH ANALYSIS - 16.5M ARTICULATED HGV  
TURNING LEFT IN TO THE SITE

SWEPT PATH ANALYSIS - 16.5M ARTICULATED HGV TURNING RIGHT OUT FROM  
THE SITE

SWEPT PATH ANALYSIS - 16.5M ARTICULATED HGVS TURNING IN AND OUT  
FROM THE IMPROVED ACCESS ROAD - 1:1000

**S|C|P**

## **APPENDIX C**



|           |             |      |    |                     |                         |
|-----------|-------------|------|----|---------------------|-------------------------|
| -         | -           | -    | -  | Drawn By:<br><br>LD | Date:<br><br>15.10.2024 |
| -         | -           | -    | -  |                     |                         |
| -         | -           | -    | -  | Checked:<br><br>LB  | Scale@A3:<br><br>1:500  |
| -         | -           | -    | -  |                     |                         |
| Rev       | Description | Date | By | Approved:<br><br>LB | Status:<br><br>PLANNING |
| REVISIONS |             |      |    |                     |                         |

|                |                                |
|----------------|--------------------------------|
| Client Name:   | HALLMARK DEVELOPMENTS (NW) LTD |
| Project Title: | ROYLE BARN ROAD, ROCHDALE      |

Drawing Title:

SWEPT PATH ANALYSIS - 12m RIGID TRUCK

Drawing No.

SCP/240666/ATR01

Rev.

**SCP**  
an **RSK** company

Office of Origin: Manchester Tel: 0161 832 4400  
[www.scptransport.co.uk](http://www.scptransport.co.uk) - [www.rskgroup.com](http://www.rskgroup.com)

**S|C|P**

## **APPENDIX D**

Calculation Reference: AUDIT-726001-240725-0741

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

|    |                                           |        |
|----|-------------------------------------------|--------|
| 02 | <b>SOUTH EAST</b>                         |        |
|    | HF HERTFORDSHIRE                          | 1 days |
| 03 | <b>SOUTH WEST</b>                         |        |
|    | BR BRISTOL CITY                           | 1 days |
| 04 | <b>EAST ANGLIA</b>                        |        |
|    | NF NORFOLK                                | 1 days |
| 06 | <b>WEST MIDLANDS</b>                      |        |
|    | HE HEREFORDSHIRE                          | 1 days |
| 07 | <b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b> |        |
|    | NY NORTH YORKSHIRE                        | 1 days |
| 10 | <b>WALES</b>                              |        |
|    | CF CARDIFF                                | 1 days |

*This section displays the number of survey days per TRICS® sub-region in the selected set*

SCP York Street Manchester

Licence No: 726001

**Primary Filtering selection:**

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area  
Actual Range: 690 to 1880 (units: sqm)  
Range Selected by User: 440 to 1900 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 29/06/23

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

Selected survey days:

Monday 1 days  
Tuesday 2 days  
Thursday 3 days

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

Selected survey types:

Manual count 6 days  
Directional ATC Count 0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone 5  
Commercial Zone 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected  
Servicing vehicles Excluded 5 days - Selected

**Secondary Filtering selection:**Use Class:

Not Known 6 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

SCP York Street Manchester

Licence No: 726001

**Secondary Filtering selection (Cont.):**

Population within 1 mile:

|                  |        |
|------------------|--------|
| 5,001 to 10,000  | 1 days |
| 10,001 to 15,000 | 1 days |
| 25,001 to 50,000 | 4 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 50,001 to 75,000   | 1 days |
| 75,001 to 100,000  | 1 days |
| 125,001 to 250,000 | 2 days |
| 250,001 to 500,000 | 2 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 2 days |
| 1.1 to 1.5 | 4 days |

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

Travel Plan:

|    |        |
|----|--------|
| No | 6 days |
|----|--------|

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

PTAL Rating:

|                 |        |
|-----------------|--------|
| No PTAL Present | 6 days |
|-----------------|--------|

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

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters

|          |                                    |                                       |                        |
|----------|------------------------------------|---------------------------------------|------------------------|
| <b>1</b> | <b>BR-02-C-01</b>                  | <b>MECH. ENGINEERS</b>                | <b>BRISTOL CITY</b>    |
|          | NOVERS HILL                        |                                       |                        |
|          | BRISTOL                            |                                       |                        |
|          | BEDMINSTER                         |                                       |                        |
|          | Suburban Area (PPS6 Out of Centre) |                                       |                        |
|          | Industrial Zone                    |                                       |                        |
|          | Total Gross floor area:            | 1100 sqm                              |                        |
|          | Survey date: MONDAY                | 19/10/09                              | Survey Type: MANUAL    |
| <b>2</b> | <b>CF-02-C-01</b>                  | <b>PLASTICS COMPANY</b>               | <b>CARDIFF</b>         |
|          | PARC-TY-GLAS                       |                                       |                        |
|          | CARDIFF                            |                                       |                        |
|          | LLANISHEN                          |                                       |                        |
|          | Suburban Area (PPS6 Out of Centre) |                                       |                        |
|          | Industrial Zone                    |                                       |                        |
|          | Total Gross floor area:            | 1068 sqm                              |                        |
|          | Survey date: TUESDAY               | 24/10/06                              | Survey Type: MANUAL    |
| <b>3</b> | <b>HE-02-C-02</b>                  | <b>THERMAL PROCESSING</b>             | <b>HEREFORDSHIRE</b>   |
|          | COLLEGE ROAD                       |                                       |                        |
|          | HEREFORD                           |                                       |                        |
|          | BURCOTT                            |                                       |                        |
|          | Edge of Town                       |                                       |                        |
|          | Commercial Zone                    |                                       |                        |
|          | Total Gross floor area:            | 1880 sqm                              |                        |
|          | Survey date: TUESDAY               | 22/10/13                              | Survey Type: MANUAL    |
| <b>4</b> | <b>HF-02-C-01</b>                  | <b>INDUSTRIAL UNIT</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>5</b> | <b>NF-02-C-04</b>                  | <b>EXHIBITION DESIGN &amp; MANUF.</b> | <b>NORFOLK</b>         |
|          | FLETCHER WAY                       |                                       |                        |
|          | NORWICH                            |                                       |                        |
|          | UPPER HELLESDON                    |                                       |                        |
|          | Suburban Area (PPS6 Out of Centre) |                                       |                        |
|          | Industrial Zone                    |                                       |                        |
|          | Total Gross floor area:            | 690 sqm                               |                        |
|          | Survey date: THURSDAY              | 14/11/19                              | Survey Type: MANUAL    |
| <b>6</b> | <b>NY-02-C-03</b>                  | <b>WORKWEAR MANUFACTURER</b>          | <b>NORTH YORKSHIRE</b> |
|          | WETHERBY ROAD                      |                                       |                        |
|          | KNARESBOROUGH                      |                                       |                        |
|          | Edge of Town                       |                                       |                        |
|          | Industrial Zone                    |                                       |                        |
|          | Total Gross floor area:            | 1500 sqm                              |                        |
|          | Survey date: THURSDAY              | 29/06/23                              | Survey Type: MANUAL    |

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

SCP York Street Manchester

Licence No: 726001

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

**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): 1.25

| 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 | 6        | 1340        | 0.286        | 6          | 1340        | 0.012        | 6        | 1340        | 0.298        |
| 08:00 - 09:00 | <b>6</b> | <b>1340</b> | <b>0.672</b> | 6          | 1340        | 0.199        | <b>6</b> | <b>1340</b> | <b>0.871</b> |
| 09:00 - 10:00 | 6        | 1340        | 0.336        | 6          | 1340        | 0.261        | 6        | 1340        | 0.597        |
| 10:00 - 11:00 | 6        | 1340        | 0.249        | 6          | 1340        | 0.249        | 6        | 1340        | 0.498        |
| 11:00 - 12:00 | 6        | 1340        | 0.211        | 6          | 1340        | 0.299        | 6        | 1340        | 0.510        |
| 12:00 - 13:00 | 6        | 1340        | 0.199        | 6          | 1340        | 0.286        | 6        | 1340        | 0.485        |
| 13:00 - 14:00 | 6        | 1340        | 0.274        | 6          | 1340        | 0.174        | 6        | 1340        | 0.448        |
| 14:00 - 15:00 | 6        | 1340        | 0.174        | 6          | 1340        | 0.137        | 6        | 1340        | 0.311        |
| 15:00 - 16:00 | 6        | 1340        | 0.299        | 6          | 1340        | 0.361        | 6        | 1340        | 0.660        |
| 16:00 - 17:00 | 6        | 1340        | 0.137        | 6          | 1340        | 0.411        | 6        | 1340        | 0.548        |
| 17:00 - 18:00 | 6        | 1340        | 0.087        | <b>6</b>   | <b>1340</b> | <b>0.547</b> | 6        | 1340        | 0.634        |
| 18:00 - 19:00 | 6        | 1340        | 0.062        | 6          | 1340        | 0.100        | 6        | 1340        | 0.162        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 2.986        |            |             | 3.036        |          |             | 6.022        |

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

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

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

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

### Parameter summary

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 690 - 1880 (units: sqm) |
| Survey date date range:                       | 01/01/00 - 29/06/23     |
| Number of weekdays (Monday-Friday):           | 6                       |
| Number of Saturdays:                          | 0                       |
| Number of Sundays:                            | 0                       |
| Surveys automatically removed from selection: | 1                       |
| Surveys manually removed from selection:      | 0                       |

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

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 02 - EMPLOYMENT/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 - 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 | 6        | 1340        | 0.000        | 6          | 1340        | 0.000        | 6        | 1340        | 0.000        |
| 08:00 - 09:00 | <b>6</b> | <b>1340</b> | <b>0.050</b> | 6          | 1340        | 0.012        | <b>6</b> | <b>1340</b> | <b>0.062</b> |
| 09:00 - 10:00 | 6        | 1340        | 0.000        | 6          | 1340        | 0.000        | 6        | 1340        | 0.000        |
| 10:00 - 11:00 | 6        | 1340        | 0.000        | 6          | 1340        | 0.000        | 6        | 1340        | 0.000        |
| 11:00 - 12:00 | 6        | 1340        | 0.000        | 6          | 1340        | 0.000        | 6        | 1340        | 0.000        |
| 12:00 - 13:00 | 6        | 1340        | 0.000        | 6          | 1340        | 0.000        | 6        | 1340        | 0.000        |
| 13:00 - 14:00 | 6        | 1340        | 0.012        | 6          | 1340        | 0.012        | 6        | 1340        | 0.024        |
| 14:00 - 15:00 | 6        | 1340        | 0.000        | 6          | 1340        | 0.000        | 6        | 1340        | 0.000        |
| 15:00 - 16:00 | 6        | 1340        | 0.000        | 6          | 1340        | 0.000        | 6        | 1340        | 0.000        |
| 16:00 - 17:00 | 6        | 1340        | 0.000        | 6          | 1340        | 0.012        | 6        | 1340        | 0.012        |
| 17:00 - 18:00 | 6        | 1340        | 0.000        | <b>6</b>   | <b>1340</b> | <b>0.037</b> | 6        | 1340        | 0.037        |
| 18:00 - 19:00 | 6        | 1340        | 0.000        | 6          | 1340        | 0.012        | 6        | 1340        | 0.012        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.062        |            |             | 0.085        |          |             | 0.147        |

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

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

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 02 - EMPLOYMENT/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 - 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 | 6        | 1340        | 0.075        | 6          | 1340        | 0.000        | 6        | 1340        | 0.075        |
| 08:00 - 09:00 | 6        | 1340        | 0.050        | 6          | 1340        | 0.000        | 6        | 1340        | 0.050        |
| 09:00 - 10:00 | 6        | 1340        | 0.025        | 6          | 1340        | 0.000        | 6        | 1340        | 0.025        |
| 10:00 - 11:00 | 6        | 1340        | 0.000        | 6          | 1340        | 0.012        | 6        | 1340        | 0.012        |
| 11:00 - 12:00 | 6        | 1340        | 0.000        | 6          | 1340        | 0.000        | 6        | 1340        | 0.000        |
| 12:00 - 13:00 | 6        | 1340        | 0.025        | 6          | 1340        | 0.062        | 6        | 1340        | 0.087        |
| 13:00 - 14:00 | <b>6</b> | <b>1340</b> | <b>0.100</b> | <b>6</b>   | <b>1340</b> | <b>0.112</b> | <b>6</b> | <b>1340</b> | <b>0.212</b> |
| 14:00 - 15:00 | 6        | 1340        | 0.000        | 6          | 1340        | 0.037        | 6        | 1340        | 0.037        |
| 15:00 - 16:00 | 6        | 1340        | 0.000        | 6          | 1340        | 0.000        | 6        | 1340        | 0.000        |
| 16:00 - 17:00 | 6        | 1340        | 0.000        | 6          | 1340        | 0.025        | 6        | 1340        | 0.025        |
| 17:00 - 18:00 | 6        | 1340        | 0.000        | 6          | 1340        | 0.037        | 6        | 1340        | 0.037        |
| 18:00 - 19:00 | 6        | 1340        | 0.000        | 6          | 1340        | 0.000        | 6        | 1340        | 0.000        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.275        |            |             | 0.285        |          |             | 0.560        |

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

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

SCP York Street Manchester

Licence No: 726001

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

**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 | 6        | 1340        | 0.000        | 6          | 1340        | 0.000        | 6        | 1340        | 0.000        |
| 08:00 - 09:00 | <b>6</b> | <b>1340</b> | <b>0.037</b> | 6          | 1340        | 0.000        | <b>6</b> | <b>1340</b> | <b>0.037</b> |
| 09:00 - 10:00 | 6        | 1340        | 0.000        | 6          | 1340        | 0.000        | 6        | 1340        | 0.000        |
| 10:00 - 11:00 | 6        | 1340        | 0.000        | 6          | 1340        | 0.000        | 6        | 1340        | 0.000        |
| 11:00 - 12:00 | 6        | 1340        | 0.000        | 6          | 1340        | 0.000        | 6        | 1340        | 0.000        |
| 12:00 - 13:00 | 6        | 1340        | 0.000        | 6          | 1340        | 0.000        | 6        | 1340        | 0.000        |
| 13:00 - 14:00 | 6        | 1340        | 0.000        | 6          | 1340        | 0.000        | 6        | 1340        | 0.000        |
| 14:00 - 15:00 | 6        | 1340        | 0.000        | 6          | 1340        | 0.012        | 6        | 1340        | 0.012        |
| 15:00 - 16:00 | 6        | 1340        | 0.000        | 6          | 1340        | 0.000        | 6        | 1340        | 0.000        |
| 16:00 - 17:00 | 6        | 1340        | 0.000        | <b>6</b>   | <b>1340</b> | <b>0.025</b> | 6        | 1340        | 0.025        |
| 17:00 - 18:00 | 6        | 1340        | 0.000        | 6          | 1340        | 0.000        | 6        | 1340        | 0.000        |
| 18:00 - 19:00 | 6        | 1340        | 0.000        | 6          | 1340        | 0.000        | 6        | 1340        | 0.000        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.037        |            |             | 0.037        |          |             | 0.074        |

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

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