

Transport Statement

**Proposed Office/ Industrial Unit Development
Spotland Road, Rochdale**

Hallmark Ltd

August 2022

Doc Ref: SCP/220509/TS/0

Prepared by:	Balal Ahmed
	BA
Checked by:	Peter Todd
	PT

Document Revision Control

Revision	Date	Status	Prepared By	Approved By
0	11/08/22	Issue	BA	PT

Colwyn Chambers
19 York Street
Manchester
M2 3BA

T: 0161 832 4400

E: info@scptransport.co.uk
W: www.scptransport.co.uk



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1.0 INTRODUCTION

Overview / Background

- 1.1 SCP have been appointed by Hallmark Ltd to provide specialist transport planning and engineering advice in support of a proposed development comprising a small office / industrial unit on part of the former Dexine Works site located to the south of Spotland Road, Rochdale.
- 1.2 The site has an extensive planning history with the most relevant planning applications summarised below:-
- 20/01193/FUL | Full application (part retrospective) for the demolition of on-site buildings including the existing mill building, the erection of 10 industrial units (E and B2 Use Classes), together with the creation of a service yard, car parking and substation; the erection of 2 dwellings (4 bedroom semi-detached units), together with the creation of parking areas for existing units and parking for proposed units and the alteration of the existing access - Resubmission of 19/00804/FUL; This application was approved. and,
 - 22/00975/ANM - Application for non-material amendment to planning application 20/01193/FUL to amend site access arrangements (substitute approved site layout ref:H332/021/N with site layout drawing ref:H332/021/T). At the time of preparing this report this application is still to be determined.
- 1.3 The application site comprises a parcel of land included in the above application 20/01193/FUL, where it was proposed that this site would be developed for car parking. However, as detailed later, the parking in this area can be accommodated elsewhere within the wider development site, not therefore creating any car parking issues on the local highway network. In addition, the access arrangements approved as part of the 20/01193/FUL application have been amended, as discussed with the Council's Highway Officer and covered in the non-material amendment application (22/00975/ANM), to create additional land for this development.
- 1.4 This report has been prepared an assessment of the traffic and transport implications associated with the proposed development to inform Rochdale Council, as the local highway and planning authority, regarding the nature and magnitude of their impact..

Structure of This Report

- 1.5 The structure of this report is as follows:

Section 2 – provides a description of the existing conditions at the site;

Section 3 – provides an appraisal of the proposed development, including parking;

Section 4 – provides an estimation of the trip generating potential of the proposed site use; and,

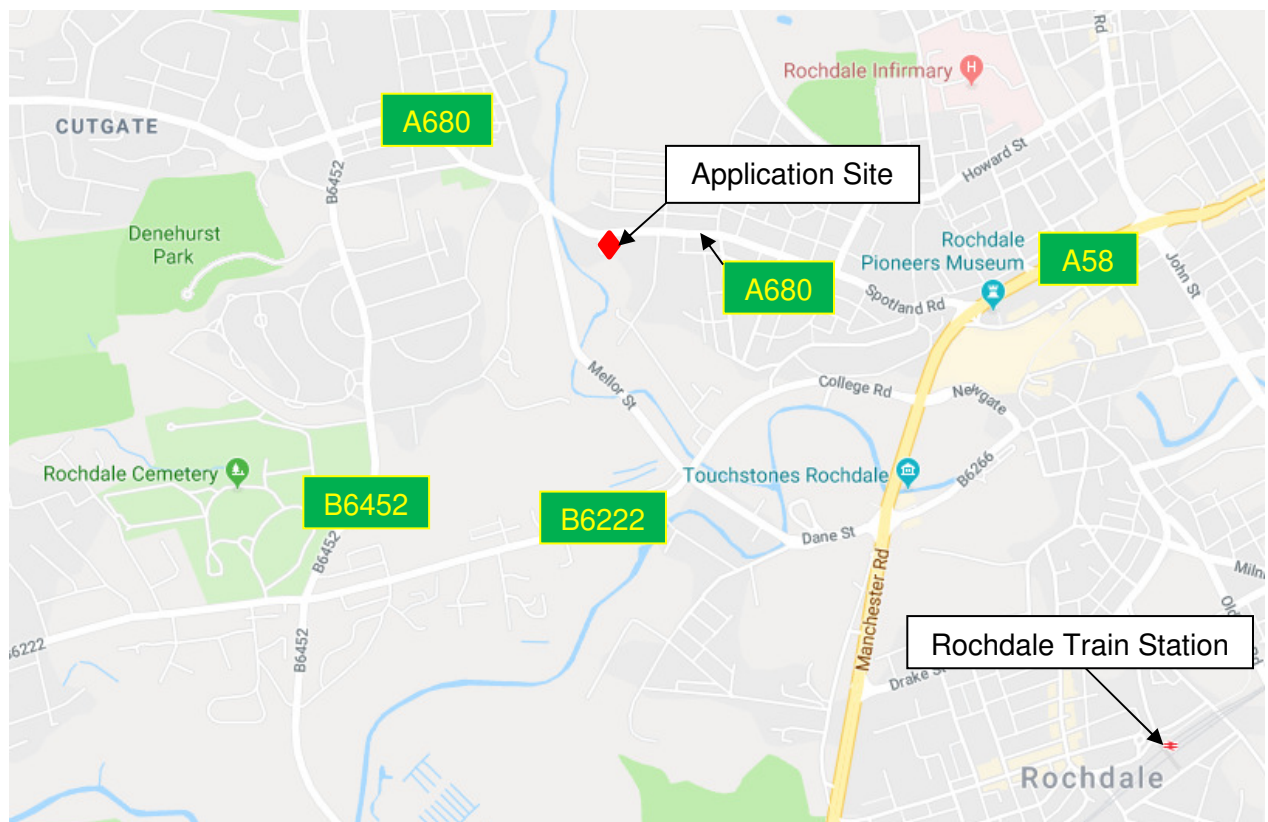
Section 5 – provides the summary and conclusions.

2.0 EXISTING CONDITIONS

General

- 2.1 The application site is located on land associated with the Coldwell Industrial Estate in Rochdale, which can be accessed from the A680 Spotland Road via a priority-controlled T-junction. The application site consists of an irregular shaped pentagonal piece of land to the east of the existing priority-controlled T-junction serving Coldwell Industrial Estate.
- 2.2 The location of the site in relation to the wider highway network is shown in **Figure 2.1**.

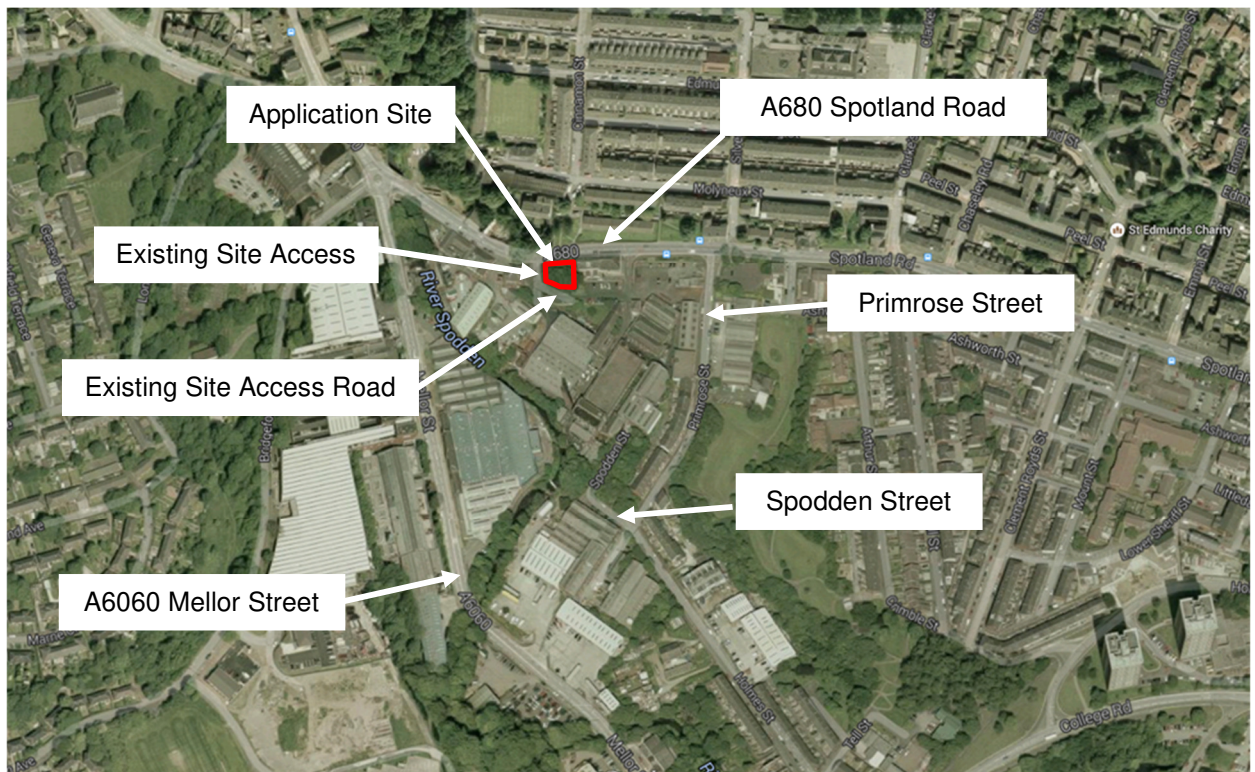
Figure 2.1: Site Location Plan in Relation to Wider Highway Network



Source: Google maps

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

Figure 2.2: Site Location Plan in Relation to Local Highway Network



Source: Google maps

- 2.4 As shown in **Figure 2.1** and **Figure 2.2**, the development site is bound by the A680 Spotland Road to the north, existing residential / retail units to the east, and the existing site access road serving Coldwell Industrial Estate to the south and west.
- 2.5 Access to the wider industrial estate is available from four locations, including two accesses on the A680 Spotland Road, one adjacent to Spotland Bridge Funeral Services (225 Spotland Road) and the other adjacent to 201-205 Spotland Road, an access from Primrose Street, and a fourth access provided from Spodden Street.

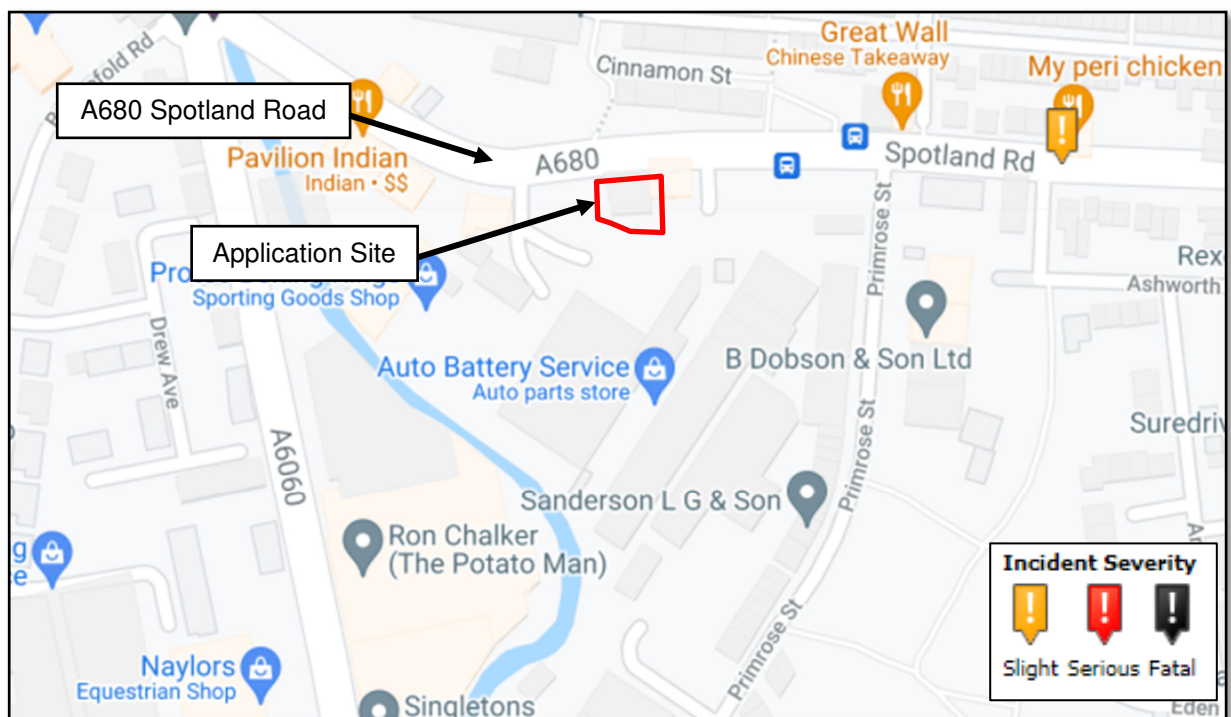
Local Highway Network

- 2.6 The A680 Spotland Road has a carriageway width of approximately 7m and provides onward access to the A58 St Mary's Gate and Rochdale town centre. The A58 connects the A680 to the M62 at the south and the M66 to the west of the site.
- 2.7 The nearest bus stops are situated outside the site on Spotland Road, with additional services available from College Road and Mellor Road. This development forms part of the previous site. Accessibility was considered acceptable as part of that planning application (20/01193/FUL) therefore the site is considered to be accessible and no further accessibility assessments are considered necessary as part of this application.

Road Safety

- 2.1 The NPPG document “Guidance on Transport Assessment” 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”.
- 2.8 The road safety record of the local highway network has been extracted from the online resource Crash Map and are summarised in **Figure 2.3** below.

Figure 2.3: Recorded Road Accident Locations around Site – 2017-2020 Inclusive



- 2.9 As can be seen from the above no accidents occurred on Spotland Road or the access to the industrial estate over the five-year period. Based on the lack of accidents recorded, road safety does not present a material concern in the context of the development.

3.0 PROPOSED DEVELOPMENT

General

- 3.1 The proposed development comprises the erection of an office / industrial unit on an irregular shaped pentagonal piece of land to the south of the A680 Spotland Road.
- 3.2 The proposed building will comprise of the following:- :

Schedule of Accommodation	
Ground Floor Plan	Floor Area (sq. m)
Industrial Unit	118.7
Meeting Room	15.2
Disabled WC	3.3
Reception	27.6
Total	164.8
First Floor Plan	Floor Area (sq. m)
Office	85.5
Male WC	9.5
Female WC	9.8
Meeting Room	8.3
Board Room	17.9
Kitchenette	5.3
Additional storage area above	22
Total	156.3
Grant Total	321.1

- 3.3 The industrial unit element of the development is provided on the ground floor and comprises circa 165 sq. m of floor area, with the office element on the first floor and providing a circa 156 sq. m floor area, therefore providing a total floor area or 321.1 sq. m.
- 3.4 The proposed site layout plan is contained in **Appendix A**.

Site Access Arrangement

- 3.5 Vehicular access to the proposed development will be from the existing access off the A680 Spotland Road which was previously subject to an improvement scheme approved as part of a previous planning application (Ref:20/01193/FUL). The wider development subject to that planning permission has now largely been built.

- 3.6 The previous junction improvement scheme comprised a pedestrian refuge island on the site access arm. In order to create additional space for this development, the access arrangement have been amended through discussions with the highway officer and covered in the non-material amendment application (22/00975/ANM) which is yet to be determined.
- 3.7 Drawing number SCP_220334_D01 Revision C as presented in **Appendix B** shows the revised junction improvement scheme, which has been agreed in principle by the Council's highway officer. **Parking**
- 3.8 The Rochdale Adopted Core Strategy (October 2016) parking standards advise that a maximum of 1 car parking space per 60 sq. m should be provided for B2 General Industry use and a maximum of 1 car parking space per 35 sq. m should be provided for an office development (former B1(a) use class).
- 3.9 It should be noted that since the release of the council's parking standards document, there has been an update on use classes in England. The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 legislation introduced a new Use Class E which replaces and therefore revokes several previous use classes, including the B1(a) use class. However, for the purposes of quantifying how many parking spaces should be provided as part of the proposed development, the B1(a) office development is still considered most relevant.
- 3.10 The Rochdale Adopted Core Strategy advises that both the industrial / employment elements of the proposed development should provide 2 cycle parking spaces each as a minimum.
- 3.11 Based on the proposed floor area, the maximum parking provision should therefore not exceed 3 & 4 parking spaces for the office and general industrial uses respectively. The proposed development will provide 2 parking spaces adjacent to the unit, with the additional demand accommodated within the wider development site.
- 3.12 As detailed earlier, the application site comprises a parcel of land included the original planning application (20/01193/FUL) for the wider site, where it was proposed that this site would be developed for car parking, providing 12 parking spaces. The wider redevelopment site comprised a development of circa 3,600 sq. m which is occupied by B2 use.

- 3.13 Based on B2 use that requires 1 space per 60 sq.m this equates to a total requirement of 60 spaces on the wider site, plus the 5 spaces required from this development. The latest site plans for the wider development show a total of 90 car parking spaces, with an application currently submitted to provide an additional 12 spaces. Assuming consent is granted that would be a provision of 102 spaces in total, which will comfortably accommodate the anticipated demand and not therefore result in any overspill car parking on the local highway network.
- 3.14 In addition to the above, there is existing parking on entry to the site, shown on the images below. This land is under the control of the applicant who is willing to provide these spaces for the funeral directors to ease their parking in the vicinity of the junction.



Swept Path Analysis

- 3.15 Drawing number SCP_220334_D01 Revision C as presented in **Appendix B** demonstrates that the revised site access arrangement can accommodate the swept paths of a 16.5m long articulated Heavy Goods Vehicle (HGV).

4.0 ANTICIPATED HIGHWAY IMPACT

Introduction

- 4.1 This chapter provides an estimate of the trip generating potential of the proposed uses of the site.

Trip Generation – Proposed Use of the Site

- 4.2 In order to estimate the trip generating potential of the existing use of the site, average trip rates from the industry-standard TRICS Database (V7.9.2) have been obtained. The selection criteria for the TRICS-based trip rates is as follows: -

Employment – Proposed Office

- a. Employment;
- b. Office;
- c. Vehicular surveys only;
- d. Sites in Greater London and Ireland excluded;
- e. Selection by GFA;
- f. Weekday surveys only;
- g. 'Edge of Town' locations included.

Employment – Proposed Industrial Unit

- a. Employment;
- b. Industrial Unit;
- c. Vehicular surveys only;
- d. Sites in Greater London and Ireland excluded;
- e. Selection by GFA;
- f. Weekday surveys only; and,
- g. 'Edge of Town' locations included.

- 4.3 The TRICS outputs are presented in **Appendix C & Appendix D** with the trip rates and associated trip generation for the various elements of the site summarised in **Table 4.1** overleaf.

Table 4.1 – Estimated Trip Generation – Proposed Development

	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Employment – Office				
Trip Rate (Vehicles) – Per 100sqm	4.478	0.493	0.493	4.613
Trip Generation –	7	1	1	7
Employment – Industrial Unit				
Trip Rate (Vehicles) – Per 100sqm	0.694	0.251	0.129	0.496
Trip Generation –	1	0	0	1
Total Trip Generation	8	1	1	8

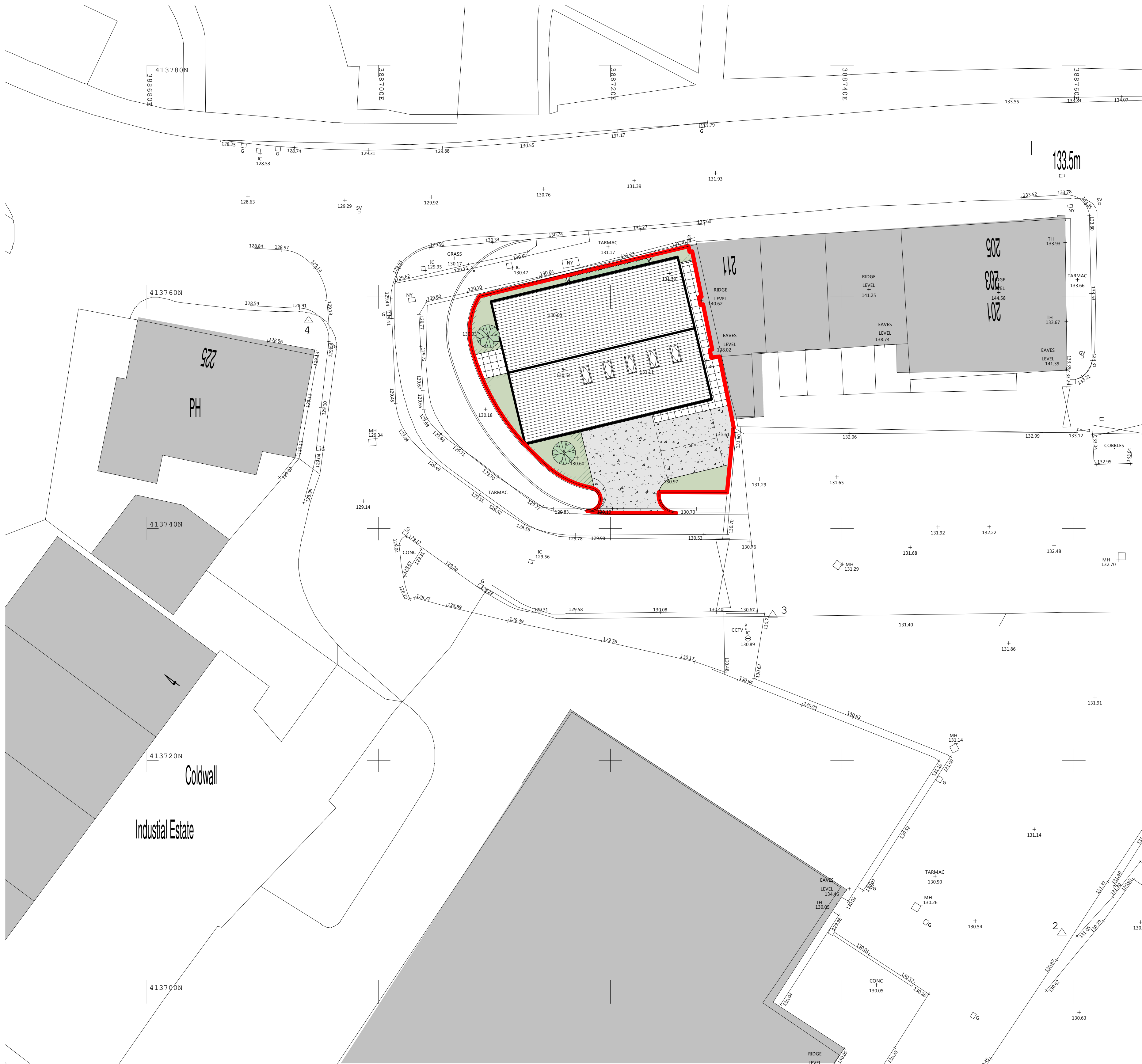
- 4.4 As can be seen from the above, the proposed development will result in an increase of 9 two-way trips in both the AM and PM peak hours. Volumetrically this equates to an additional vehicular movement every 7 minutes or so, which is not anticipated to have a material impact on the operation of the local highway network.

5.0 SUMMARY AND CONCLUSIONS

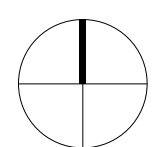
- 5.1 SCP have been appointed by Hallmark Ltd to provide specialist transport planning and engineering advice in support of a proposed development comprising a small office and industrial unit. The application site is located on the site of the former Dexine Works in Rochdale.
- 5.2 Vehicular access to the proposed development will be from the existing access off the A680 Spotland Road which was previously subject to an improvement scheme approved as part of a previous planning application (Ref:20/01193/FUL). The wider development subject to that planning permission has now largely been built.
- 5.3 The previous junction improvement scheme comprised a pedestrian refuge island on the site access arm. In order to create additional space for this development, the access arrangement have been amended through discussions with the highway officer and covered in the non-material amendment application (22/00975/ANM) which is yet to be determined.
- 5.4 The road safety record of the local highway network has been examined within the most recently available 5-year period (2016-2020) and does not present a material concern in the context of the proposed Use Class change.
- 5.5 It is estimated that the proposed scheme could generate only 9 two-way vehicle movements in both the AM and PM peak hours. Volumetrically this equates to an additional vehicular movement every 7 minutes or so, which is not anticipated to have a material impact on the operation of the local highway network.
- 5.6 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 to Rochdale Borough Council for approval.

S|C|P

APPENDIX A



1 Pro Site Plan
1 : 200



0m 5m 10m

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 - Web: www.solidvoid.co.uk -
Company No. 08545034

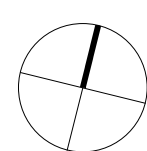
Rev	Date	Description
1	18.07.22	Second Issue

Dwn	Ckd	Drawn	Author
		Checked	Checker
		Date	07/08/22
		Scale @ A1	1 : 200

Coldwall Industrial Estate
Office Building (2305)
Pro Site and Location Plans

CIE-SVA-ZZ-ZZ-DR-A-2001
REV -
PLANNING

SOLIDVOID



0m 1m 2m 3m 4m

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Designed with reference to the surveys, information and reports listed: Ordnance Survey Promap, Licence number 10002432

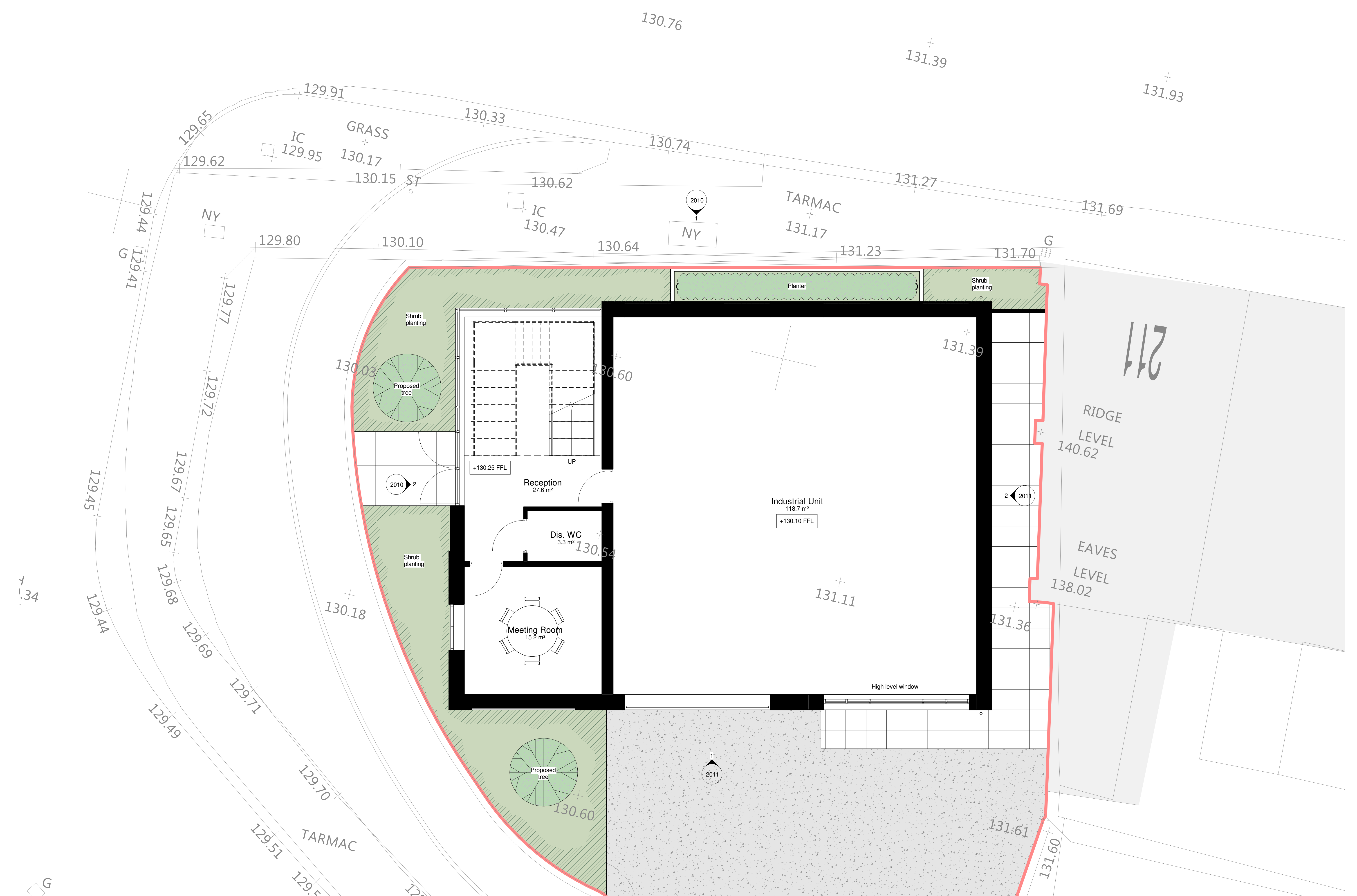
James Kelly Architects Ltd t/a Solid Void – 16 Woolfenden Way, Wardle, OL12 9SS
Tel: 07949448088 – Email: solidvoid@outlook.com – Web: www.solidvoid.co.uk -
Company No. 08545034

Rev	Date	Description
A	18.07.22	First Issue
		Second Issue

Dwn	Ckd	Drawn	JK
		Checked	JK
		Date	JUL 22
		Scale @ A1	1 : 50

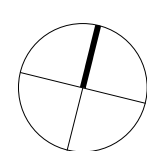
Coldwall Industrial Estate
Office Building (2305)
Proposed Level 0 Plan

CIE-SVA-ZZ-ZZ-DR-A-2005
REV A
PLANNING

SOLIDVOID

1

Proposed Level 1
1 : 50



0m 1m 2m 3m 4m

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 10002432

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

Rev	Date	Description
-	13.07.22	First Issue
A	18.07.22	Second Issue
B	19.07.22	Meeting / Board Room amends

Dwn	Ckd	Drawn	JK
		Checked	JK
		Date	JUL 22
		Scale @ A1	1 : 50

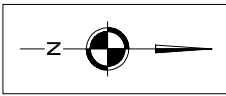
Coldwall Industrial Estate
Office Building (2305)
Proposed Level 1 Plan

CIE-SVA-ZZ-ZZ-DR-A-2006
REV B
PLANNING

SOLIDVOID

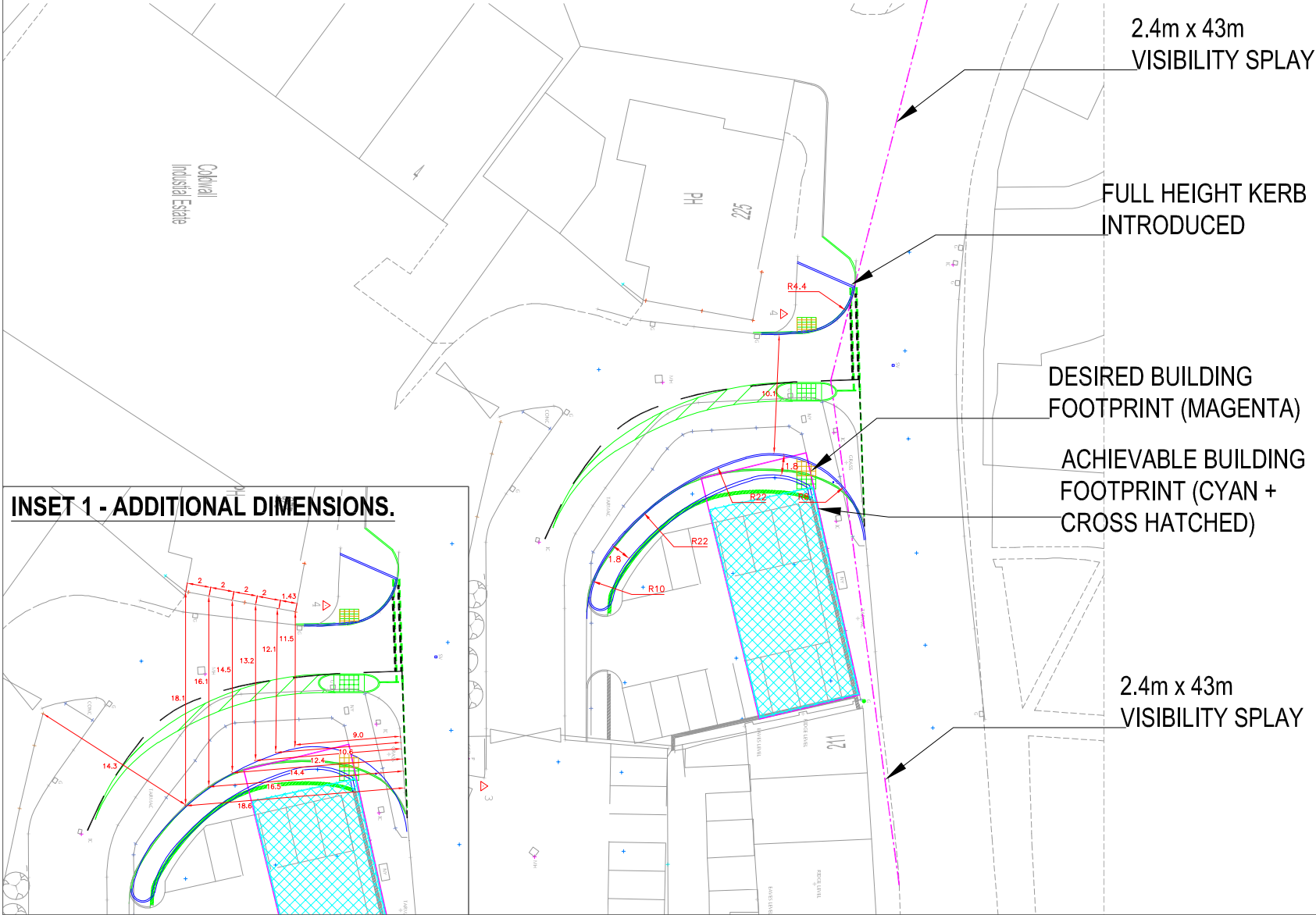
S|C|P

APPENDIX B

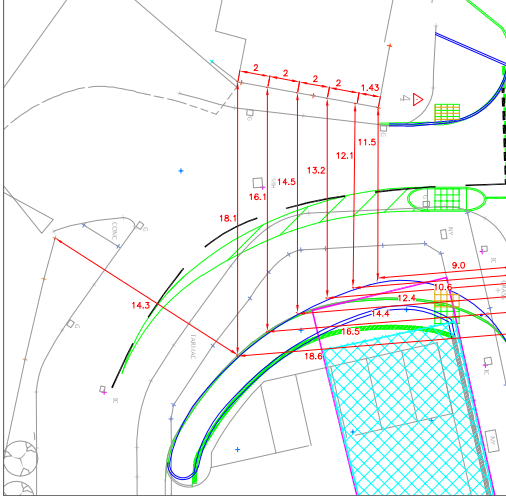


SITE ACCESS ARRANGEMENT

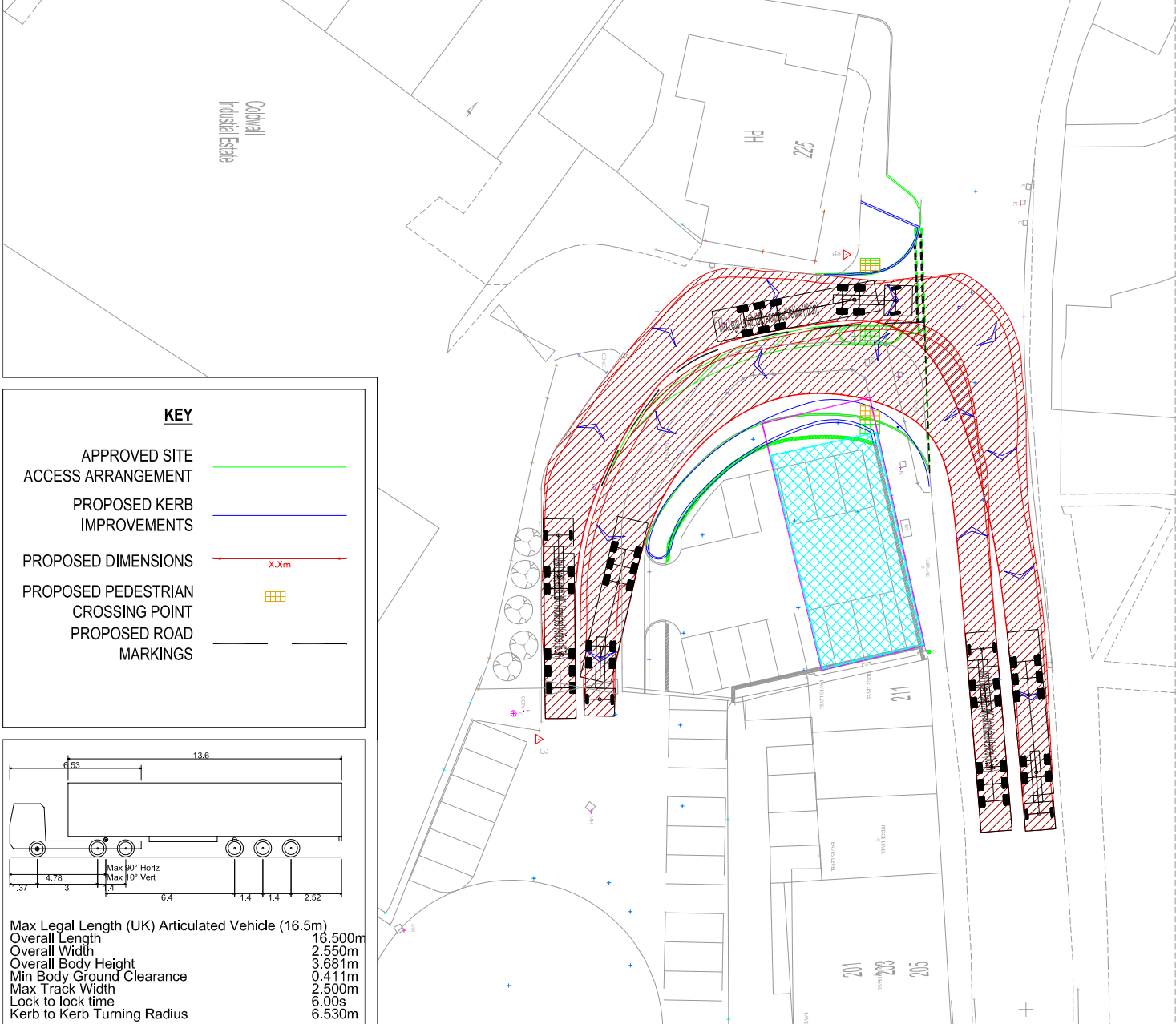
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INSET 1 - ADDITIONAL DIMENSIONS.

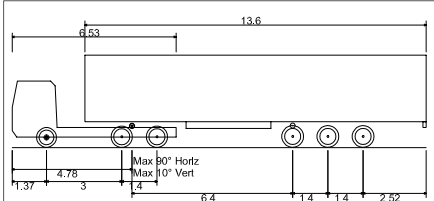


SWEPT PATH ANALYSIS - 16.5m LONG ATRICULATED HGV



KEY

- APPROVED SITE ACCESS ARRANGEMENT
- PROPOSED KERB IMPROVEMENTS
- PROPOSED DIMENSIONS
- PROPOSED PEDESTRIAN CROSSING POINT
- PROPOSED ROAD MARKINGS



Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REVISIONS			
Rev	Description	Date	By
A	-APPROVED ACCESS UNDERLAID. KEY / DIMENSIONS ADDED TO SUIT.	17.05.22	BA
B	-ADDITIONAL DIMENSIONS ADDED	27.06.22	BA
C	-ADDITIONAL DIMENSIONS ADDED	30.06.22	BA

SCP

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client	HALLMARK DEVELOPMENTS (NW) LTD
Project Title	SPOTLAND ROAD, ROCHDALE

Drawing Title	SITE ACCESS ARRANGEMENT
---------------	-------------------------

Scale	1:500 @ A3
Date	17.05.2022
Approved/Unapproved	-

By	BA
Checked	PT
Status	PLANNING

Drawing No.	SCP/220334/D01
Revision	C

S|C|P

APPENDIX C

SCP York Street Manchester

Licence No: 726001

Calculation Reference: AUDIT-726001-220810-0812

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
11	SCOTLAND	
	HI HIGHLAND	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 500 to 929 (units: sqm)
 Range Selected by User: 50 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 15/11/21

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

Selected survey days:

Tuesday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	3
--------------	---

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	1
Commercial Zone	1
Development 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.

SCP York Street Manchester

Licence No: 726001

Secondary Filtering selection:Use Class:

Not Known

3 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000

1 days

15,001 to 20,000

1 days

25,001 to 50,000

1 days

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

Population within 5 miles:

5,001 to 25,000

1 days

75,001 to 100,000

1 days

125,001 to 250,000

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

2 days

1.1 to 1.5

1 days

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

Travel Plan:

No

3 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

3 days

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

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters

1	HI-02-A-01	OFFICE	HIGHLAND
	HIGHLANDER WAY		
	INVERNESS		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	804 sqm	
	Survey date: WEDNESDAY	20/05/09	Survey Type: MANUAL
2	HI-02-A-02	DATA SCIENCE COMPANY	HIGHLAND
	TOM SEMPLE ROAD		
	NAIRN		
	BALMAKEITH BUSINESS PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	929 sqm	
	Survey date: TUESDAY	09/05/06	Survey Type: MANUAL
3	NF-02-A-04	BUILDING CONSULTANT	NORFOLK
	WHITING ROAD		
	NORWICH		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	500 sqm	
	Survey date: WEDNESDAY	13/11/19	Survey Type: MANUAL

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.

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Licence No: 726001

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

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	744	1.164	3	744	0.179	3	744	1.343
08:00 - 09:00	3	744	4.478	3	744	0.493	3	744	4.971
09:00 - 10:00	3	744	1.343	3	744	0.493	3	744	1.836
10:00 - 11:00	3	744	0.358	3	744	0.269	3	744	0.627
11:00 - 12:00	3	744	0.537	3	744	0.582	3	744	1.119
12:00 - 13:00	3	744	0.717	3	744	1.030	3	744	1.747
13:00 - 14:00	3	744	1.120	3	744	0.985	3	744	2.105
14:00 - 15:00	3	744	0.761	3	744	0.717	3	744	1.478
15:00 - 16:00	3	744	0.269	3	744	0.672	3	744	0.941
16:00 - 17:00	3	744	0.582	3	744	1.075	3	744	1.657
17:00 - 18:00	3	744	0.493	3	744	4.613	3	744	5.106
18:00 - 19:00	3	744	0.179	3	744	0.717	3	744	0.896
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.001			11.825			23.826

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

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

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Parameter summary

Trip rate parameter range selected:	500 - 929 (units: sqm)
Survey date range:	01/01/01 - 15/11/21
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

S|C|P

APPENDIX D

SCP York Street Manchester

Licence No: 726001

Calculation Reference: AUDIT-726001-220810-0820

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	RE READING	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
08	NORTH WEST	
	LC LANCASHIRE	2 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 150 to 950 (units: sqm)
 Range Selected by User: 50 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 22/11/21

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	5 days
Friday	1 days

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

Selected survey types:

Manual count	10 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)	6
Edge of Town	4

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	9
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.

SCP York Street Manchester

Licence No: 726001

Secondary Filtering selection:Use Class:

Not Known 10 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	3 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	2 days
125,001 to 250,000	5 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	7 days
1.1 to 1.5	2 days

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

Travel Plan:

No 10 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 10 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters

1	CB-02-C-02	STEEL FABRICATION	CUMBRIA
	BLACKDYKE ROAD		
	CARLISLE		
	KINGSTOWN IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	715 sqm	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL
2	LC-02-C-03	TIMBER SUPPLIES	LANCASHIRE
	GOLDEN HILL LANE		
	LEYLAND		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	150 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
3	LC-02-C-05	NUTRITION MANUFACTURE	LANCASHIRE
	FURNESS DRIVE		
	POULTON-LE-FYLDE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	775 sqm	
	Survey date: WEDNESDAY	30/06/21	Survey Type: MANUAL
4	NF-02-C-03	SHEET METAL CONTRACTOR	NORFOLK
	ELVIN WAY		
	NORWICH		
	HELLESDON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	260 sqm	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
5	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK
	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
6	NR-02-C-02	RENEWABLE ENGINEERING	NORTHAMPTONSHIRE
	TREVITHICK ROAD		
	CORBY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	702 sqm	
	Survey date: THURSDAY	22/10/20	Survey Type: MANUAL
7	RE-02-C-01	SHEET METAL FABRICATION	READING
	COMMERCIAL ROAD		
	READING		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	645 sqm	
	Survey date: THURSDAY	22/11/12	Survey Type: MANUAL
8	TW-02-C-01	INDUSTRIAL UNIT	TYNE & WEAR
	SHAFTESBURY AVENUE		
	JARROW		
	TYNE POINT IND. ESTATE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	950 sqm	
	Survey date: THURSDAY	15/11/12	Survey Type: MANUAL
9	WM-02-C-02	ARDONPRINT	WEST MIDLANDS
	SYDNEY ROAD		
	BIRMINGHAM		
	SMALL HEATH		
	Suburban Area (PPS6 Out of Centre)		
	Commercial Zone		
	Total Gross floor area:	300 sqm	
	Survey date: WEDNESDAY	17/06/09	Survey Type: MANUAL

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

10	WM-02-C-05	INDIAN CATERING	WEST MIDLANDS
	ICKNIELD STREET		
	BIRMINGHAM		
	HOCKLEY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	256 sqm	
	Survey date: MONDAY	22/11/21	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

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	1	702	0.000	1	702	0.000	1	702	0.000
06:00 - 07:00	1	702	0.000	1	702	0.000	1	702	0.000
07:00 - 08:00	9	576	0.540	9	576	0.135	9	576	0.675
08:00 - 09:00	9	576	0.694	9	576	0.251	9	576	0.945
09:00 - 10:00	10	544	0.349	10	544	0.239	10	544	0.588
10:00 - 11:00	10	544	0.349	10	544	0.331	10	544	0.680
11:00 - 12:00	10	544	0.423	10	544	0.276	10	544	0.699
12:00 - 13:00	10	544	0.423	10	544	0.478	10	544	0.901
13:00 - 14:00	10	544	0.496	10	544	0.423	10	544	0.919
14:00 - 15:00	10	544	0.606	10	544	0.551	10	544	1.157
15:00 - 16:00	10	544	0.514	10	544	0.606	10	544	1.120
16:00 - 17:00	10	544	0.331	10	544	0.900	10	544	1.231
17:00 - 18:00	10	544	0.129	10	544	0.496	10	544	0.625
18:00 - 19:00	10	544	0.018	10	544	0.165	10	544	0.183
19:00 - 20:00	2	479	0.000	2	479	0.000	2	479	0.000
20:00 - 21:00	1	702	0.000	1	702	0.000	1	702	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.872			4.851			9.723

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

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

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Parameter summary

Trip rate parameter range selected:	150 - 950 (units: sqm)
Survey date range:	01/01/01 - 22/11/21
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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