

Northern Accident Repair Group Ltd

Proposed Change of Use, Riverside Drive, Rochdale

Transport Statement

240525

JUNE 2024



SCP GENERAL NOTES

Project No.: 240525-TA (0.0)

Title: Proposed Change of Use, Riverside Drive, Rochdale, Transport Statement

Client: Northern Accident Repair Group Ltd

Date: 18 June 2024

Office: Manchester

Author	<u>Abbie Moore</u>	Reviewer	<u>Pete Todd</u>
Date:	<u>18.06.2024</u>	Date:	<u>18.06.2024</u>

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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.

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1 INTRODUCTION

General

- 1.1 SCP have been instructed by Northern Accident Repair Group Ltd to produce a Transport Statement (TS) in support of a change in use of an existing commercial unit, with a lawful B8 storage and distribution use to a vehicle car body repair shop [B2 / Sui Generis use], on a site located within the Smallbridge Business Park, to the south of Riverside Drive, Rochdale.
- 1.2 A planning application for the change of use was submitted to Rochdale Borough Council (RBC). However, RBC asked for a Transport Statement to be submitted prior to the planning application being validated.
- 1.3 This Transport Statement has therefore been prepared to accompany the planning and has been produced in accordance with the National Planning Practice Guidance and now archived Department for Transport's "*Guidance on Transport Assessment*" document.
- 1.4 The Transport Statement provides an assessment of the traffic and transport implications associated with the development proposals to inform RBC, 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:-
 - Chapter 2 - describes in detail the site location, local highway network and existing use of the site;
 - Chapter 3 - defines the development proposals including servicing and parking arrangements;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 5 – presents a summary of the impact of the development on the local highway network; and,
 - Chapter 6 – provides the summary and conclusions to the above chapters

2 EXISTING CONDITIONS

General

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

Site Location / Composition

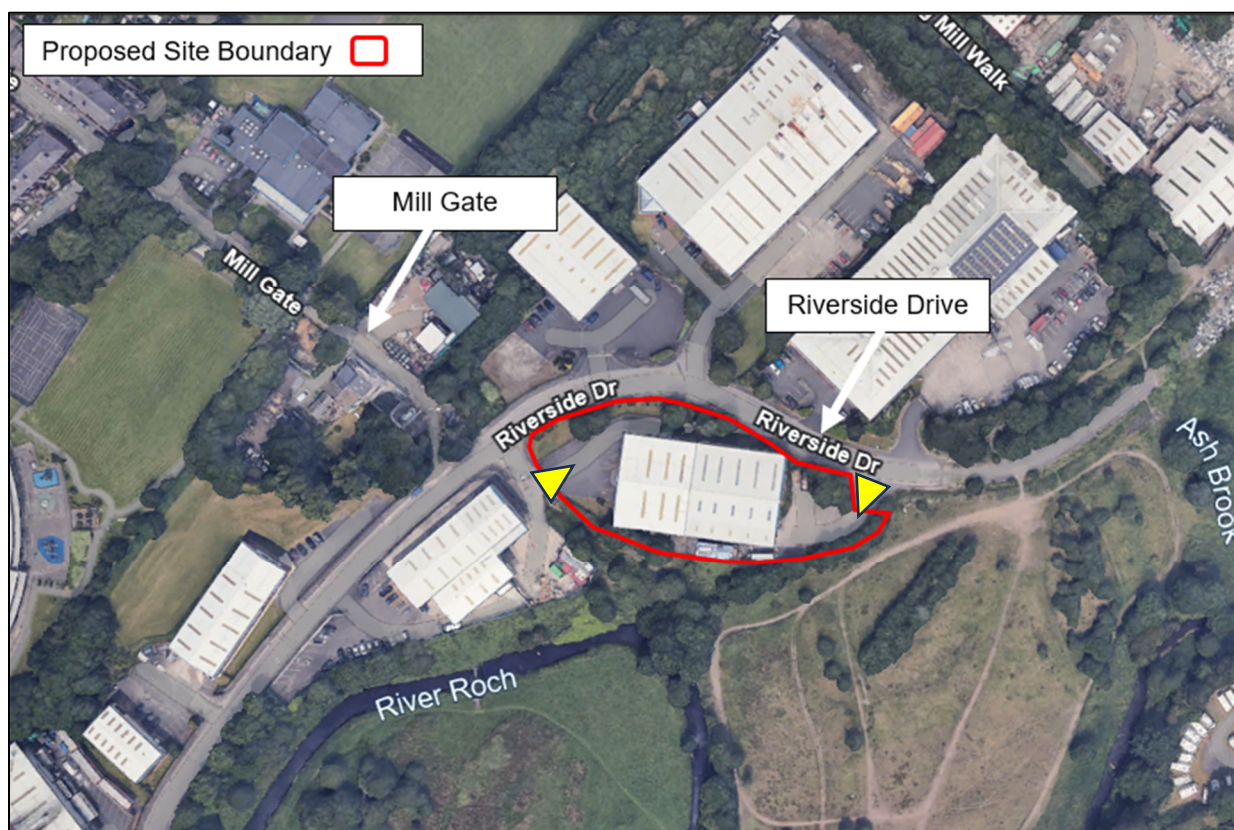
- 2.2 The site is located within the well-established employment area of Smallbridge Business Park, on a parcel of land to the south of Riverside Drive, Rochdale. The application site currently accommodates an existing commercial unit which has a gross floor area of 1,765sq. m and operates under a lawful B8 use class.
- 2.3 **Figure 2.1** below shows the site location in relation to the wider highway network.

Figure 2.1 – Site Location Plan – Wider View



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

Figure 2.2 – Site Location Plan – Local View



2.5 The site is currently accessed off Riverside Drive via two gated accesses at the location shown on **Figure 2.2** above, with images of the accesses shown on **Figure 2.3** below. These accesses have been designed to accommodate the existing B8 use, and the HGV movements typically associated with such a use class, with the eastern access having a width of around 8.5m and the western access around 9m. The site currently provides 9 car park spaces, with four from the eastern access and five from the western access.

Figure 2.3 – Western Access (Left) and Eastern Access (Right)



Local Highway Network

- 2.6 Riverside Drive is located to the north of the site and provides access to the existing employment units on the wider Smallbridge Business Park. Riverside Road is accessed from the A664 Rochdale Bypass to the southwest of the site at a four-arm signal controlled junction.
- 2.7 Riverside Drive has a carriageway width of approximately 8m wide which benefits from street lighting columns as well as footways on both sides of the road. Riverside Drive is subject to a 30mph speed limit. Having regard to the surrounding employment uses, Riverside Drive is often subject to HGV movements, as well as other large delivery/service vehicles, and has been designed to such a standard to accommodate these types of vehicles.

Existing Road Safety Record

- 2.8 The NPPG states that, *“Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works, or traffic management measures will help to alleviate the problems”*.
- 2.9 A review of accident data covering the most recently available five-year period has been undertaken using Department for Transport (DfT) data. The study area analysed encompasses Riverside Drive in the vicinity of the site accesses and the A664 Rochdale Bypass signal junction. The location and severity of any accidents within the study area during this period, is also presented in **Figure 2.4** below.

Figure 2.4 – Road Safety Record



- 2.10 The analysis shows that no accidents were recorded in the immediate vicinity of the site or at the site accesses, on Riverside Drive over the 5-year period. In addition, only 1 accident occurred along Riverside Drive and only 3 accidents occurred to the south of the A664 Rochdale Bypass / Riverside Drive signal junction, which is an average of less than one accident a year, all of which were of slight severity.
- 2.11 The evidence presented above and illustrated in **Figure 2.4** demonstrates that the area in the immediate vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals and that the local road network accommodates a number of HGVs and commercial vehicles, associated with the surrounding uses, without resulting in any highway safety issues. A full accident report can be seen in **Appendix A**.

3 PROPOSED DEVELOPMENT

General

- 3.1 The development proposals involve the change of use of an existing commercial unit, with a lawful B8 storage and distribution use to a vehicle car body repair shop, B2 / Sui Generis use. There will be no change to the building footprint, with the gross floor area remaining at 1,765sq.m. The proposed site layout plan is contained in **Appendix B**.
- 3.2 The site will be occupied by Northern Accident Repair Rochdale who is part of the Northern Accident Repair Group of accident repair centres, located along the M62 corridor. The majority of work is directed to the Northern Accident Repair Group by insurance companies (circa 98% of turnover) with a small proportion being taken up by retail Clients (2%).
- 3.3 The site will be open during the following hours:-
- Customer collections and deliveries occur from 8am to 5:30pm Monday to Friday
 - Workshop operations are carried out between 6.30am to 5pm Monday to Friday.
- 3.4 On site there will be approximately 22 full time employees. The proposed development will result in approximately 19 staff on-site at any one time. The garage usually repairs in the region of 20-30 vehicles per week.

Proposed Access Arrangement

- 3.5 Access to the site will continue to be taken from the two existing accesses off Riverside Drive, as shown on the site plan presented in **Appendix B**. As detailed earlier, these accesses have been designed to accommodate the existing B8 use, and the HGV movements typically generated by such a use class and have operated safely for several years. On this basis and given that the change of use will not result in a material intensification in the use of the accesses, as detailed later, the existing accesses are considered entirely appropriate to serve the proposed development.
- 3.6 Pedestrian and cycle access will be provided from the same locations as vehicular accesses as per the existing arrangement.

Servicing

- 3.7 As shown on the site layout plan, presented in **Appendix B**, the existing service areas to the north-east and south-west of the main building will be retained as existing.

- 3.8 Swept path analysis has been undertaken of the site access and service yards, as shown on drawing SCP/240525/ATR01 and SCP/240525/ATR02 presented in [Appendix C](#), which demonstrates that a Car Transporter, which is the largest delivery vehicle expected to enter the site, and a refuse vehicle can access the site and exit in a forward gear.
- 3.9 The surrounding roads were designed to accommodate HGV movements associated with the existing B8 and B2 uses of the existing business park, and therefore provides ample space to accommodate the movements of all service vehicles.

Parking

- 3.10 The existing car park provides approximately 9 marked parking spaces, including 3 disabled bays. Rochdale Borough Council's maximum parking standards are set out in their Adopted Core Strategy (2016) with their relevant parking standards summarised below:

B2 General industry

- District Centres- 1 space per 60m²
- Disabled Peoples parking as percentage of total- Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater.
- Cycles- 1 space per 450sqm minimum of 2 spaces.

Car Workshops

- Car Parking: - 1 space per 20m²
 - Disabled Peoples Considered Individually
 - Cycles: Considered Individually
- 3.11 Applying these standards requires a provision of between 29 for the B2 use or 88 car parking spaces for the car workshop use. As shown on the site layout plan, contained in [Appendix B](#), the proposed development provides approximately 63 car parking spaces, including 2 disabled bays.
- 3.12 Whilst the proposed level of parking falls slightly below the Councils standards for car workshops, it is not considered entirely appropriate to apply these standards to the proposed development, given its bespoke nature and operations.

- 3.13 The parking standards for car workshops include for 'fast repair' garages, where a higher proportion of trade comes from the general public / retail uses, which typically generate higher visitor numbers and therefore parking demand. As detailed earlier, the majority of Northern Repair Rochdale's trade comes from insurance-based work where the majority of vehicles are delivered on car transporters / flatbed vehicles, reducing visitor numbers and parking demand.
- 3.14 The 63 spaces proposed comfortably accommodates 22 employees (19 of which will be on site at any one time) and the 20 to 30 vehicles which are typically repaired each week, with some degree of flexibility for peaks in trade. On this basis, the proposed level of parking is considered adequate to accommodate the predicted demand.

4 ACCESSIBILITY

General

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

Pedestrian Accessibility

- 4.2 The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.3 The site is within an acceptable 2km walk distance of the nearby residential areas of Buckley, Small Bridge, Hurstead and Rochdale Town Centre 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 a supermarket and various convenience stores, takeaways and cafes etc.

Cycle Accessibility

- 4.4 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.
- 4.5 Nearby areas of Rochdale, Little Borough, Newhey, and Wardle, amongst others, are all located within the 5km catchment area from the development site. The site is therefore well located to encourage prospective staff to travel to/from work via bicycle. **Figure 4.1** shows the cycle routes within the vicinity of the site.

Map 4: Rochdale

Legend:

- Traffic Free Road - good surface
- Traffic Free Road - rough surface
- On Road Road - with physical segregation
- On Road Road - with other cycling facilities
- On Road Road - segregated bus or trams
- On Road Road - advisory suggested
- 20 mph speed limit
- Footpath - please walk with your dog
- Unimproved footpath
- Traffic Crossing
- Tiger Crossing
- Cycle Hub
- Cycle Parking
- Cycle Shop
- Bus Station
- Metrolink Stop

Site Location

The map shows the Rochdale area with various roads and landmarks. The site location is marked with a red dot near the intersection of Great Horwath and Mayfield. Surrounding areas include Littleborough, Smithy Bridge, and Rochdale.

Public Transport

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Table 4.1: Bus Services				
Bus Service	Route	Approximate Frequency		
		Mon-Fri	Sat	Sun
456	Rochdale - Littleborough	Approx ever 60 mins	Approx ever 60 mins	Approx ever 60 mins
457	Rochdale - Stansfield	Approx ever 60 mins	Approx ever 60 mins	Approx ever 60 mins
458	Rochdale - Littleborough	Approx ever 60 mins	Approx ever 60 mins	-
587	Halifax - Rochdale	Approx ever 60 mins	Approx ever 60 mins	Approx ever 120 mins
590	Halifax - Rochdale	Approx ever 10-15 mins	Approx ever 30 mins	Approx ever 60 mins
800	Falinge Park HS - Smallbridge	Schl	-	-
848	St Cuthberts RCHS - Littleborough	Schl	-	-
850	Hollingworth Academy - Firgrove	Schl	-	-
892	Kingsway Park HS - Low Hill	Schl	-	-

4.8 The above demonstrates that prospective residents will have access to good frequency bus services which provide access to a range of destinations.

4.9 In terms of rail services, Smithy Railway Station can be accessed in under an 8-minute walk time (or <2.2km walk distance) and is therefore well within an acceptable walking and cycling distance. The railway station offers regular direct services throughout the week including services to Blackburn, Wigan Wallgate, Leeds, and Headbolt Lane, amongst others.

Summary

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

5 TRIP GENERATION

General

- 5.1 This Chapter provides an estimate of the trips generated by the proposed B2 use / car repair operations during typical weekday AM (08:00-09:00) and PM peak hours (17:00-18:00), as well as a comparison against the estimated trips that could be generated by the existing B8 use, if fully operational.

Trip Generation – Existing B8 Use

- 5.2 In order to estimate the trip that could be generated by the existing B8 use of the site, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:
- i) Employment;
 - ii) Warehousing (commercial);
 - iii) Multi modal surveys;
 - iv) Selection by Gross Floor Area;
 - v) Weekday surveys only; and
 - vi) Only sites in 'Edge of Town' locations have been selected.
- 5.3 The TRICS outputs for the existing development are presented in **Appendix D** and are summarised in **Table 5.1** below.

Table 5.1 –Trip Rates and Trip Generation Associated with the Existing B8 Development				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Trip Rates (Per 100sqm)				
Total Vehicles	0.071	0.044	0.042	0.08
OGVs	0.018	0.022	0.018	0.015
Trip Generation (1765sqm)				
Total Vehicles	1	1	1	1
OGVs	0	0	0	0

Trip Generation - Proposed Development

5.4 Due to the bespoke nature of the site, a two-stage approach to calculating the anticipated trip generation has been adopted, using the following methodology:

- A first principal approach based on the proposed staffing numbers and delivery schedules / site operations; and
- A TRICS based assessment using trip rates from comparable generic B2 industrial use and car repair sites.

First Principal Approach

5.5 It is anticipated that the employees (19 on site at any one time) would be likely to arrive around 6.30am and depart shortly after 5pm. Therefore, there are unlikely to be a material number of staff movements in the typical AM highway peak hour with 19 departures in the PM peak hour. This results in a total of 38 daily vehicle movements from staff.

5.6 It is anticipated that 6 deliveries will take place during the day between 6:30am and 5pm. This results in approximately 6 arrivals and 6 departures over the course of the day and 12 daily movements in total.

5.7 A typical workday for Northern Recovery would involve the delivery of 4 completed vehicles, and the collection of 4 accident damaged vehicles. Therefore, there are anticipated to be 8 arrivals and 8 departures over the course of the day and a total of 16 daily vehicle movements.

5.8 Finally, there are anticipated to be 2 salvage company visits a week and 2 trips a week by recovery operations. For daily trip rates, this results in approximately 0.8 movements a day from each vehicle (a total of 1.6 movements).

5.9 Overall, there is estimated to be approximately 68 daily trip movements, however, the majority of these are anticipated to occur outside of the peak hours. This information has been summarised below.

Week	Description	Information	Movements a day in total
Mon-Fri	Employees on site at once	19 a day	38
Mon-Fri	Deliveries	6 a day	12
Mon-Fri	Delivering completed vehicles	4 a day	8
Mon-Fri	Collecting damaged vehicles	4 a day	8
Mon-Fri	Salvage Companies	2 a week	0.8
Mon-Fri	Recovery operations	2 a week	0.8
	TOTAL (Approx.) Daily		67.6

- 5.10 Based on the above, it is considered that there will be a maximum of 1-2 delivery movements in the AM and PM peak hours. There will be limited / no material staff movements in the AM peak hour due to the start times, and only 19 staff departures during the PM peak hour, which is a worst-case assessment given that some staff will travel by sustainable modes or car share.

TRICs Assessment

- 5.11 In order to estimate the volume of traffic which could be generated by an alternative generic B2 or car repair end user, the industry-standard TRICS Database has been interrogated for comparable sites. The selection criteria for the TRICS based trip rates is as follows for the two land uses:

A). Employment - Industrial Unit

B) Vehicle Services - Vehicle Repair Garage

- Multi modal surveys.
- Selection by Gross Floor Area;
- Weekday surveys only; and
- Only sites in 'Edge of Town' locations have been selected.

- 5.12 The multi modal TRICS outputs for the existing development are presented in **Appendix D** and are summarised in **Table 5.2** below.

Table 5.2 –Trip Rates and Trip Generation Associated with the Proposed Development					
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour		Daily Trips
	Arrivals	Departures	Arrivals	Departures	
A) B2 Use (1765sqm)					
Trip Rates	0.373	0.079	0.057	0.273	14
Trip Generation	7	1	1	5	
B) Vehicle Repair Garage (1765sqm)					
Trip Rates	0.5	0.578	0.514	0.931	44
Trip Generation	9	10	9	16	

Net Trip Generation

5.13 The net trip generation is equal to the sum of the trip generation estimates associated with the proposed development, minus the approved trip generation estimates associated with the existing lawful B8 use of the site, as summarised in **Table 5.3** below. The trips from the TRIC based approach, vehicle repair garage has been used in the net trip generation for a robust assessment.

Table 5.3 – Net Trip Generation				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Total Vehicles	8	9	8	15

5.14 As detailed above, it is estimated that the scheme will generate a net increase of only 17 vehicle movements in the AM and 23 additional vehicle movements in the PM peak hours, when compared to the existing lawful use of the site. Volumetrically, this equates to an average of around 1 additional vehicle every 4 minutes in the AM peak hour and 1 vehicle every 3 minutes in the PM peak hour.

5.15 On this basis, the proposed development is not anticipated to result in a material intensification of the local highway network, when compared to the existing site, and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.

6 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been instructed by Northern Accident Repair Group Ltd to produce a Transport Statement in support of a change in use of an existing commercial unit, with a lawful B8 storage and distribution use to a vehicle car body repair shop [B2 / Sui Generis use], on a site located within the Smallbridge Business Park, to the south of Riverside Drive, Rochdale.
- 6.2 The site will be occupied by Northern Accident Repair Rochdale who is part of the Northern Accident Repair Group of accident repair centres, located along the M62 corridor. The majority of work is directed to the Northern Accident Repair Group by insurance companies (circa 98% of turnover) with a small proportion being taken up by retail Clients (2%).
- 6.3 The personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals and that the local road network accommodates a number of HGVs and commercial vehicles, associated with the surrounding uses, without resulting in any highway safety issues for any road users.
- 6.4 Access to the site will continue to be taken from the two existing accesses off Riverside Drive. These accesses have been designed to accommodate the existing B8 use, and the HGV movements typically generated by such a use class and have been shown to have operated safely for several years. On this basis and given that the proposed change of use will not result in a material intensification in the use of the accesses, the existing accesses are considered entirely appropriate to serve the proposed development.
- 6.5 It has been demonstrated that the development benefits from good levels of accessibility by sustainable modes. These findings demonstrate that prospective staff will not be wholly reliant on the private car to travel for to work.
- 6.6 The volume of traffic generated by the proposed development will not have a material impact on the operation of the local highway network and the effect of the additional traffic will be barely perceptible during the highway peak hours.
- 6.7 Having regard to the above, it is concluded that there is no highway or transport related reason to withhold planning permission for the scheme and the proposed development is therefore commended for approval.

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APPENDIX A

Screening Report

Area of Interest (AOI) Information

Area : 25,741.29 m²

Jun 18 2024 16:38:02 British Summer Time

Summary

Name	Count	Area(m²)	Length(m)
Accidents	4	N/A	N/A
Vehicles	8	N/A	N/A
Casualties	5	N/A	N/A

Accidents

#	Accident Reference	Accident Severity	Year	Easting	Northing	Number of Vehicles	Number of Casualties	Date
1	06P078700	Slight	2021	390,990	414,460	2	1	06/01/2021
2	06P262095	Slight	2019	390,961	414,472	2	2	24/09/2019
3	06P264013	Slight	2019	390,969	414,458	2	1	05/11/2019
4	61168797	Slight	2022	391,120	414,714	2	1	10-Mar-22

#	Day of Week	Time	Local Authority Highway	Road Class	Road_Number	Road Type	Speed limit	Junction Detail
1	Wednesday	1:25 PM	Rochdale	Unclassified	0	Dual carriageway	30	Crossroads
2	Tuesday	3:05 PM	Rochdale	A	664	Dual carriageway	30	Crossroads
3	Tuesday	3:15 PM	Rochdale	A	664	Single carriageway	30	Not at junction or within 20 metres
4	Thursday	11:55 AM	Rochdale	Unclassified	0	Single carriageway	30	Not at junction or within 20 metres

#	Junction Control	Light Conditions	Weather Conditions	Road Surface Conditions	Special Conditions at Site	Carriageway Hazards	Urban or Rural Area	Pedestrian Crossing - Human Control
1	Auto traffic signal	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
2	Auto traffic signal	Daylight	Raining no high winds	Wet or damp	None	None	Rural	None within 50 metres
3	Data missing or out of range	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
4	Data missing or out of range	Daylight	Fine no high winds	Dry	None	Data missing or out of range	Urban	None within 50 metres

#	Pedestrian Crossing - Physical Facilities	Did Police Officer Attend Scene of Accident	Count
1	No physical crossing facilities within 50 metres	No	1
2	No physical crossing facilities within 50 metres	No	1
3	No physical crossing facilities within 50 metres	No	1
4	No physical crossing facilities within 50 metres	No - accident was reported using a self completion form (self rep only)	1

Vehicles

#	Accident Reference	Year	Vehicle Reference	Vehicle Type	Towing and Articulation	Vehicle Manoeuvre	Vehicle Location - Restricted Lane	Junction Location
1	06P078700	2021	1	Car	No tow/articulation	Waiting to go - held up	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
2	06P078700	2021	2	Other vehicle	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
3	06P262095	2019	1	Van / Goods 3.5 tonnes mgw or under	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
4	06P262095	2019	2	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
5	06P264013	2019	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
6	06P264013	2019	2	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
7	61168797	2022	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
8	61168797	2022	2	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction

#	Skidding and Overturning	Hit Object in Carriageway	1st Point of Impact	Journey Purpose of Driver	Sex of Driver	Age Band of Driver	Age of Vehicle	Driver Home Area Type	Count
1	None	None	Back	Not known	Female	46 - 55	-1	Urban area	1
2	None	None	Front	Not known	Male	26 - 35	-1	Data missing or out of range	1
3	None	None	Front	Not known	Not known	Data missing or out of range	8	Data missing or out of range	1
4	None	None	Back	Not known	Female	46 - 55	8	Urban area	1
5	None	None	Offside	Journey as part of work	Male	36 - 45	-1	Data missing or out of range	1
6	None	None	Front	Not known	Not known	Data missing or out of range	-1	Data missing or out of range	1
7	None	None	Front	Other	Female	56 - 65	3	0 - 5	1
8	None	None	Front	Not known	Not known	26 - 35	-1	Nov-15	1

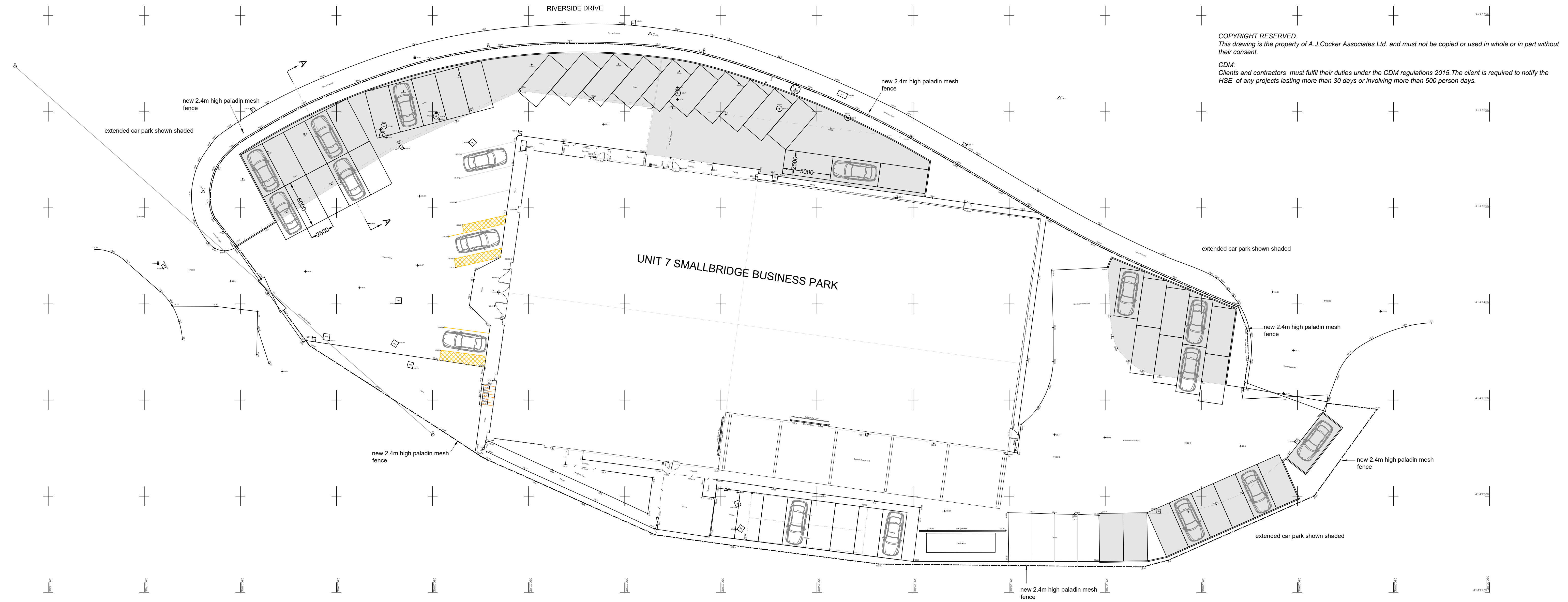
Casualties

#	Accident_Reference	Year	Vehicle Reference	Casualty Reference	Casualty Class	Sex of Casualty	Age Band of Casualty	Casualty Severity
1	06P078700	2021	1	1	Driver or rider	Female	46 - 55	Slight
2	06P262095	2019	2	1	Driver or rider	Female	46 - 55	Slight
3	06P262095	2019	2	2	Passenger	Female	16 - 20	Slight
4	06P264013	2019	1	1	Driver or rider	Male	36 - 45	Slight
5	61168797	2022	1	1	Driver or rider	Female	56 - 65	Slight

#	Pedestrian Location	Pedestrian Movement	Car Passenger	Bus or Coach Passenger	Pedestrian Road Maintenance Worker	Casualty Type	Count
1	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
2	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
3	Not a Pedestrian	Not a Pedestrian	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
4	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
5	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1

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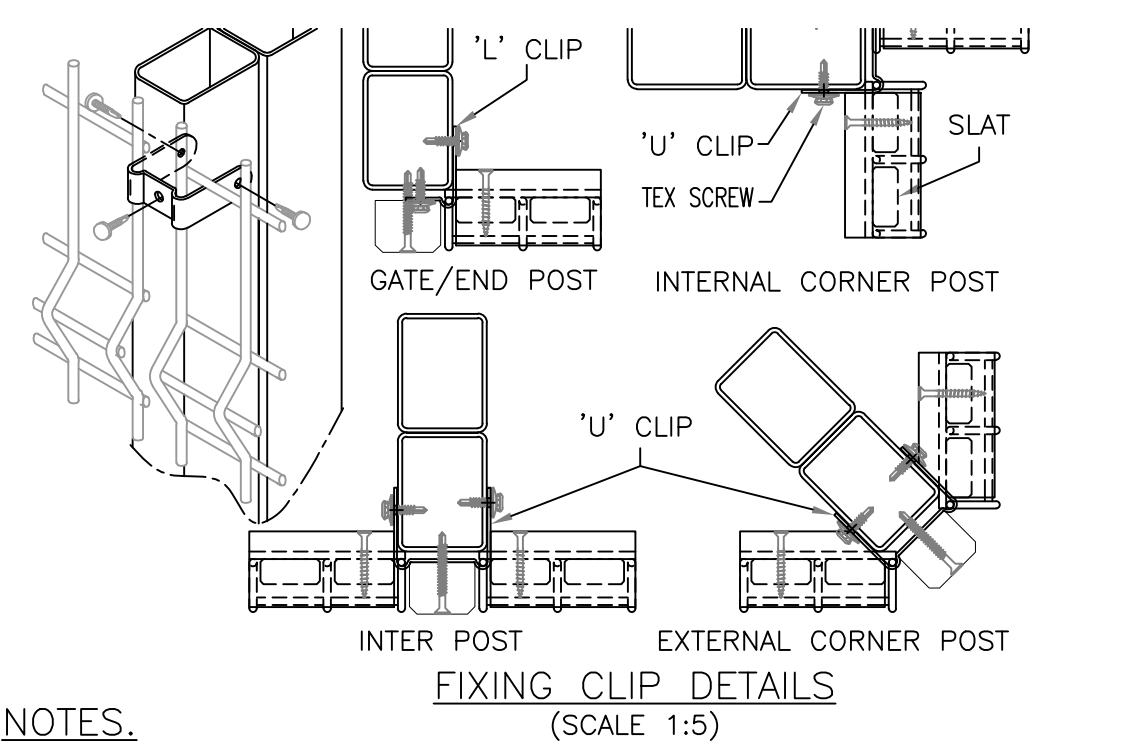
APPENDIX B



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CDM:
Clients and contractors must fulfil their duties under the CDM regulations 2015. The client is required to notify the HSE of any projects lasting more than 30 days or involving more than 500 person days.

GROUND FLOOR PLAN
scale 1-100



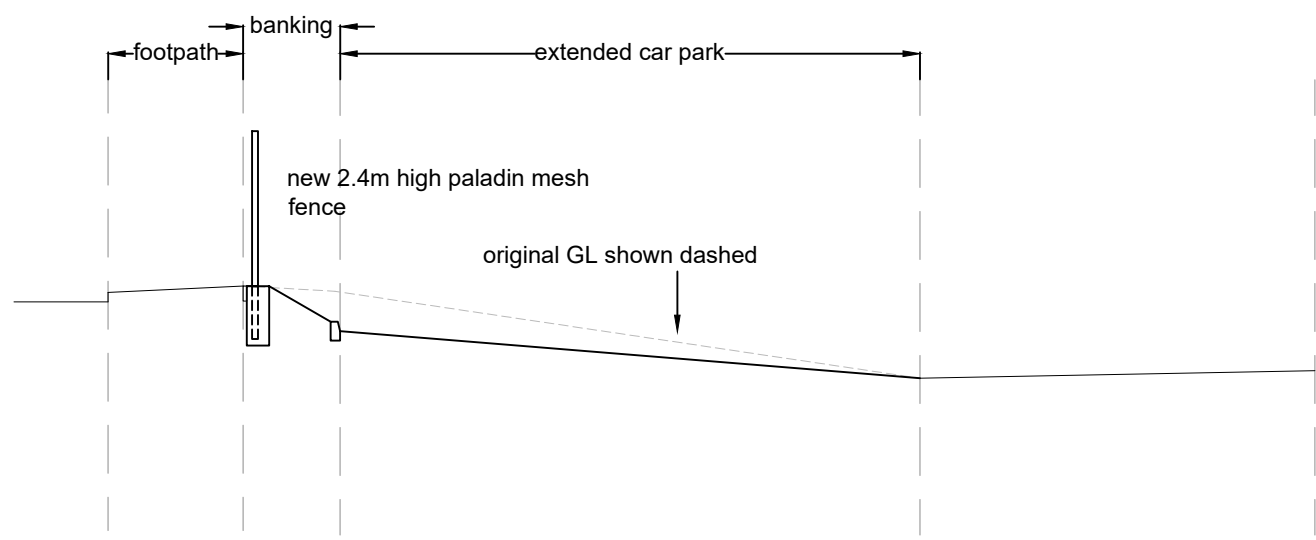
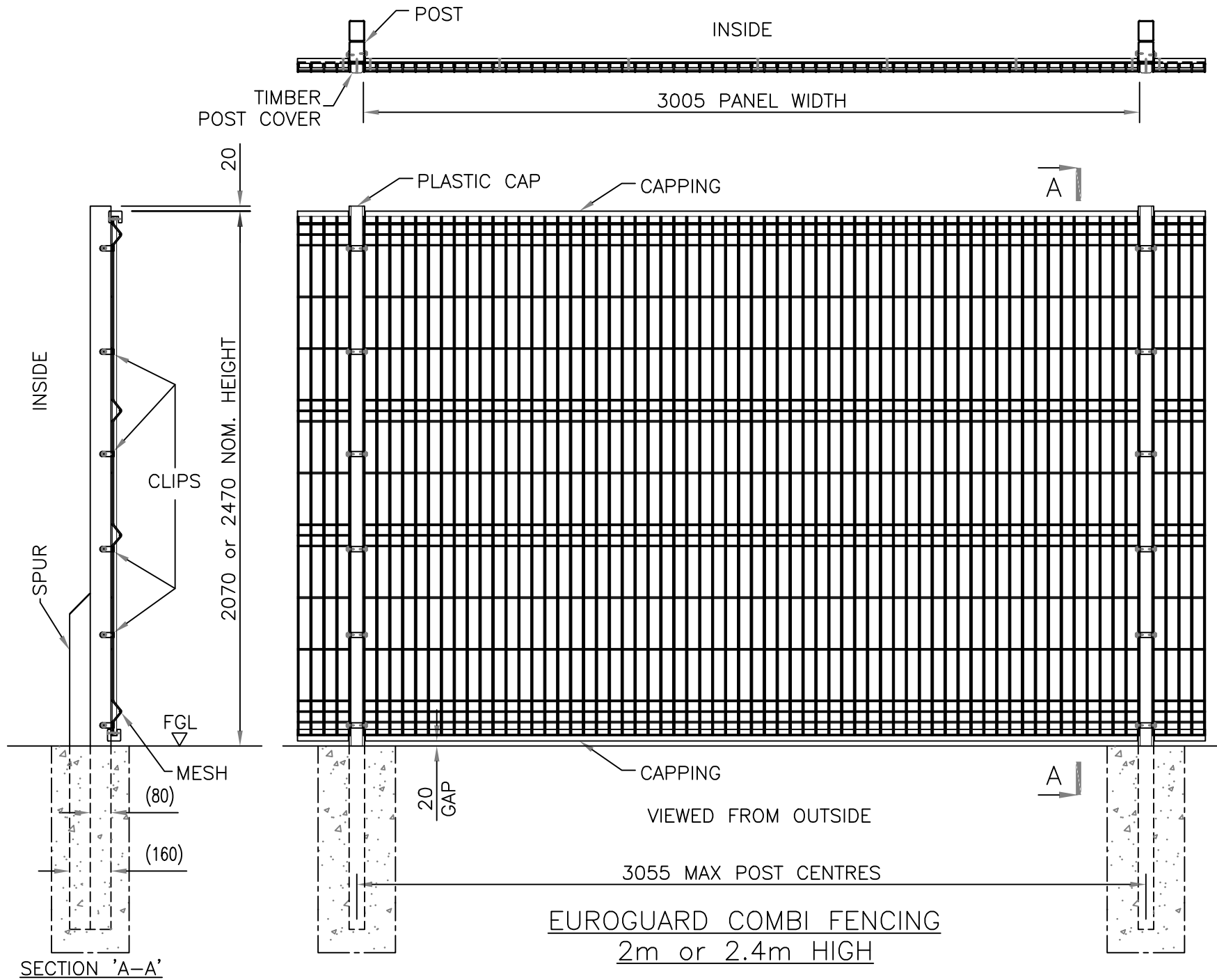
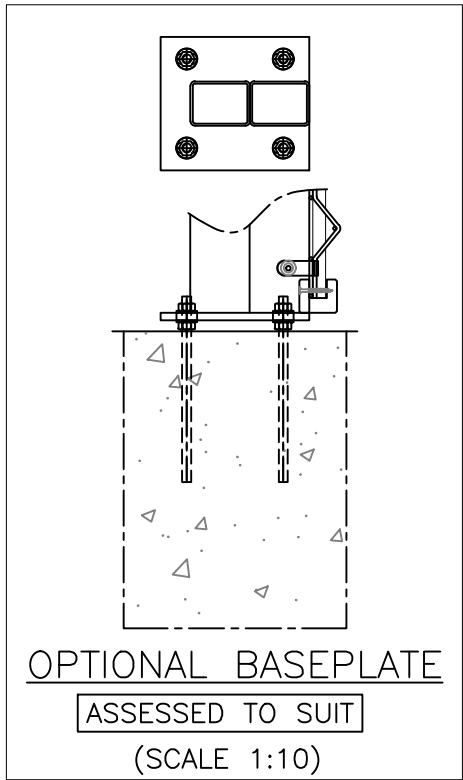
NOTES.
ALL DIMENSIONS ARE IN mm (UNO)
GAPS UNDERNEATH GATES & FENCING ARE NOMINAL DUE TO GROUND LEVELS.
PANELS CAN BE REDUCED IN WIDTH TO SUIT THE SITE.
TIMBER SECTIONS OF PANELS TO BE ASSEMBLED ON SITE.
POSTS TO BE INSTALLED 20mm ABOVE TOP OF PANEL ONCE STEEL FENCE IS FULLY INSTALLED, SLATS TO BE INSERTED BETWEEN WIRES.
TOP & BOTTOM CAPPING STRIPES TO BE INSTALLED USING WOODSCREWS @ 500mm MINIMUM CENTRES.
POST COVER STRIPS FITTED USING 4 No. CSK TEK SCREWS. REFER TO JFW15.pdf FOR INSTALLATION DETAILS

MATERIALS – MILD STEEL.
POSTS: 80 x 60 RHS (TYPICAL)
(POSTS ASSESSED TO SUIT SITE LOCATION)
MESH PANELS: 65mm WIRES

FIXINGS.
2.0m HIGH – 5 CLIPS PER POST
2.4m HIGH – 6 CLIPS PER POST

MATERIALS – TIMBER.
SLATS – 40 x 17 THICK PAR
GROOVED CAPPING – 45 x 51 THICK PAR
POST COVER STRIP – 35 x 44 THICK PAR

FINISH.
STEEL: GALVANISED TO BS EN ISO 1461
POWDER COATED: IF REQUIRED
TIMBER: JAKCURED



TYPICAL CROSS SECTION AA
scale 1-100

SCHEMATIC FENCE DETAILS
scale 1-20 [UNO]

Ecological Appraisal

all works to be undertaken having regard to the recommendations contained in the Preliminary Ecological Appraisal undertaken by Verity Webster dated March 2024 and in particular the following measures are to be implemented

At least four crevice-roost sites for roosting bats are installed on the south and east elevations of the building

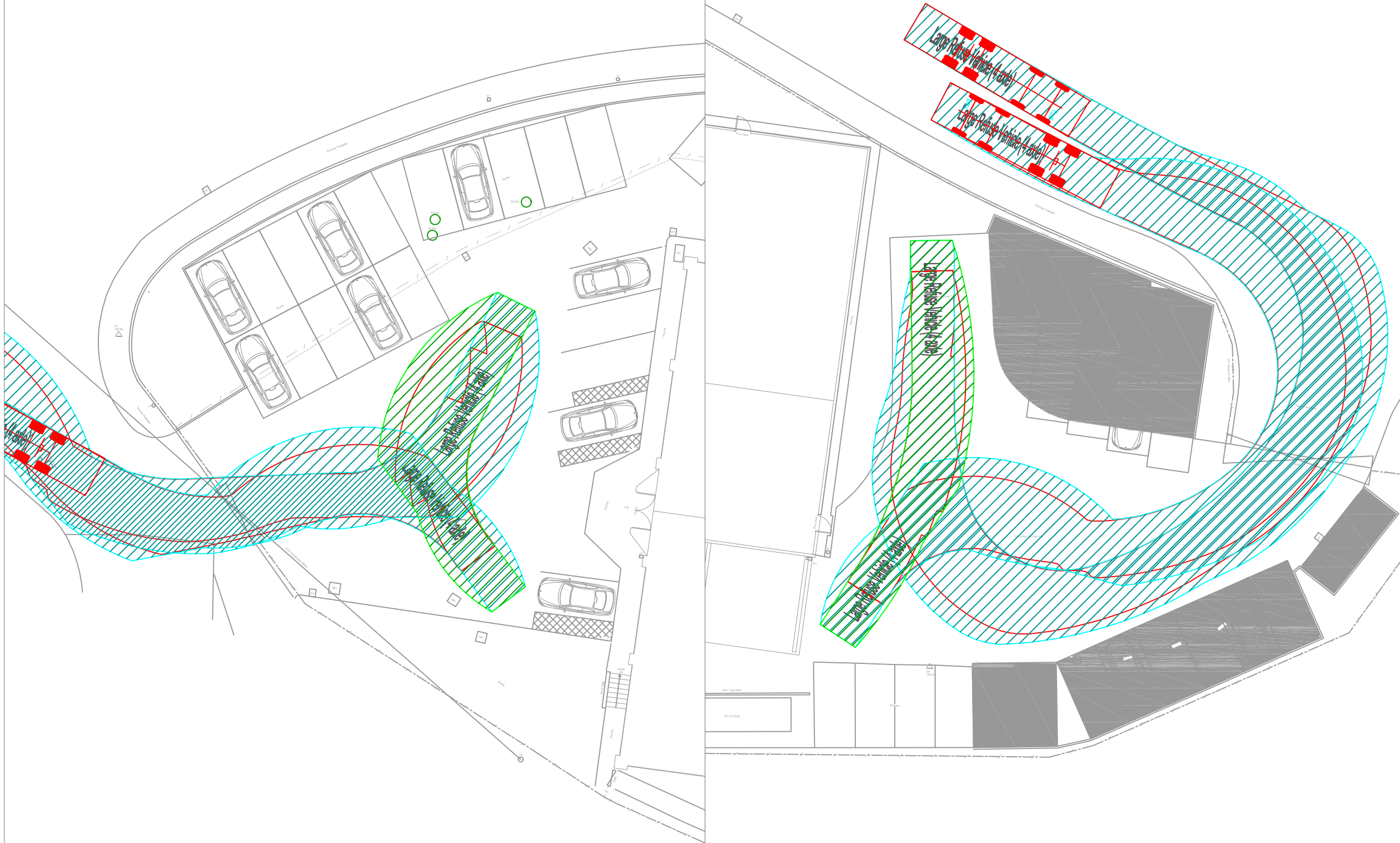
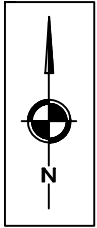
At least four bird boxes are installed on the building on the east or west elevation, or along the fence on the south and east side of the site close to open vegetation. Boxes should be a mix of 28mm holes, 32mm holes and open nest boxes

To enable hedgehog to access the area and facilitate movement, fencing around the site will be raised approximately 13cm above the ground in at least 4 locations on each boundary to allow movement of wildlife beneath. Alternatively, holes can be created in walled boundaries.

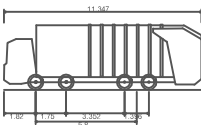
rev: date: description			
 AJ COCKER ASSOCIATES CHARTERED BUILDING SURVEYORS		New Century House 176 Drake Street Rochdale OL16 1UP Tel: 01706 764880 Fax: 01706 764881 www.ajcockerassociates.co.uk mail@ajcockerassociates.co.uk	
		 the mark of property professionalism worldwide	
Project: Northern Accident Repair Unit 7 Riverside Dr Rochdale Proposed site works		scale: as noted @ A1 date: March 24 drawn: IS	
Client: Northern Accident Repair		Dwg. Nr. N173-002	

S|C|P

APPENDIX C



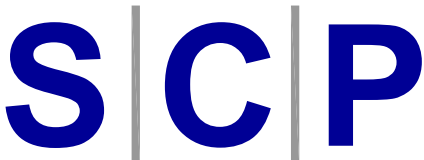
NOTES



Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-



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 Name:

NORTHERN ACCIDENT REPAIR
GROUP LTD

Project Title:

RIVERSIDE DRIVE, ROCHDALE

Drawing Title:

SWEPT PATH ANALYSIS
(LARGE REFUSE)

Drawn By:

AM

Date:

05.06.2024

Checked:

PT

Scale:

1:250 @ A3

Status:

PLANNING

Approved/Unapproved:

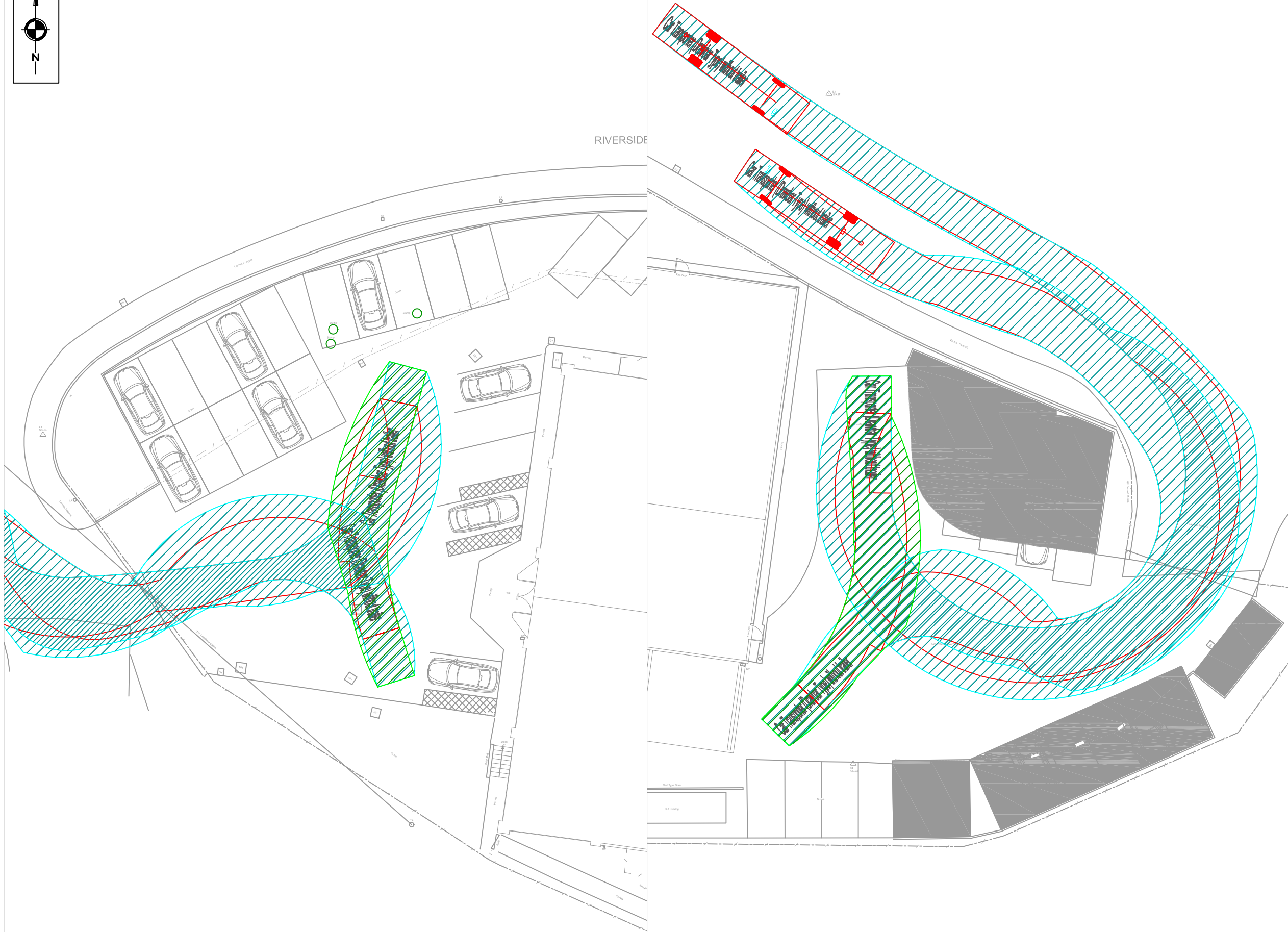
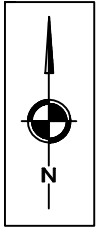
-

Drawing No.

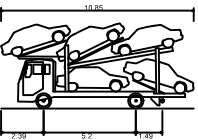
SCP/240525/ATR02

Rev.

-



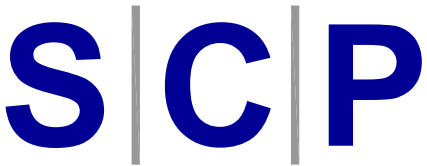
NOTES



Car Transporter (Drawbar Type)	10.850m
Overall Length	2.490m
Overall Width	4.805m
Overall Body Height	0.185m
Min Body Ground Clearance	2.478m
Track Width	6.00s
Lock to lock time	10.500m
Wall to Wall Turning Radius	

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-



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 Name:

NORTHERN ACCIDENT REPAIR
GROUP LTD

Project Title:

RIVERSIDE DRIVE, ROCHDALE

Drawing Title:

SWEPT PATH ANALYSIS

Drawn By:	AM	Date:	05.062024
Checked:	PT	Scale:	1:250 @ A3
Status:	PLANNING	Approved/Unapproved:	-

Drawing No.	Rev.
SCP/240525/ATR01	-

S|C|P

APPENDIX D

Calculation Reference: AUDIT-726001-240617-0633

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	CW CORNWALL	1 days
	DC DORSET	2 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	1 days
11	SCOTLAND	
	ER EAST RENFREWSHIRE	1 days
	HI HIGHLAND	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:

1880 to 43325 (units: sqm)

Range Selected by User:

690 to 67459 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 29/06/22

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

2 days

Tuesday

4 days

Wednesday

3 days

Thursday

4 days

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

Selected survey types:

Manual count

13 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 undertaking using machines.

Selected Locations:

Edge of Town 13

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

8

Commercial Zone

1

Built-Up Zone

1

No Sub Category

3

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

1 days - Selected

Servicing vehicles Excluded

13 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 13 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:

1,001 to 5,000	4 days
5,001 to 10,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days
20,001 to 25,000	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	3 days
50,001 to 75,000	5 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	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	4 days
1.1 to 1.5	8 days

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

Travel Plan:

Not Known	3 days
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	13 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	AC-02-C-01 GADBROOK PARK NORTHWICH HIGH SHURLACH Edge of Town Industrial Zone Total Gross floor area: 15000 sqm Survey date: THURSDAY 21/06/07	BAKERY	CHESHIRE WEST & CHESTER	Survey Type: MANUAL
2	CW-02-C-02 NORMANDY WAY BODMIN Edge of Town Industrial Zone Total Gross floor area: 17675 sqm Survey date: WEDNESDAY 06/06/07	LIGHTING COMPANY	CORNWALL	Survey Type: MANUAL
3	DC-02-C-02 HAMPSHIRE ROAD WEYMOUTH CHICKERELL Edge of Town Industrial Zone Total Gross floor area: 3035 sqm Survey date: TUESDAY 04/07/00	NEWSPAPER HQ	DORSET	Survey Type: MANUAL
4	DC-02-C-07 MERCERY ROAD WEYMOUTH Edge of Town No Sub Category Total Gross floor area: 5467 sqm Survey date: MONDAY 07/07/08	NEW LOOK	DORSET	Survey Type: MANUAL
5	DS-02-C-01 STUBLEY LANE NEAR SHEFFIELD DRONFIELD Edge of Town No Sub Category Total Gross floor area: 23500 sqm Survey date: THURSDAY 22/06/06	BAKERY	DERBYSHIRE	Survey Type: MANUAL
6	ER-02-C-01 GLASGOW ROAD BARRHEAD Edge of Town No Sub Category Total Gross floor area: 22926 sqm Survey date: THURSDAY 11/10/01	PET FOODS	EAST RENFREWSHIRE	Survey Type: MANUAL
7	FU-02-C-01 COWPER ROAD PENRITH GILWILLY IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 2950 sqm Survey date: TUESDAY 10/06/14	DOMINO'S PIZZA	WESTMORLAND & FURNESS	Survey Type: MANUAL
8	HE-02-C-02 COLLEGE ROAD HEREFORD BURCOTT Edge of Town Commercial Zone Total Gross floor area: 1880 sqm Survey date: TUESDAY 22/10/13	THERMAL PROCESSING	HEREFORDSHIRE	Survey Type: MANUAL

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

9	HI-02-C-01	DAIRY	HIGHLAND
	TOM SEMPLE ROAD		
	NAIRN		
	BALMAKEITH BUSINESS PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3000 sqm	
	Survey date: WEDNESDAY	24/05/06	Survey Type: MANUAL
10	NF-02-C-01	INDUSTRIAL UNIT	NORFOLK
	KERRISON ROAD		
	NORWICH		
	Edge of Town		
	Built-Up Zone		
	Total Gross floor area:	32000 sqm	
	Survey date: THURSDAY	16/11/00	Survey Type: MANUAL
11	NF-02-C-02	GROCERY FACTORY	NORFOLK
	HARDWICK ROAD		
	KINGS LYNN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	43325 sqm	
	Survey date: MONDAY	19/09/05	Survey Type: MANUAL
12	WK-02-C-01	MACHINE ENGINEERING	WARWICKSHIRE
	CASTLE MOUND WAY		
	RUGBY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	9216 sqm	
	Survey date: WEDNESDAY	10/11/21	Survey Type: MANUAL
13	WM-02-C-03	INDUSTRIAL GLASS	WEST MIDLANDS
	DOWNING STREET		
	SMETHWICK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5070 sqm	
	Survey date: TUESDAY	06/11/12	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.

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): 1.34

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	2	6083	0.099	2	6083	0.000	2	6083	0.099
06:00 - 07:00	3	11697	0.048	3	11697	0.074	3	11697	0.122
07:00 - 08:00	13	14234	0.295	13	14234	0.071	13	14234	0.366
08:00 - 09:00	13	14234	0.373	13	14234	0.079	13	14234	0.452
09:00 - 10:00	13	14234	0.133	13	14234	0.078	13	14234	0.211
10:00 - 11:00	13	14234	0.097	13	14234	0.098	13	14234	0.195
11:00 - 12:00	13	14234	0.091	13	14234	0.084	13	14234	0.175
12:00 - 13:00	13	14234	0.101	13	14234	0.131	13	14234	0.232
13:00 - 14:00	13	14234	0.202	13	14234	0.133	13	14234	0.335
14:00 - 15:00	13	14234	0.119	13	14234	0.204	13	14234	0.323
15:00 - 16:00	13	14234	0.092	13	14234	0.158	13	14234	0.250
16:00 - 17:00	13	14234	0.071	13	14234	0.322	13	14234	0.393
17:00 - 18:00	13	14234	0.057	13	14234	0.273	13	14234	0.330
18:00 - 19:00	13	14234	0.052	13	14234	0.125	13	14234	0.177
19:00 - 20:00	3	11697	0.023	3	11697	0.023	3	11697	0.046
20:00 - 21:00	3	11697	0.014	3	11697	0.026	3	11697	0.040
21:00 - 22:00	1	22926	0.013	1	22926	0.004	1	22926	0.017
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.880			1.883			3.763

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:	1880 - 43325 (units: sqm)
Survey date date range:	01/01/00 - 29/06/22
Number of weekdays (Monday-Friday):	13
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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	6083	0.000	2	6083	0.000	2	6083	0.000
06:00 - 07:00	3	11697	0.026	3	11697	0.011	3	11697	0.037
07:00 - 08:00	13	14234	0.008	13	14234	0.011	13	14234	0.019
08:00 - 09:00	13	14234	0.021	13	14234	0.016	13	14234	0.037
09:00 - 10:00	13	14234	0.026	13	14234	0.016	13	14234	0.042
10:00 - 11:00	13	14234	0.022	13	14234	0.017	13	14234	0.039
11:00 - 12:00	13	14234	0.023	13	14234	0.015	13	14234	0.038
12:00 - 13:00	13	14234	0.018	13	14234	0.015	13	14234	0.033
13:00 - 14:00	13	14234	0.020	13	14234	0.016	13	14234	0.036
14:00 - 15:00	13	14234	0.019	13	14234	0.015	13	14234	0.034
15:00 - 16:00	13	14234	0.011	13	14234	0.014	13	14234	0.025
16:00 - 17:00	13	14234	0.010	13	14234	0.011	13	14234	0.021
17:00 - 18:00	13	14234	0.004	13	14234	0.007	13	14234	0.011
18:00 - 19:00	13	14234	0.008	13	14234	0.009	13	14234	0.017
19:00 - 20:00	3	11697	0.006	3	11697	0.020	3	11697	0.026
20:00 - 21:00	3	11697	0.003	3	11697	0.011	3	11697	0.014
21:00 - 22:00	1	22926	0.004	1	22926	0.004	1	22926	0.008
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.229			0.208			0.437

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.

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	2	6083	0.000	2	6083	0.000	2	6083	0.000
06:00 - 07:00	3	11697	0.006	3	11697	0.000	3	11697	0.006
07:00 - 08:00	13	14234	0.020	13	14234	0.002	13	14234	0.022
08:00 - 09:00	13	14234	0.008	13	14234	0.001	13	14234	0.009
09:00 - 10:00	13	14234	0.002	13	14234	0.001	13	14234	0.003
10:00 - 11:00	13	14234	0.001	13	14234	0.002	13	14234	0.003
11:00 - 12:00	13	14234	0.001	13	14234	0.001	13	14234	0.002
12:00 - 13:00	13	14234	0.002	13	14234	0.002	13	14234	0.004
13:00 - 14:00	13	14234	0.010	13	14234	0.003	13	14234	0.013
14:00 - 15:00	13	14234	0.002	13	14234	0.013	13	14234	0.015
15:00 - 16:00	13	14234	0.001	13	14234	0.006	13	14234	0.007
16:00 - 17:00	13	14234	0.001	13	14234	0.022	13	14234	0.023
17:00 - 18:00	13	14234	0.001	13	14234	0.005	13	14234	0.006
18:00 - 19:00	13	14234	0.002	13	14234	0.005	13	14234	0.007
19:00 - 20:00	3	11697	0.000	3	11697	0.000	3	11697	0.000
20:00 - 21:00	3	11697	0.000	3	11697	0.000	3	11697	0.000
21:00 - 22:00	1	22926	0.000	1	22926	0.000	1	22926	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.057			0.063			0.120

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.*

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	2	6083	0.016	2	6083	0.000	2	6083	0.016
06:00 - 07:00	3	11697	0.006	3	11697	0.006	3	11697	0.012
07:00 - 08:00	13	14234	0.025	13	14234	0.007	13	14234	0.032
08:00 - 09:00	13	14234	0.028	13	14234	0.005	13	14234	0.033
09:00 - 10:00	13	14234	0.023	13	14234	0.016	13	14234	0.039
10:00 - 11:00	13	14234	0.014	13	14234	0.010	13	14234	0.024
11:00 - 12:00	13	14234	0.008	13	14234	0.011	13	14234	0.019
12:00 - 13:00	13	14234	0.029	13	14234	0.041	13	14234	0.070
13:00 - 14:00	13	14234	0.049	13	14234	0.028	13	14234	0.077
14:00 - 15:00	13	14234	0.011	13	14234	0.038	13	14234	0.049
15:00 - 16:00	13	14234	0.004	13	14234	0.036	13	14234	0.040
16:00 - 17:00	13	14234	0.012	13	14234	0.034	13	14234	0.046
17:00 - 18:00	13	14234	0.010	13	14234	0.025	13	14234	0.035
18:00 - 19:00	13	14234	0.004	13	14234	0.011	13	14234	0.015
19:00 - 20:00	3	11697	0.000	3	11697	0.000	3	11697	0.000
20:00 - 21:00	3	11697	0.000	3	11697	0.000	3	11697	0.000
21:00 - 22:00	1	22926	0.000	1	22926	0.004	1	22926	0.004
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.239			0.272			0.511

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.

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	2	6083	0.000	2	6083	0.000	2	6083	0.000
06:00 - 07:00	3	11697	0.000	3	11697	0.000	3	11697	0.000
07:00 - 08:00	13	14234	0.014	13	14234	0.001	13	14234	0.015
08:00 - 09:00	13	14234	0.003	13	14234	0.001	13	14234	0.004
09:00 - 10:00	13	14234	0.001	13	14234	0.000	13	14234	0.001
10:00 - 11:00	13	14234	0.000	13	14234	0.001	13	14234	0.001
11:00 - 12:00	13	14234	0.001	13	14234	0.000	13	14234	0.001
12:00 - 13:00	13	14234	0.001	13	14234	0.001	13	14234	0.002
13:00 - 14:00	13	14234	0.001	13	14234	0.001	13	14234	0.002
14:00 - 15:00	13	14234	0.002	13	14234	0.012	13	14234	0.014
15:00 - 16:00	13	14234	0.001	13	14234	0.016	13	14234	0.017
16:00 - 17:00	13	14234	0.000	13	14234	0.010	13	14234	0.010
17:00 - 18:00	13	14234	0.002	13	14234	0.006	13	14234	0.008
18:00 - 19:00	13	14234	0.000	13	14234	0.001	13	14234	0.001
19:00 - 20:00	3	11697	0.000	3	11697	0.000	3	11697	0.000
20:00 - 21:00	3	11697	0.000	3	11697	0.000	3	11697	0.000
21:00 - 22:00	1	22926	0.000	1	22926	0.000	1	22926	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.050			0.076

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

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

Calculation Reference: AUDIT-726001-240604-0632

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	CT CENTRAL BEDFORDSHIRE	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	2 days
	MK MILTON KEYNES	1 days
	MW MEDWAY	2 days
	SC SURREY	1 days
	SP SOUTHAMPTON	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	GS GLOUCESTERSHIRE	1 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BD BRADFORD	1 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	BG BRIDGEND	1 days
	NW NEWPORT	1 days
11	SCOTLAND	
	LO WEST LOTHIAN	1 days
	ML MIDLOTHIAN	1 days

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

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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: 190 to 345588 (units: sqm)
 Range Selected by User: 190 to 345588 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 18/10/23

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	4 days
Tuesday	5 days
Wednesday	5 days
Thursday	7 days
Friday	7 days

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

Selected survey types:

Manual count	28 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	28
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	16
Commercial Zone	4
Development Zone	1
Residential Zone	1
No Sub Category	6

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	1 days - Selected
Servicing vehicles Excluded	27 days - Selected

Secondary Filtering selection:**Use Class:**

n/a	3 days
B8	25 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

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Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	10 days
5,001 to 10,000	4 days
10,001 to 15,000	9 days
15,001 to 20,000	2 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	2 days
25,001 to 50,000	3 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	4 days
125,001 to 250,000	11 days
250,001 to 500,000	3 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:

0.6 to 1.0	9 days
1.1 to 1.5	19 days

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

Travel Plan:

Not Known	7 days
Yes	2 days
No	19 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	28 days
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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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LIST OF SITES relevant to selection parameters

1	BD-02-F-01 STAITHGATE LANE BRADFORD NEWHALL Edge of Town Industrial Zone Total Gross floor area: 10446 sqm Survey date: THURSDAY 14/03/19	DISTRIBUTION COMPANY BRADFORD	Survey Type: MANUAL
2	BG-02-F-01 PARC CRESCENT BRIDGEND WATERTON IND. EST. Edge of Town Industrial Zone Total Gross floor area: 3050 sqm Survey date: MONDAY 13/10/14	LOGISTICS COMPANY BRIDGEND	Survey Type: MANUAL
3	BO-02-F-01 CAMBRIDGE ROAD BEDFORD Edge of Town Industrial Zone Total Gross floor area: 3500 sqm Survey date: THURSDAY 15/10/20	DRINKS WHOLESALER BEDFORD	Survey Type: MANUAL
4	CT-02-F-01 FRENCH'S AVENUE DUNSTABLE Edge of Town Industrial Zone Total Gross floor area: 6050 sqm Survey date: THURSDAY 07/03/02	WAREHOUSING CENTRAL BEDFORDSHIRE	Survey Type: MANUAL
5	CW-02-F-01 A390 NEAR TRURO THREEMILESTONE Edge of Town No Sub Category Total Gross floor area: 5150 sqm Survey date: TUESDAY 18/09/07	WAREHOUSING CORNWALL	Survey Type: MANUAL
6	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18	SPORTS SUPPLEMENTS ESSEX	Survey Type: MANUAL
7	GS-02-F-01 GOLF CLUB LANE NEAR GLOUCESTER BROCKWORTH Edge of Town Commercial Zone Total Gross floor area: 24500 sqm Survey date: WEDNESDAY 03/05/23	LOGISTICS WAREHOUSE GLOUCESTERSHIRE	Survey Type: MANUAL
8	HC-02-F-03 WARSASH ROAD PARK GATE Edge of Town Industrial Zone Total Gross floor area: 3665 sqm Survey date: MONDAY 27/09/21	PPE DISTRIBUTION HAMPSHIRE	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

9	HF-02-F-01 LONDON ROAD BUNTINGFORD	SUPERSTORE DISTRIBUTION	HERTFORDSHIRE
	Edge of Town No Sub Category Total Gross floor area: 47584 sqm Survey date: WEDNESDAY 06/12/00		Survey Type: MANUAL
10	HF-02-F-03 HATFIELD HATFIELD BUSINESS CEN. Edge of Town Commercial Zone Total Gross floor area: 80000 sqm Survey date: THURSDAY 10/07/08	DISTRIBUTION CEN.	HERTFORDSHIRE
11	LN-02-F-01 TRENT ROAD GRANTHAM	BOOK SERVICE	LINCOLNSHIRE
	Edge of Town No Sub Category Total Gross floor area: 32300 sqm Survey date: MONDAY 29/11/10		Survey Type: MANUAL
12	LO-02-F-01 BATHGATE ROAD ARMADALE	LOGISTICS SERVICE	WEST LoTHIAN
	Edge of Town Residential Zone Total Gross floor area: 5855 sqm Survey date: TUESDAY 08/06/21		Survey Type: MANUAL
13	MK-02-F-01 BLETCHAM WAY MILTON KEYNES BLETCHLEY Edge of Town Industrial Zone Total Gross floor area: 52125 sqm Survey date: THURSDAY 07/02/02	SUPERSTORE DISTRIB.	MILTON KEYNES
14	ML-02-F-01 UNIT 53 DALKEITH MAYFIELD IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 750 sqm Survey date: WEDNESDAY 04/05/11	WINDOWS	MIDLoTHIAN
15	MW-02-F-01 HOLBOROUGH ROAD SNODLAND	FOOD DISTRIB.	MEDWAY
	Edge of Town No Sub Category Total Gross floor area: 7500 sqm Survey date: THURSDAY 20/06/02		Survey Type: MANUAL
16	MW-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD Edge of Town Industrial Zone Total Gross floor area: 11200 sqm Survey date: FRIDAY 22/09/17	COMMERCIAL WAREHOUSING	MEDWAY
			Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

17	NT-02-F-01 NOOK FLATT ROAD NEAR WORKSOP BLYTH Edge of Town Development Zone Total Gross floor area: 345588 sqm Survey date: WEDNESDAY 18/10/23	LOGISTICS WAREHOUSING PARK	NOTTINGHAMSHIRE	Survey Type: MANUAL
18	NW-02-F-01 TREDEGAR TERRACE NEWPORT CROSSKEYS Edge of Town No Sub Category Total Gross floor area: 16275 sqm Survey date: FRIDAY 12/10/07	LOGISTICS CENTRE	NEWPORT	Survey Type: MANUAL
19	SC-02-F-04 PRETORIA ROAD CHERTSEY Edge of Town No Sub Category Total Gross floor area: 4460 sqm Survey date: TUESDAY 27/11/07	WAREHOUSING	SURREY	Survey Type: MANUAL
20	SF-02-F-01 BURRELL WAY THETFORD BARROW HILL Edge of Town Industrial Zone Total Gross floor area: 4550 sqm Survey date: FRIDAY 27/09/02	PHARMACY DISTRIB.	SUFFOLK	Survey Type: MANUAL
21	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH Edge of Town Industrial Zone Total Gross floor area: 4700 sqm Survey date: FRIDAY 18/09/15	ROAD HAULAGE	SUFFOLK	Survey Type: MANUAL
22	SP-02-F-01 MAURETANIA ROAD SOUTHAMPTON NURSLING INDUSTRIAL ESTATE Edge of Town Industrial Zone Total Gross floor area: 4000 sqm Survey date: WEDNESDAY 21/11/07	WAREHOUSING	SOUTHAMPTON	Survey Type: MANUAL
23	TB-02-F-01 ALDERS WAY PAIGNTON Edge of Town Industrial Zone Total Gross floor area: 190 sqm Survey date: FRIDAY 29/03/19	OPTICS WAREHOUSE	TORBAY	Survey Type: MANUAL
24	TV-02-F-02 ROUNDHOUSE ROAD DARLINGTON FAVERDALE Edge of Town Industrial Zone Total Gross floor area: 80066 sqm Survey date: TUESDAY 07/10/08	ARGOS WAREHOUSE	TEES VALLEY	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

25	TW-02-F-01	ASDA DISTRIBUTION CENTRE	TYNE & WEAR
	MANDARIN WAY		
	WASHINGTON		
	PATTISON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	31000 sqm	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL
26	WM-02-F-02	LOGISTICS FIRM	WEST MIDLANDS
	SOVEREIGN ROAD		
	BIRMINGHAM		
	KINGS NORTON		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	3625 sqm	
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL
27	WO-02-F-01	SUPERSTORE DIST.	WORCESTERSHIRE
	WAINWRIGHT ROAD		
	WORCESTER		
	SHIRE BUSINESS PARK		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	31416 sqm	
	Survey date: THURSDAY	14/03/02	Survey Type: MANUAL
28	WO-02-F-02	DISTRIB. CENTRE	WORCESTERSHIRE
	COTSWOLD WAY		
	WORCESTER		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3824 sqm	
	Survey date: TUESDAY	10/09/02	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
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	1	7500	0.147	1	7500	0.147	1	7500	0.294
01:00 - 02:00	1	7500	0.053	1	7500	0.093	1	7500	0.146
02:00 - 03:00	1	7500	0.080	1	7500	0.093	1	7500	0.173
03:00 - 04:00	1	7500	0.093	1	7500	0.067	1	7500	0.160
04:00 - 05:00	1	7500	0.120	1	7500	0.107	1	7500	0.227
05:00 - 06:00	7	56797	0.026	7	56797	0.018	7	56797	0.044
06:00 - 07:00	7	56797	0.030	7	56797	0.016	7	56797	0.046
07:00 - 08:00	28	29640	0.078	28	29640	0.047	28	29640	0.125
08:00 - 09:00	28	29640	0.071	28	29640	0.044	28	29640	0.115
09:00 - 10:00	28	29640	0.063	28	29640	0.044	28	29640	0.107
10:00 - 11:00	28	29640	0.046	28	29640	0.044	28	29640	0.090
11:00 - 12:00	28	29640	0.051	28	29640	0.045	28	29640	0.096
12:00 - 13:00	28	29640	0.048	28	29640	0.051	28	29640	0.099
13:00 - 14:00	28	29640	0.105	28	29640	0.081	28	29640	0.186
14:00 - 15:00	28	29640	0.061	28	29640	0.094	28	29640	0.155
15:00 - 16:00	28	29640	0.053	28	29640	0.073	28	29640	0.126
16:00 - 17:00	28	29640	0.047	28	29640	0.080	28	29640	0.127
17:00 - 18:00	28	29640	0.042	28	29640	0.080	28	29640	0.122
18:00 - 19:00	28	29640	0.024	28	29640	0.049	28	29640	0.073
19:00 - 20:00	8	50454	0.006	8	50454	0.014	8	50454	0.020
20:00 - 21:00	7	56797	0.006	7	56797	0.006	7	56797	0.012
21:00 - 22:00	2	6678	0.045	2	6678	0.052	2	6678	0.097
22:00 - 23:00	2	6678	0.075	2	6678	0.052	2	6678	0.127
23:00 - 24:00	1	7500	0.080	1	7500	0.080	1	7500	0.160
Total Rates:			1.450			1.477			2.927

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:	190 - 345588 (units: sqm)
Survey date date range:	01/01/00 - 18/10/23
Number of weekdays (Monday-Friday):	28
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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Licence No: 726001

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	7500	0.147	1	7500	0.147	1	7500	0.294
01:00 - 02:00	1	7500	0.053	1	7500	0.093	1	7500	0.146
02:00 - 03:00	1	7500	0.080	1	7500	0.093	1	7500	0.173
03:00 - 04:00	1	7500	0.093	1	7500	0.067	1	7500	0.160
04:00 - 05:00	1	7500	0.120	1	7500	0.107	1	7500	0.227
05:00 - 06:00	7	56797	0.005	7	56797	0.010	7	56797	0.015
06:00 - 07:00	7	56797	0.007	7	56797	0.008	7	56797	0.015
07:00 - 08:00	28	29640	0.015	28	29640	0.018	28	29640	0.033
08:00 - 09:00	28	29640	0.018	28	29640	0.022	28	29640	0.040
09:00 - 10:00	28	29640	0.019	28	29640	0.022	28	29640	0.041
10:00 - 11:00	28	29640	0.020	28	29640	0.019	28	29640	0.039
11:00 - 12:00	28	29640	0.020	28	29640	0.021	28	29640	0.041
12:00 - 13:00	28	29640	0.019	28	29640	0.018	28	29640	0.037
13:00 - 14:00	28	29640	0.022	28	29640	0.018	28	29640	0.040
14:00 - 15:00	28	29640	0.021	28	29640	0.018	28	29640	0.039
15:00 - 16:00	28	29640	0.023	28	29640	0.019	28	29640	0.042
16:00 - 17:00	28	29640	0.022	28	29640	0.016	28	29640	0.038
17:00 - 18:00	28	29640	0.018	28	29640	0.015	28	29640	0.033
18:00 - 19:00	28	29640	0.012	28	29640	0.013	28	29640	0.025
19:00 - 20:00	8	50454	0.003	8	50454	0.005	8	50454	0.008
20:00 - 21:00	7	56797	0.003	7	56797	0.003	7	56797	0.006
21:00 - 22:00	2	6678	0.037	2	6678	0.052	2	6678	0.089
22:00 - 23:00	2	6678	0.075	2	6678	0.052	2	6678	0.127
23:00 - 24:00	1	7500	0.080	1	7500	0.080	1	7500	0.160
Total Rates:			0.932			0.936			1.868

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

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

Calculation Reference: AUDIT-726001-240607-0625

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES
Category : A - VEHICLE REPAIR GARAGE (SLOW FIT)
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	WN WINDSOR & MAIDENHEAD	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	PL PLYMOUTH	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	2 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days

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

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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: 136 to 5100 (units: sqm)
 Range Selected by User: 128 to 5100 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 03/06/23

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
Wednesday	3 days
Thursday	5 days
Friday	3 days

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

Selected survey types:

Manual count	14 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 Centre	2
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	9

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	6
Commercial Zone	1
Residential Zone	4
Built-Up Zone	1
No Sub Category	2

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	X days - Selected
Servicing vehicles Excluded	14 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known	14 days
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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®.

Population within 500m Range:

All Surveys Included

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Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	2 days
15,001 to 20,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	6 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	6 days
1.1 to 1.5	8 days

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

Travel Plan:

Not Known	1 days
No	13 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	14 days
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This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

1	AD-15-A-01 12 WAVERLY PLACE ABERDEEN	GARAGE	ABERDEEN CITY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	136 sqm	
	Survey date: MONDAY	21/05/12	Survey Type: MANUAL
2	BR-15-A-01 PEN PARK ROAD BRISTOL SOUTHMEAD	GARAGE	BRISTOL CITY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	144 sqm	
	Survey date: WEDNESDAY	03/11/21	Survey Type: MANUAL
3	HF-15-A-01 LEYDEN ROAD STEVENAGE	GARAGE	HERTFORDSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	290 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
4	LC-15-A-01 GRIMROD PLACE SKELMERSDALE	GARAGE	LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area:	650 sqm	
	Survey date: THURSDAY	21/04/22	Survey Type: MANUAL
5	LE-15-A-01 FLECKNEY ROAD NEAR LEICESTER KIBWORTH BEAUCHAMP	GARAGE	LEICESTERSHIRE
	Edge of Town Residential Zone Total Gross floor area:	333 sqm	
	Survey date: TUESDAY	10/05/05	Survey Type: MANUAL
6	LE-15-A-02 MERIDIAN EAST LEICESTER BRAUNSTONE	BMW & MINI GARAGE	LEICESTERSHIRE
	Edge of Town Commercial Zone Total Gross floor area:	5100 sqm	
	Survey date: THURSDAY	25/06/09	Survey Type: MANUAL
7	LN-15-A-01 SADLER ROAD LINCOLN BIRCHWOOD	VEHICLE REPAIR	LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	735 sqm	
	Survey date: WEDNESDAY	16/06/04	Survey Type: MANUAL
8	LS-15-A-01 WHITEHALL ROAD LEEDS	FORD GARAGE	LEEDS
	Edge of Town No Sub Category Total Gross floor area:	1746 sqm	
	Survey date: WEDNESDAY	14/09/05	Survey Type: MANUAL
9	PB-15-A-01 FENGATE PETERBOROUGH	GARAGE	PETERBOROUGH
	Edge of Town Industrial Zone Total Gross floor area:	900 sqm	
	Survey date: TUESDAY	16/10/12	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

10	PL-15-A-01 EXETER STREET PLYMOUTH	AUTOCENTRE	PLYMOUTH
	Edge of Town Centre Built-Up Zone Total Gross floor area:	385 sqm	
	Survey date: THURSDAY	07/07/05	Survey Type: MANUAL
11	TW-15-A-01 HENDON STREET SUNDERLAND HENDON	COMMERCIAL VEHICLE GARAGE	TYNE & WEAR
	Edge of Town Industrial Zone Total Gross floor area:	400 sqm	
	Survey date: FRIDAY	24/05/19	Survey Type: MANUAL
12	WM-15-A-02 HARNALL LANE WEST COVENTRY	GARAGE	WEST MIDLANDS
	BISHOPGATE GREEN Edge of Town Centre No Sub Category Total Gross floor area:	560 sqm	
	Survey date: THURSDAY	20/10/22	Survey Type: MANUAL
13	WN-15-A-01 CORDWALLIS STREET MAIDENHEAD	GARAGE	WINDSOR & MAIDENHEAD
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	580 sqm	
	Survey date: FRIDAY	23/11/12	Survey Type: MANUAL
14	WO-15-A-01 BIRMINGHAM ROAD NEAR BROMSGROVE MARLBROOK	AUTOCENTRE	WORCESTERSHIRE
	Edge of Town Residential Zone Total Gross floor area:	500 sqm	
	Survey date: THURSDAY	06/06/02	Survey Type: MANUAL

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

TRIP RATE for Land Use 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)
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	2	525	0.190	2	525	0.000	2	525	0.190
07:00 - 08:00	8	1025	0.500	8	1025	0.146	8	1025	0.646
08:00 - 09:00	14	890	1.252	14	890	0.578	14	890	1.830
09:00 - 10:00	14	890	1.196	14	890	0.955	14	890	2.151
10:00 - 11:00	14	890	0.875	14	890	0.682	14	890	1.557
11:00 - 12:00	14	890	0.947	14	890	0.690	14	890	1.637
12:00 - 13:00	14	890	0.763	14	890	0.987	14	890	1.750
13:00 - 14:00	14	890	0.763	14	890	0.795	14	890	1.558
14:00 - 15:00	14	890	0.787	14	890	0.979	14	890	1.766
15:00 - 16:00	14	890	0.827	14	890	1.084	14	890	1.911
16:00 - 17:00	14	890	0.658	14	890	0.979	14	890	1.637
17:00 - 18:00	14	890	0.514	14	890	0.931	14	890	1.445
18:00 - 19:00	13	947	0.179	13	947	0.430	13	947	0.609
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.451			9.236			18.687

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

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Parameter summary

Trip rate parameter range selected:
 Survey date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

136 - 5100 (units: sqm)
 01/01/00 - 03/06/23
 14
 0
 0
 0
 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.