



Town & Country Planning Act 1990 (As Amended)

Proposed Erection of 7
Number Industrial Units at
Norman Road, Rochdale,
OL11 4HP

Transport Statement

22nd August 2022



iRIS Sustainable Planning • 37 Sycamore Drive • Penwortham • Preston • PR1 9NQ • 07802 982582 •
alex@irissustainability.co.uk

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1. Introduction

- 1.1. This Transport Statement (TS), has been prepared to accompany the planning application for a proposed erection of industrial units at Norman Road, Rochdale. The proposed development comprises 1927 sq.m. of new industrial unit space across 7 units. Additionally there will be 39 vehicle parking spaces. The proposed development will be built on a site which is currently given over to mixed industrial use and vehicle scrap. The proposed development will be in a sustainable transport location being close to existing bus services, residencies and employment opportunities.
- 1.2. During the preparation of the TS, the following investigations have been carried out :
 - i. an examination of the existing site and the local highway network,
 - ii. an examination of the road safety records for the existing highway network,
 - iii. an examination of the proposed development plans,
 - iv. an assessment of the traffic generation of the proposed development and the traffic impact on the existing highway network, and
 - v. consideration of the accessibility of the proposed development by sustainable transport, as required by the National Planning Policy Framework (NPPF – Ref. 1) – walking, cycling and public transport.
- 1.3. The following sections describe these investigations.

2. Site Location and Previous Use

- 2.1. The proposed development site has frontage onto Norman Road and Corporation Road, in the Mitchell Hey area of Rochdale approximately 1.3 kilometers west of Rochdale center as shown in Figure 1. The site lies 550m from the A58 Manchester Road which runs between Prescott, Merseyside and Wetherby, West Yorkshire, and 500 meters from the A6060 Dane Street / Mellor Street which terminates to the east of the junction with the Norman Road, where it meets the A58 and to the north at the junction with the A680.
- 2.2. The existing site is currently occupied by an MOT service yard, tyre centre, scrap storage and Victorian industrial units.

3. Existing Highway Network

- 3.1. Norman Road is a 2 way no through road, constructed to modern standards using modern materials. It has a 30 mph speed limit. The road has a carriageway width of 7.6 meters, footways on both sides of the road and a good system of street lighting, as shown in Photograph 1.



Photograph 1 Footpaths and Street Lighting on Norman Road

- 3.2. Norman Road terminates in a signalized T-Junction with the A6060 Mellor Street / Dane Street. The A6060 Mellor Street / Dane Street has a 30 mph speed limit and has visibility of over 43 meters in both directions at the minor arm of this junction.

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- 3.3. Corporation Road is a 2 way no through road constructed of cobbles with a Tarmacadam overlay. The road has a carriageway width of 6.6 meters, footways on both sides of the road and a system of street lighting as shown in Photograph 2.



Photograph 2 Footpaths and Street Lighting on Corporation Road

- 3.4. Corporation Road terminates at a crossroads junction with Norman Road and Albion Road.
- 3.5. An examination of the road safety records that are held on crashmap.co.uk (based on Department for Transport Data) shows that there have been no recorded injury accidents on Norman Road, 1 on the A6060 Dane Street and 2 on the A6060 Mellor Street, all of which were slight in nature in the most recent 5 year period 2016 – 2020 (Appendix 1). On the wider highway network there were 4 personal injury accidents at the junction of the A6060 Mellor Street, the B6222 Bury Road and College Road, 1 of which was fatal and 1 of which was serious. At the junction of Dane Street, The A58 Manchester Road / St. Mary's Gate and the B6266 The Esplanade there have been 8 accidents, 2 of which were serious in the most recent 5 year period.
- 3.6. The Fatal injury accident occurred at the junction of the A6060 Mellor Street, the B6222 Bury Road and College Road on 24th July 2016 at 0220. Streetlights were present and lit and the weather was dry. The accident occurred when a vehicle hit the pedestrian barrier and overturned resulting in 1 fatality, 3 serious personal injuries and 1 slight injury. The driver was convicted of causing death by dangerous driving.
- 3.7. The 1st serious injury accident occurred at the junction of the A6060 Mellor Street, the B6222 Bury Road and College Road on 31st July 2019 at 0819 in dry weather in daylight and involved a motorcycle over 50cc and up to 125cc with a male rider age 21-25 and a male pedestrian crossing the road away from a crossing and masked by a parked vehicle.

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3.8. The 2nd serious injury accident occurred at the north bound slip road of the A58 Manchester Road on 9th September 2020 at 0845 in dry weather in daylight and involved a car driven by a male age 36-45 colliding with a male pedestrian age 11-16 crossing away from a junction.

3.9. The 3rd serious injury accident occurred at the crossroads junction of the A58 St Mary's Gate on 14th October 2020 at 2305 in fine weather but wet roads in darkness with the streetlights present and lit. The accident occurred during the pedestrian phase at a traffic signal junction and involved a motorcycle over 50cc but not more than 125cc with a male rider between 56 and 65 proceeding along the carriageway and a female car driver age 16-20 moving off. The motorcycle impacted the vehicle offside, resulting in a serious injury to the motorcycle rider.

3.10. The slight injury accidents are summarized in the table below:

Road / Junction	Car	P2W	Cyclist	Pedestrian	Other
A58	6			2	1 – motorised or not 1 – goods vehicle over 3.5 and under 7.5 tonnes
A6060	3	1		2	1 – goods vehicle over 7.5 tonnes

3.11. Of these slight injury accidents, 4 took place in wet road conditions, 1 in snowy conditions and 5 in dry conditions. The weather was raining during 1 accident, snowing at 1 accident and fine during all other accidents. 7 of these slight injury accidents took place at the pedestrian phase of a signalized crossing, with 2 accidents involving pedestrians being injured at these.

3.12. Overall, there is no pattern present in the injury accidents on the wider highway network and 15 injury accidents in a 5 year period on a busy highway network represents overall a good road safety record.

3.13. Details of all these injury accidents are included in Appendix 1.

3.14. The road safety data shows that the highway network that serves the proposed industrial site does not display any pattern in injury accidents and does not have any significant road safety problems.

4. Proposed Development

4.1. The proposed development is shown on the Proposed Site Layout Drawing in Appendix

2. The proposed development comprises 1927 sq.m. of new industrial unit space across 7 units. Additionally there will be 39 vehicle parking spaces.

4.2. The proposed development will be accessed via a one way system from Norman Road. Both the proposed ingress and exit will be at current access points. These access points will be widened to be suitable for HGV access. Both access points have a visibility of 43 meters in both directions at 2.4 meters.

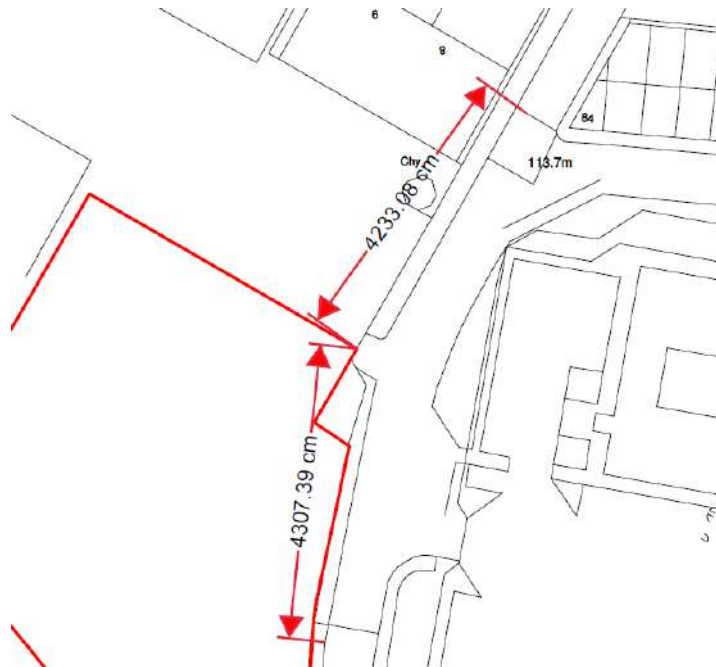


Figure 1 Visibility at Norman Road Entrance

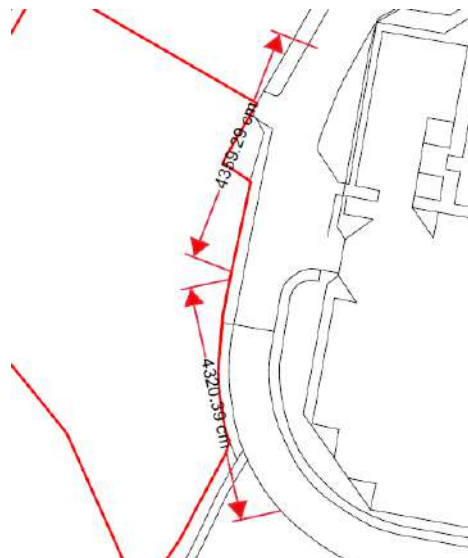


Figure 2 Visibility at Norman Road Exit

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4.3. An additional access is proposed from Corporation Road, which will provide access to unit 7, the smallest of the proposed industrial units. The access to this unit will be of 3 meters width and have visibility of 43 meters at 2.4 meters in both directions, suitable for a 30 mph speed limit.

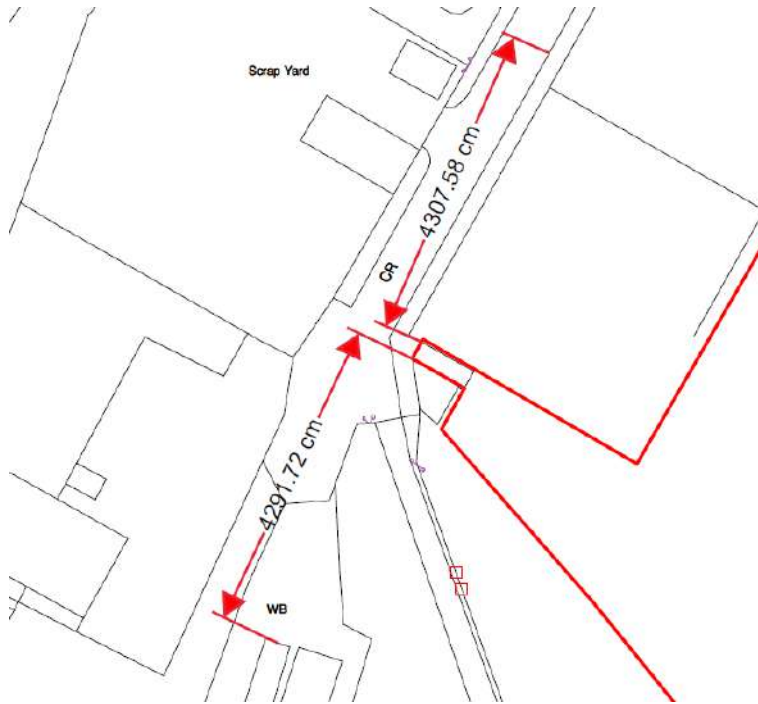


Figure 3 Visibility at Corporation Road

4.4. Parking will be provided in excess of 32 required by the parking standards adopted by Rochdale Council as the local highways authority for general industrial use. The actual parking provided will comprise 39 no. parking spaces. There is secure cycle parking for 3 bicycles and space for 2 number powered 2 wheelers.

4.5. The site will provide 7 number electrical vehicle charging points.

5. Traffic Impact of the Proposed Development

5.1. In order to predict the traffic generation for the proposed development, the Trip Rate Information Computer System (TRICS – Ref. 2), has been examined for the category of 'Employment – Industrial Units'. Sites in England, excluding Greater London, have been chosen from the database. The resulting TRICS output is included in Appendix 3 and summarised below in Table 1. Table 2 shows the resultant trip generation for the proposed development.

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Time Period	Traffic Generation Rate (Arrivals)	Traffic Generation Rate (Departures)	Total Traffic Generation Rate
Weekday A.M. Peak (0800 - 0900 hrs) All Vehicles	0.197	0.091	0.288
Weekday P.M. Peak (1700 - 1800 hrs) All Vehicles	0.026	0.14	0.166
Weekday (0700 - 1900 hrs.) All Vehicles	1.653	1.787	3.44

Table 1 - Traffic Generation Rates (per 100 sq.m Floorspace)

Time Period	Vehicles In	Vehicles Out	Total
Weekday A.M. Peak (0800 - 0900 hrs) All Vehicles	4	2	6
Weekday P.M. Peak (1700 - 1800 hrs) All Vehicles	1	3	3
Weekday (0700 - 1900 hrs.) All Vehicles	32	34	66

Table 2 - Traffic Generation (1927 sq.m Floorspace)
(Discrepancy due to rounding)

5.2. It can be seen from Table 2 that the proposed development is predicted to generate up to 6 vehicle movements during each of the weekday peak hours and 66 vehicle movements during a typical weekday (7 a.m. – 7 p.m.). The former Department for Transport ‘Guidance on Transport Assessment’ (Ref. 3), quotes a threshold of 30 two-way trips in the peak hours below which a detailed traffic assessment of the highway network should not be required. The predicted traffic generation during the weekday peak hours is, clearly, below this 30 trips figure and, therefore, no detailed traffic analysis of the existing highway network should be required. Therefore, the traffic generation during the weekday peak hours will have a low impact on the existing highway network which does not have any traffic capacity problems. The proposed development is unlikely to have a significant traffic impact on the existing highway network.

6. Accessibility of the Proposed Development by Sustainable Transport (Walking, Cycling & Public Transport)

- 6.1. The proposed development will be located within a convenient walking and cycling distance of a wide range of services, shops and facilities on Bridge Street. The proposed development will be less than 1 km walking distance of the bus stop on the A6060 Mellor Street. Bus services to this stop include the 468 Bury to Rochdale, which operates at 40 minute intervals Mon-Fri, 30 minute intervals on Saturdays and 60 minute intervals on Sundays, and the R8 Norden to Rochdale service which operates at 60 minute intervals Mon-Sun.
- 6.2. The 15 minute and 30 minute walking, cycling and public transport isochrones from the site are shown in Appendix 4. These show that the site is in convenient sustainable travel distance from Rochdale, Heywood, Whitworth and Littleborough. It is, therefore, considered that the site is in a sustainable transport location.
- 6.3. There are footpaths in the area linking the industrial units to the A6060 and the A58. Additionally there are footpaths linking the site to Mandale Park.

7. Conclusion

- 7.1. This Transport Statement (TS), has been prepared to accompany the planning application for the proposed erection of industrial units at Norman Road, Rochdale. The site is located in a sustainable transport area. The proposed development comprises 1927 sq.m. of new industrial unit space across 7 units. Additionally there will be 39 vehicle parking spaces.
- 7.2. The report shows that the proposed development will have a low traffic impact on the existing highway network and will not have a material impact on the operation, or safety, of the local highway network. The TS shows that the existing highway network that serves the site does not have any significant road safety problems.
- 7.3. The proposed development will be located close to the existing bus routes along Mellor Street. The proposed development will also be within a convenient walking and cycling distance of local shops and residencies. Therefore, the proposed development will be sustainable in transport terms.
- 7.4. Overall, the proposed development will not have a significant or adverse traffic impact on the local highway network and will be in a sustainable transport location.

REFERENCES :

1. National Planning Policy Framework (NPPF)

Ministry of Housing, Communities & Local Government February, 2019

ISBN : 978 1 5286 1033 9

2. Trip Rate Information Computer System (TRICS)

JMP Consultants, London (on behalf of the TRICS Consortium)

3. Guidance on Transport Assessment Department for Transport, 2007

ISBN : 978 0 11 552856 9

(withdrawn in 2015 but still considered to be a suitable reference for this type and scale of development)

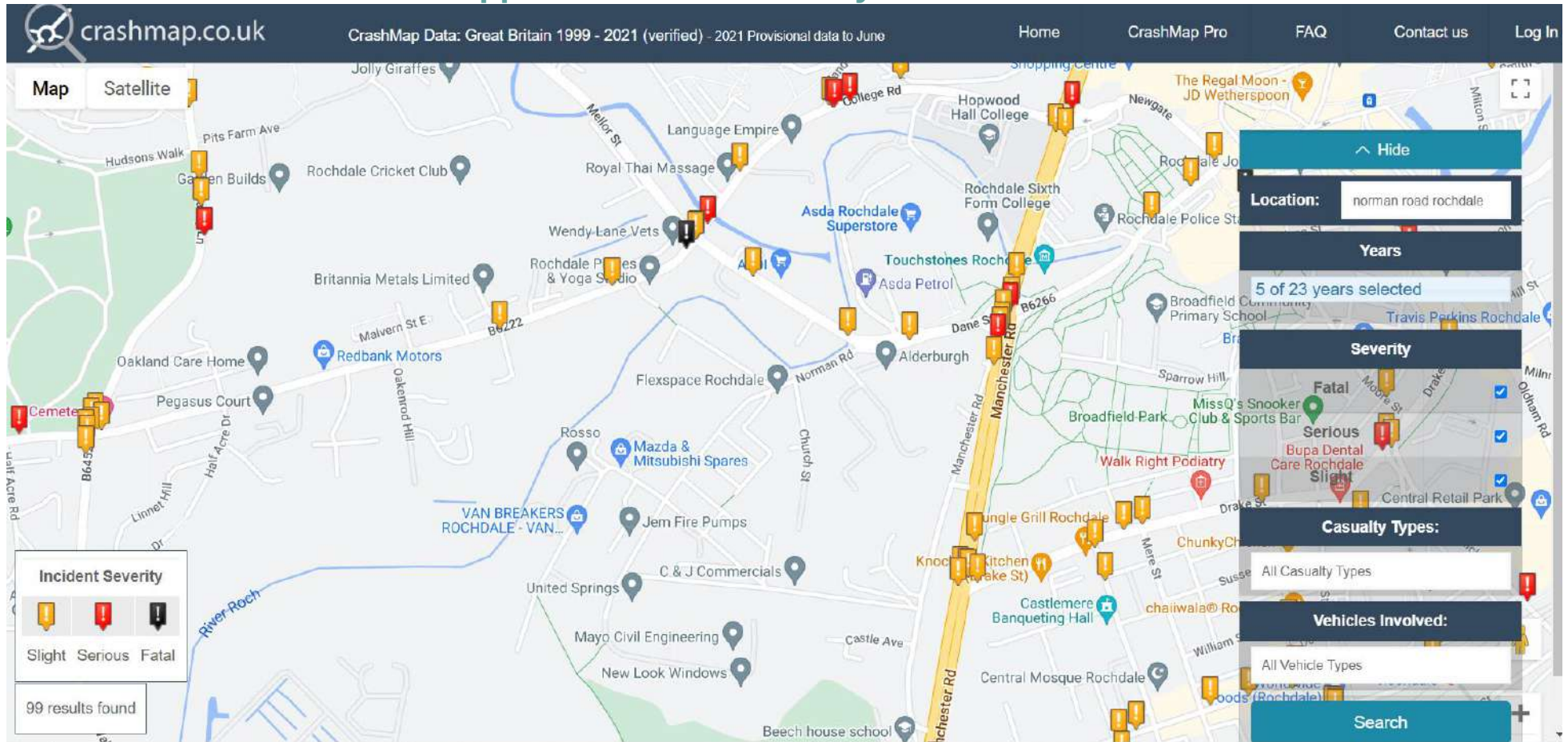
**Proposed Erection of 7 Number Industrial Units at
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Figure 1



**Proposed Erection of 7 Number Industrial Units at
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Appendix 1 – Road Safety Information





crashmap.co.uk

Validated Data

Crash Date: Thursday, January 07, 2016 **Time of Crash:** 10:30:00 AM **Crash Reference:** 201606P010729

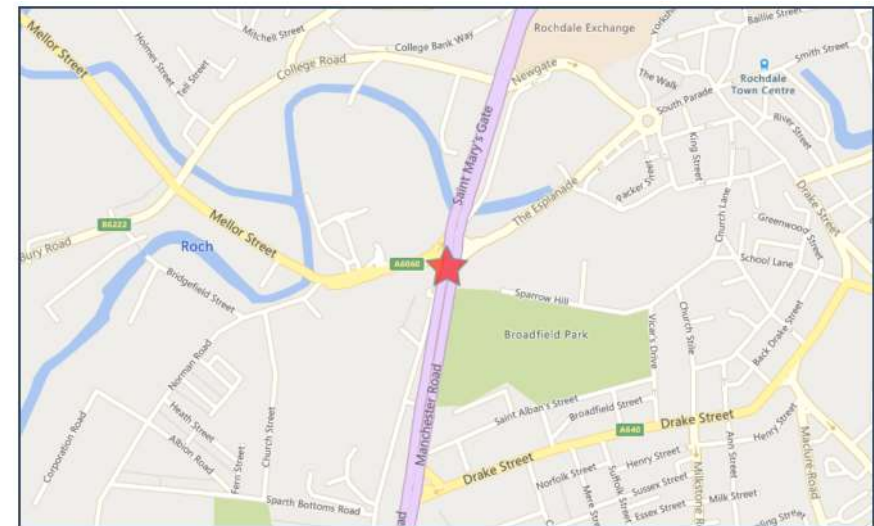
Highest Injury Severity: Slight
Highway Authority: Rochdale
Local Authority: Rochdale Metropolitan Borough
Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 40
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction
Road Type: Dual carriageway
Junction Control: Auto traffic signal

Road Number: A58

Number of Casualties: 3

Number of Vehicles: 2

OS Grid Reference: 389311 413118



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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Back	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	46 - 55	Unknown or other	Unknown or other

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Validated Data

Crash Date: Sunday, July 24, 2016 **Time of Crash:** 2:20:00 AM **Crash Reference:** 201606P018238

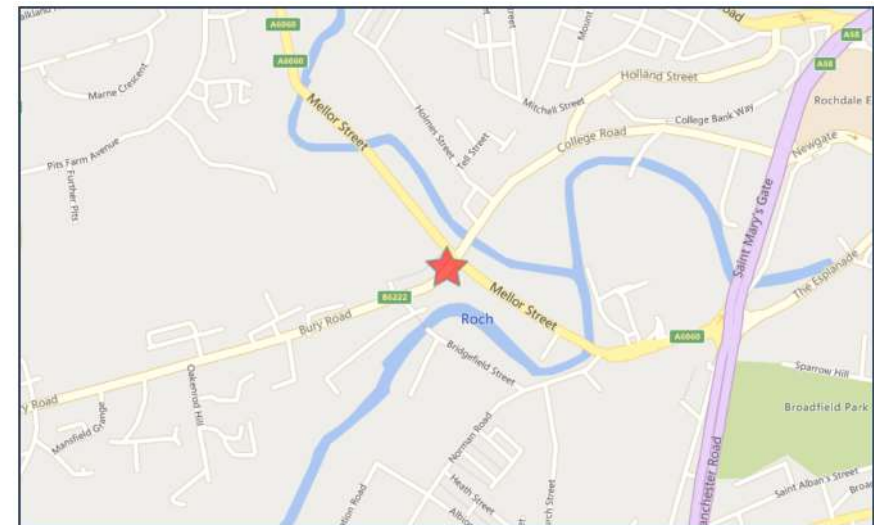
Highest Injury Severity: Fatal
Highway Authority: Rochdale
Local Authority: Rochdale Metropolitan Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Auto traffic signal

Road Number: B6222

Number of Casualties: 5

Number of Vehicles: 1

OS Grid Reference: 388876 413230



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	Nearside or offside crash barrier

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
1	2	Fatal	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
1	3	Serious	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
1	4	Serious	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
1	5	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

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Validated Data

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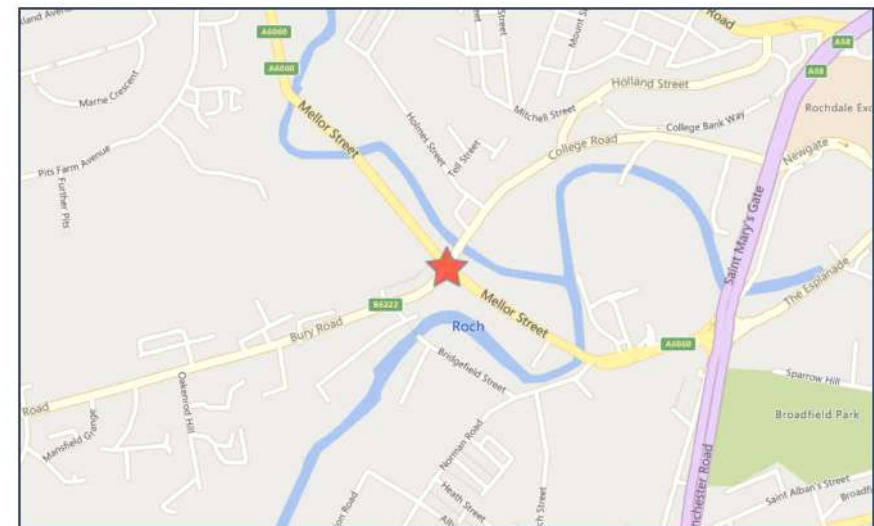
Highest Injury Severity: Slight
Highway Authority: Rochdale
Local Authority: Rochdale Metropolitan Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Dual carriageway
Junction Control: Auto traffic signal

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 388890 413242



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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Validated Data

Crash Date: Thursday, February 16, 2017 **Time of Crash:** 9:46:00 AM **Crash Reference:** 201706P027295

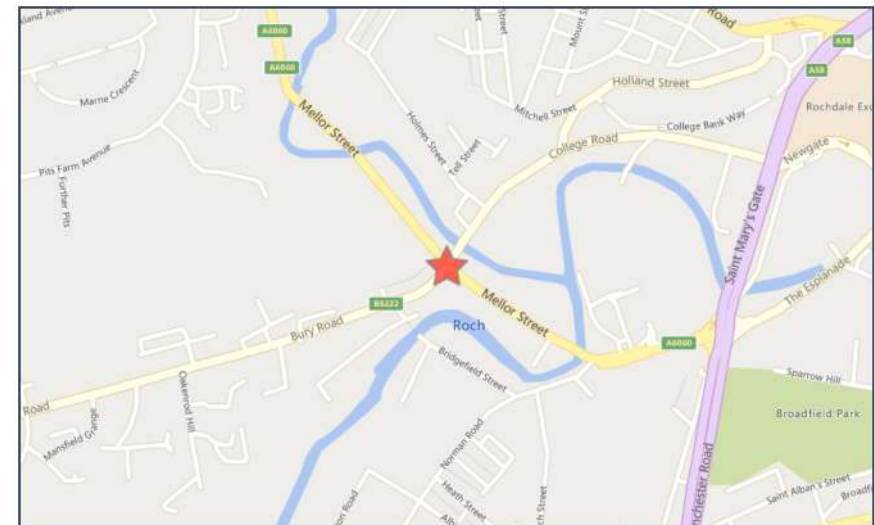
Highest Injury Severity: Slight
Highway Authority: Rochdale
Local Authority: Rochdale Metropolitan Borough
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Auto traffic signal

Road Number: A6060

Number of Casualties: 3

Number of Vehicles: 2

OS Grid Reference: 388889 413241



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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Car (excluding private hire)	11	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other
2	3	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

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Validated Data

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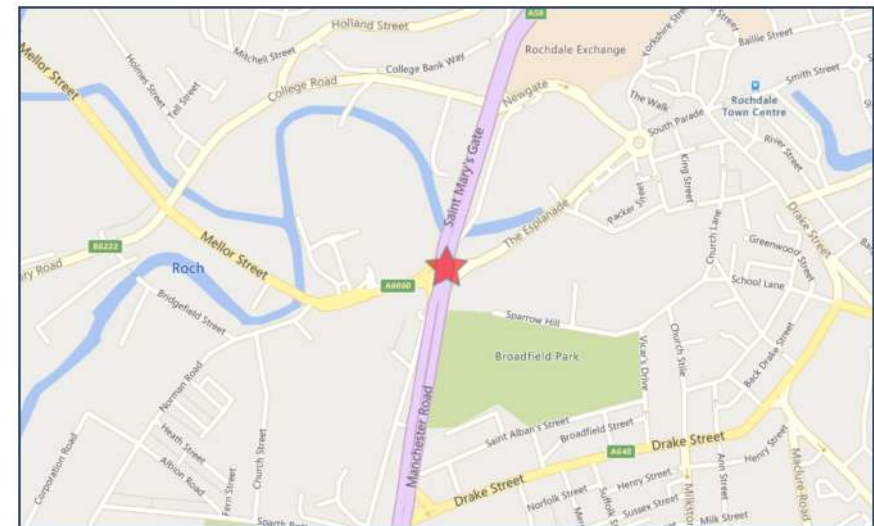
Highest Injury Severity: Slight
Highway Authority: Rochdale
Local Authority: Rochdale Metropolitan Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 40
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction
Road Type: Dual carriageway
Junction Control: Auto traffic signal

Road Number: A58

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 389324 413151



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is moving off	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	26 - 35	In carriageway, crossing elsewhere within 50 metres of pedestrian crossing	Unknown or other

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Validated Data

Crash Date: Tuesday, October 03, 2017 **Time of Crash:** 8:00:00 AM **Crash Reference:** 201706P035886

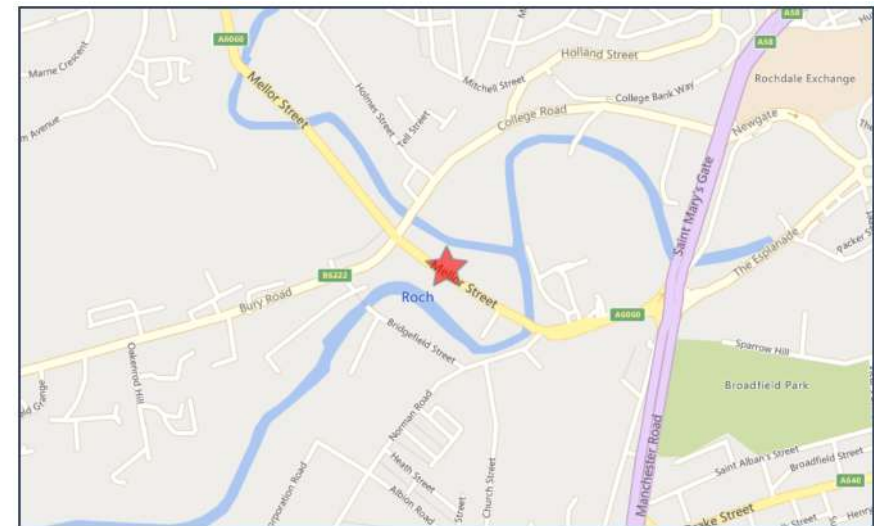
Highest Injury Severity: Slight
Highway Authority: Rochdale
Local Authority: Rochdale Metropolitan Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Dual carriageway
Junction Control: Not Applicable

Road Number: A6060

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 388968 413191



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc	13	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	21 - 25	In carriageway, crossing elsewhere	Unknown or other

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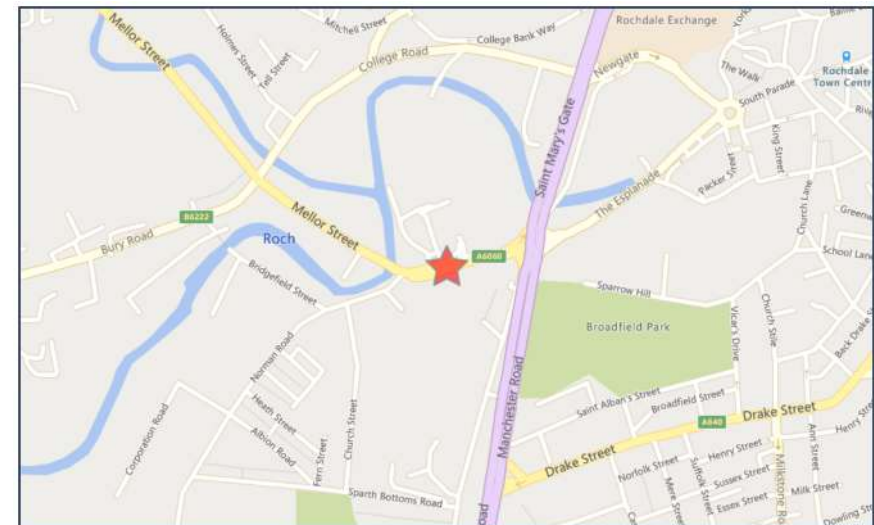


crashmap.co.uk

Validated Data

Crash Date: Wednesday, May 24, 2017 **Time of Crash:** 8:35:00 AM **Crash Reference:** 201706P311103

Highest Injury Severity:	Slight	Road Number:	A6060	Number of Casualties:	1
Highway Authority:	Rochdale	Number of Vehicles:	1	OS Grid Reference:	389183 413102
Local Authority:	Rochdale Metropolitan Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle 7.5 tonnes mgw and over	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	26 - 35	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's nearside

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

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Validated Data

Crash Date: Monday, January 15, 2018 **Time of Crash:** 2:40:00 PM **Crash Reference:** 201806P139527

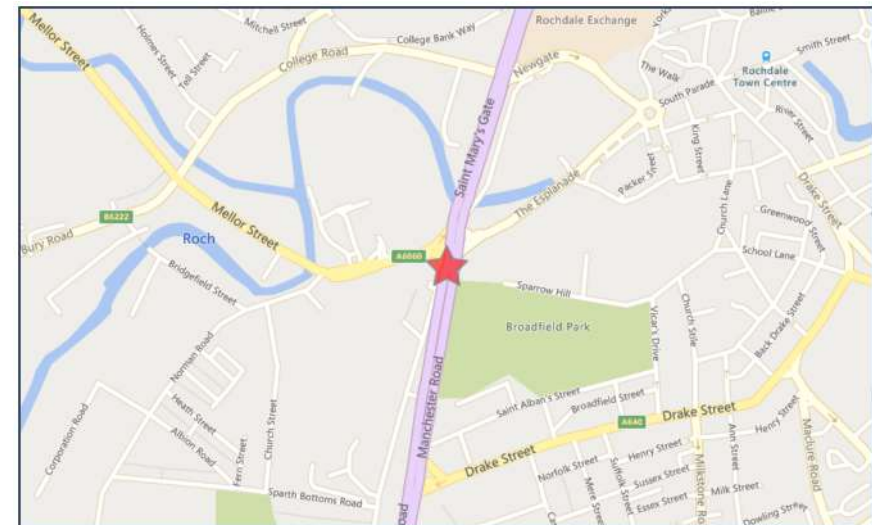
Highest Injury Severity: Slight
Highway Authority: Rochdale
Local Authority: Rochdale Metropolitan Borough
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 40
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Multiple junction
Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction
Road Type: Single carriageway
Junction Control: Auto traffic signal

Road Number: A58

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 389308 413109



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

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw	23	Male	26 - 35	Vehicle is in the act of turning left	Offside	Journey as part of work	None	None
2	Car (excluding private hire)	20	Male	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Commuting to/from work	None	None

Casualties

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

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

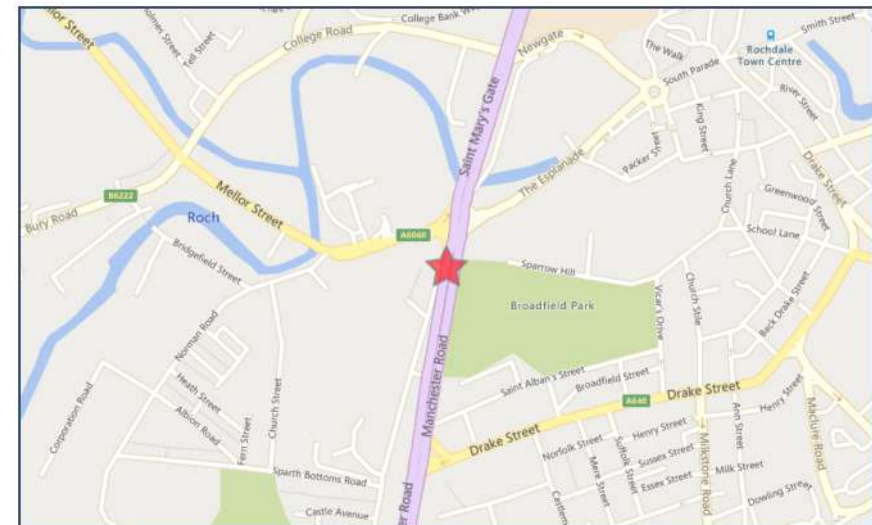
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Validated Data

Crash Date: Wednesday, January 10, 2018 **Time of Crash:** 3:43:00 PM **Crash Reference:** 201806P139727

Highest Injury Severity:	Slight	Road Number:	A58	Number of Casualties:	1
Highway Authority:	Rochdale	Number of Vehicles:	2	OS Grid Reference:	389300 413068
Local Authority:	Rochdale Metropolitan Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



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

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Other vehicle, whether motorised or not	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Car (excluding private hire)	10	Female	56 - 65	Vehicle is slowing down or stopping	Back	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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

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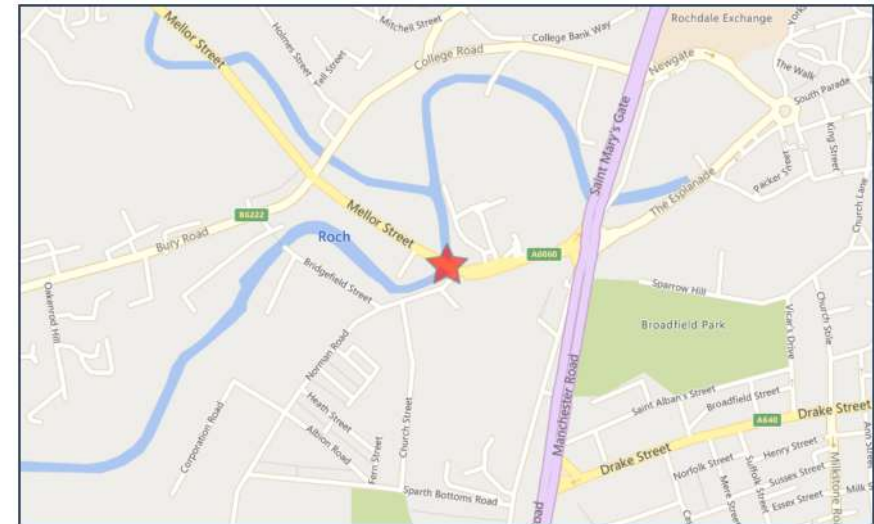


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Validated Data

Crash Date: Wednesday, January 31, 2018 **Time of Crash:** 12:12:00 PM **Crash Reference:** 201806P140509

Highest Injury Severity:	Slight	Road Number:	A6060	Number of Casualties:	1
Highway Authority:	Rochdale	Number of Vehicles:	2	OS Grid Reference:	389098 413107
Local Authority:	Rochdale Metropolitan Borough				
Weather Description:	Snowing without high winds				
Road Surface Description:	Snow				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	8	Male	46 - 55	Vehicle is slowing down or stopping	Offside	Unknown	None	None
2	Car (excluding private hire)	19	Male	26 - 35	Vehicle proceeding normally along the carriageway, on a right hand bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

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

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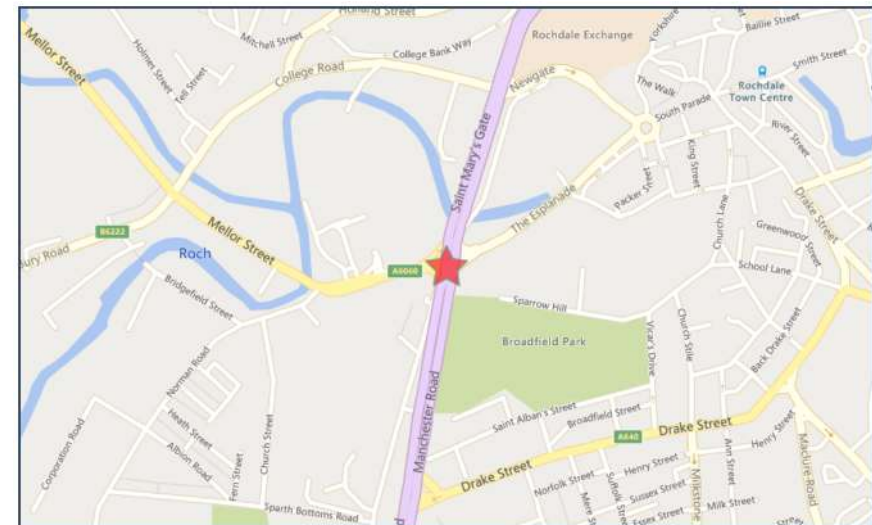


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Validated Data

Crash Date: Wednesday, July 10, 2019 **Time of Crash:** 12:05:00 PM **Crash Reference:** 201906P158944

Highest Injury Severity:	Slight	Road Number:	A58	Number of Casualties:	1
Highway Authority:	Rochdale	Number of Vehicles:	2	OS Grid Reference:	389313 413132
Local Authority:	Rochdale Metropolitan Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				



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

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	2	Male	26 - 35	Vehicle is in the act of turning right	Front	Journey as part of work	Bollard/Refuge	Road sign/Traffic signal
2	Car (excluding private hire)	15	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

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

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

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Validated Data

Crash Date: Wednesday, July 31, 2019 **Time of Crash:** 8:19:00 AM **Crash Reference:** 201906P160255

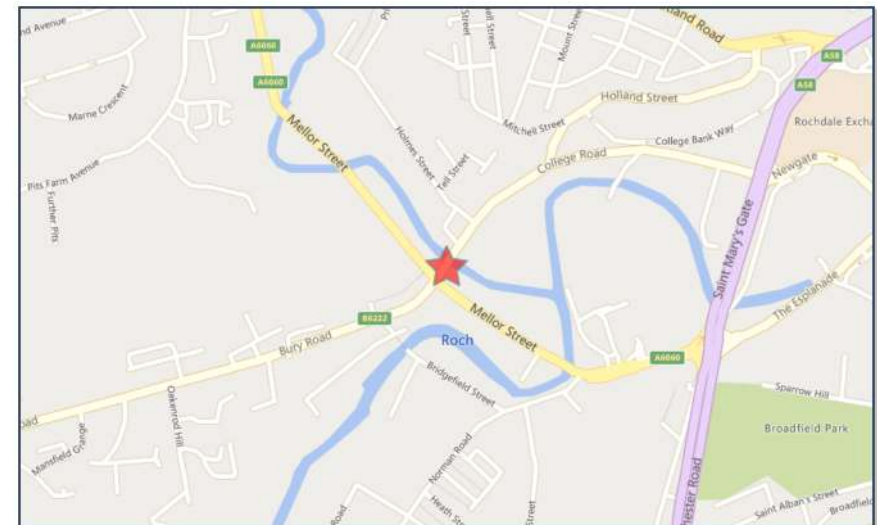
Highest Injury Severity: Serious
Highway Authority: Rochdale
Local Authority: Rochdale Metropolitan Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Auto traffic signal

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 388906 413262



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

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	4	Male	21 - 25	Vehicle is slowing down or stopping	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	16 - 20	In carriageway, crossing elsewhere	Crossing from driver's offside - masked by parked or stationary vehicle

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

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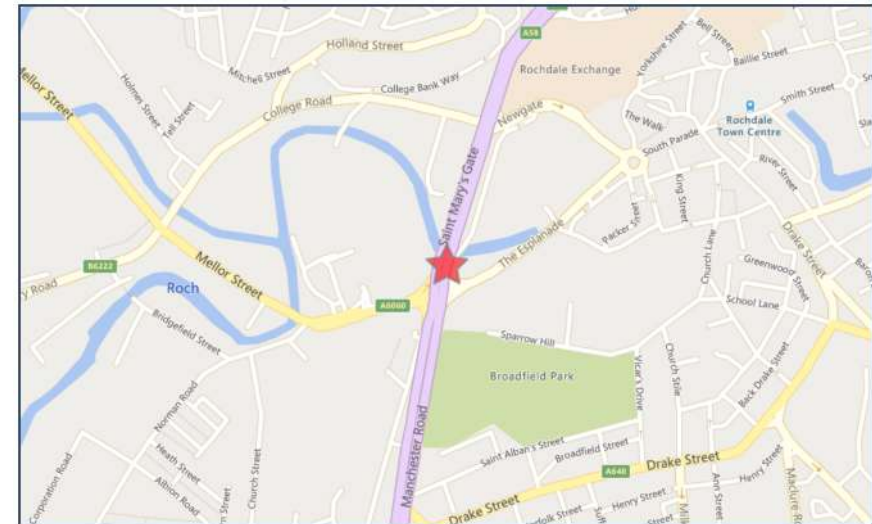


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Validated Data

Crash Date: Saturday, November 09, 2019 **Time of Crash:** 12:28:00 PM **Crash Reference:** 201906P164289

Highest Injury Severity:	Slight	Road Number:	A58	Number of Casualties:	2
Highway Authority:	Rochdale	Number of Vehicles:	2	OS Grid Reference:	389332 413184
Local Authority:	Rochdale Metropolitan Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



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

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	16	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	2	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

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

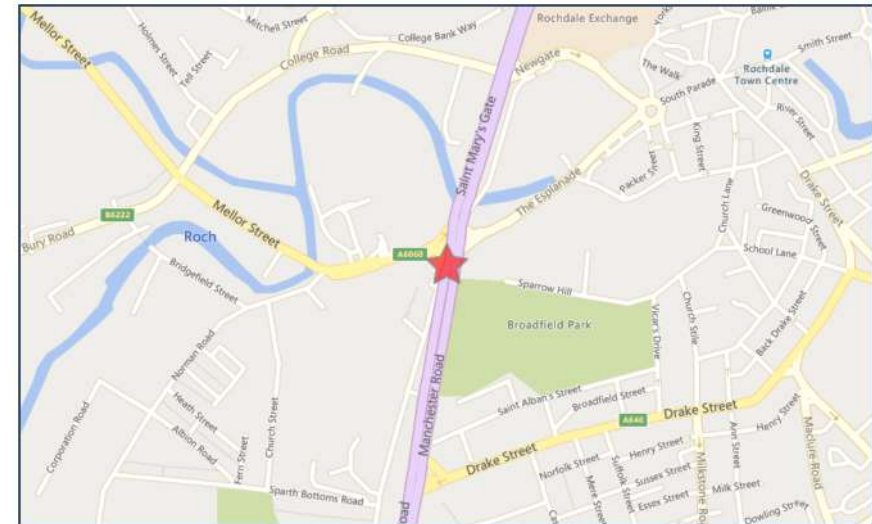
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Validated Data

Crash Date:	Wednesday, September 09, 2020	Time of Crash:	8:45:00 AM	Crash Reference:	202006P175128
Highest Injury Severity:	Serious	Road Number:	A58	Number of Casualties:	1
Highway Authority:	Rochdale	Number of Vehicles:	1	OS Grid Reference:	389306 413100
Local Authority:	Rochdale Metropolitan Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



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

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	11 - 15	In carriageway, crossing elsewhere	Crossing from driver's offside

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

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Validated Data

Crash Date: Wednesday, October 14, 2020 **Time of Crash:** 11:05:00 PM **Crash Reference:** 202006P176553

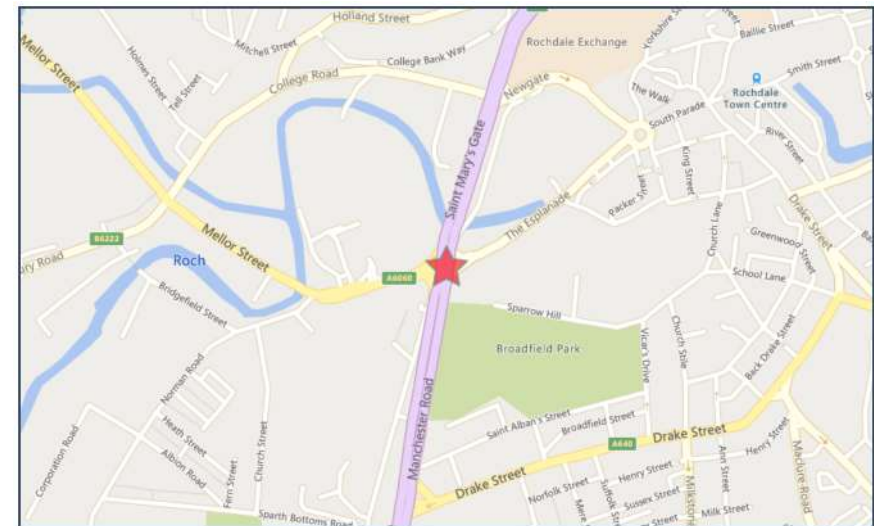
Highest Injury Severity: Serious
Highway Authority: Rochdale
Local Authority: Rochdale Metropolitan Borough
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 40
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction
Road Type: Dual carriageway
Junction Control: Auto traffic signal

Road Number: A58

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 389323 413143



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

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	12	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	9	Female	16 - 20	Vehicle is moving off	Offside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

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

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Appendix 2 – Proposed Site Layout Drawing



Appendix 3 - Traffic Generation Information (TRICS)

Calculation Reference: AUDIT-756701-220822-0808

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DV DEVON	1 days
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	LC LANCASHIRE	3 days
09	NORTH	
	CB CUMBRIA	2 days
	TV TEES VALLEY	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 13350 (units: sqm)
 Range Selected by User: 150 to 43325 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 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	2 days
Tuesday	4 days
Wednesday	3 days
Thursday	6 days
Friday	4 days

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

Selected survey types:

Manual count	19 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)	9
Edge of Town	10

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:

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.

Secondary Filtering selection:

Use Class:

Not Known 19 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	3 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	6 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
50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	8 days
250,001 to 500,000	3 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	10 days
1.1 to 1.5	9 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 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 19 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
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BR-02-C-02 STAINLESS FITTINGS SOUTH LIBERTY LANE BRISTOL	BRISTOL CITY
	Edge of Town Industrial Zone Total Gross floor area: 1475 sqm Survey date: TUESDAY 22/09/15	Survey Type: MANUAL
2	CB-02-C-01 DOMINO'S PIZZA COWPER ROAD PENRITH GILWILLY IND. ESTATE	CUMBRIA
	Edge of Town Industrial Zone Total Gross floor area: 2950 sqm Survey date: TUESDAY 10/06/14	Survey Type: MANUAL
3	CB-02-C-02 STEEL FABRICATION BLACKDYKE ROAD CARLISLE KINGSTOWN IND. ESTATE	CUMBRIA
	Edge of Town Industrial Zone Total Gross floor area: 715 sqm Survey date: FRIDAY 15/10/21	Survey Type: MANUAL
4	CH-02-C-02 INDUSTRIAL MATERIALS JUPITER DRIVE CHESTER CHESTER W. EMP. PARK	CHESHIRE
	Edge of Town Industrial Zone Total Gross floor area: 8100 sqm Survey date: WEDNESDAY 19/11/14	Survey Type: MANUAL
5	CH-02-C-04 FABRICS MANUFACTURE CHARTER WAY MACCLESFIELD HURDSFIELD	CHESHIRE
	Edge of Town Industrial Zone Total Gross floor area: 3200 sqm Survey date: FRIDAY 07/05/21	Survey Type: MANUAL
6	DS-02-C-02 ENGINEERED PRODUCTS PONTEFRAC STREET DERBY	DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 2600 sqm Survey date: THURSDAY 25/06/15	Survey Type: MANUAL
7	DV-02-C-02 ENERGY RECOVERY FACILITY GRACE ROAD SOUTH EXETER MARSH BARTON TRAD. EST.	DEVON
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 3513 sqm Survey date: THURSDAY 06/07/17	Survey Type: MANUAL
8	GS-02-C-02 MARINE ENGINE PRODUCTION DAVY WAY GLOUCESTER HARDWICKE	GLOUCESTERSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 1630 sqm Survey date: FRIDAY 23/04/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	LC-02-C-03 GOLDEN HILL LANE LEYLAND	TIMBER SUPPLIES	LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	150 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
10	LC-02-C-04 CHORLEY ROAD BLACKPOOL LITTLE CARLETON	POWDER COATINGS	LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area:	1010 sqm	
	Survey date: THURSDAY	20/06/19	Survey Type: MANUAL
11	LC-02-C-05 FURNESS DRIVE POULTON-LE-FYLDE	NUTRITION MANUFACTURE	LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area:	775 sqm	
	Survey date: WEDNESDAY	30/06/21	Survey Type: MANUAL
12	NF-02-C-03 ELVIN WAY NORWICH HELLESDON	SHEET METAL CONTRACTOR	NORFOLK
	Edge of Town Industrial Zone Total Gross floor area:	260 sqm	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
13	NF-02-C-04 FLETCHER WAY NORWICH UPPER HELLESDON	EXHIBITION DESIGN & MANUF.	NORFOLK
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	690 sqm	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
14	NR-02-C-02 TREVITHICK ROAD CORBY	RENEWABLE ENGINEERING	NORTHAMPTONSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	702 sqm	
	Survey date: THURSDAY	22/10/20	Survey Type: MANUAL
15	TV-02-C-02 PARKVIEW ROAD WEST HARTLEPOOL	FLUID ENGINEERING	TEES VALLEY
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	1050 sqm	
	Survey date: FRIDAY	04/09/20	Survey Type: MANUAL
16	WK-02-C-01 CASTLE MOUND WAY RUGBY	MACHINE ENGINEERING	WARWICKSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	9216 sqm	
	Survey date: WEDNESDAY	10/11/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	WM-02-C-04	FOUNDRY		WEST MIDLANDS
	STOURVALE ROAD			
	STOURBRIDGE			
	LYE			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Gross floor area:	4324 sqm		
	Survey date: TUESDAY	21/11/17	Survey Type: MANUAL	
18	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	
19	WY-02-C-02	FLUID SYSTEMS		WEST YORKSHIRE
	BROWN LANE WEST			
	LEEDS			
	HOLBECK			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Gross floor area:	13350 sqm		
	Survey date: MONDAY	19/10/15	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.

Turner Lowe Associates Guest Road Manchester

Licence No: 756701

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	4	3774	0.007	4	3774	0.000	4	3774	0.007
05:30 - 06:00	4	3774	0.080	4	3774	0.000	4	3774	0.080
06:00 - 06:30	6	5012	0.100	6	5012	0.000	6	5012	0.100
06:30 - 07:00	6	5012	0.146	6	5012	0.003	6	5012	0.149
07:00 - 07:30	18	3041	0.148	18	3041	0.013	18	3041	0.161
07:30 - 08:00	18	3041	0.190	18	3041	0.026	18	3041	0.216
08:00 - 08:30	18	3041	0.179	18	3041	0.027	18	3041	0.206
08:30 - 09:00	18	3041	0.121	18	3041	0.038	18	3041	0.159
09:00 - 09:30	19	2894	0.076	19	2894	0.053	19	2894	0.129
09:30 - 10:00	19	2894	0.095	19	2894	0.093	19	2894	0.188
10:00 - 10:30	19	2894	0.075	19	2894	0.058	19	2894	0.133
10:30 - 11:00	19	2894	0.056	19	2894	0.049	19	2894	0.105
11:00 - 11:30	19	2894	0.060	19	2894	0.069	19	2894	0.129
11:30 - 12:00	19	2894	0.047	19	2894	0.056	19	2894	0.103
12:00 - 12:30	19	2894	0.089	19	2894	0.085	19	2894	0.174
12:30 - 13:00	19	2894	0.078	19	2894	0.105	19	2894	0.183
13:00 - 13:30	19	2894	0.096	19	2894	0.115	19	2894	0.211
13:30 - 14:00	19	2894	0.044	19	2894	0.047	19	2894	0.091
14:00 - 14:30	19	2894	0.062	19	2894	0.051	19	2894	0.113
14:30 - 15:00	19	2894	0.049	19	2894	0.060	19	2894	0.109
15:00 - 15:30	19	2894	0.044	19	2894	0.129	19	2894	0.173
15:30 - 16:00	19	2894	0.040	19	2894	0.098	19	2894	0.138
16:00 - 16:30	19	2894	0.040	19	2894	0.253	19	2894	0.293
16:30 - 17:00	19	2894	0.015	19	2894	0.131	19	2894	0.146
17:00 - 17:30	19	2894	0.013	19	2894	0.113	19	2894	0.126
17:30 - 18:00	19	2894	0.013	19	2894	0.027	19	2894	0.040
18:00 - 18:30	19	2894	0.016	19	2894	0.073	19	2894	0.089
18:30 - 19:00	19	2894	0.007	19	2894	0.018	19	2894	0.025
19:00 - 19:30	5	3070	0.039	5	3070	0.033	5	3070	0.072
19:30 - 20:00	5	3070	0.007	5	3070	0.020	5	3070	0.027
20:00 - 20:30	4	3774	0.007	4	3774	0.013	4	3774	0.020
20:30 - 21:00	4	3774	0.013	4	3774	0.027	4	3774	0.040
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.052			1.883			3.935

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 - 13350 (units: sqm)
Survey date range:	01/01/14 - 22/11/21
Number of weekdays (Monday-Friday):	19
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.

Turner Lowe Associates Guest Road Manchester

Licence No: 756701

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	4	3774	0.000	4	3774	0.000	4	3774	0.000
05:30 - 06:00	4	3774	0.000	4	3774	0.000	4	3774	0.000
06:00 - 06:30	6	5012	0.003	6	5012	0.000	6	5012	0.003
06:30 - 07:00	6	5012	0.003	6	5012	0.000	6	5012	0.003
07:00 - 07:30	18	3041	0.015	18	3041	0.005	18	3041	0.020
07:30 - 08:00	18	3041	0.013	18	3041	0.011	18	3041	0.024
08:00 - 08:30	18	3041	0.016	18	3041	0.013	18	3041	0.029
08:30 - 09:00	18	3041	0.022	18	3041	0.009	18	3041	0.031
09:00 - 09:30	19	2894	0.015	19	2894	0.016	19	2894	0.031
09:30 - 10:00	19	2894	0.024	19	2894	0.024	19	2894	0.048
10:00 - 10:30	19	2894	0.016	19	2894	0.015	19	2894	0.031
10:30 - 11:00	19	2894	0.007	19	2894	0.009	19	2894	0.016
11:00 - 11:30	19	2894	0.020	19	2894	0.022	19	2894	0.042
11:30 - 12:00	19	2894	0.013	19	2894	0.015	19	2894	0.028
12:00 - 12:30	19	2894	0.035	19	2894	0.027	19	2894	0.062
12:30 - 13:00	19	2894	0.016	19	2894	0.025	19	2894	0.041
13:00 - 13:30	19	2894	0.029	19	2894	0.022	19	2894	0.051
13:30 - 14:00	19	2894	0.016	19	2894	0.013	19	2894	0.029
14:00 - 14:30	19	2894	0.013	19	2894	0.011	19	2894	0.024
14:30 - 15:00	19	2894	0.009	19	2894	0.007	19	2894	0.016
15:00 - 15:30	19	2894	0.011	19	2894	0.015	19	2894	0.026
15:30 - 16:00	19	2894	0.005	19	2894	0.011	19	2894	0.016
16:00 - 16:30	19	2894	0.011	19	2894	0.016	19	2894	0.027
16:30 - 17:00	19	2894	0.000	19	2894	0.004	19	2894	0.004
17:00 - 17:30	19	2894	0.002	19	2894	0.002	19	2894	0.004
17:30 - 18:00	19	2894	0.000	19	2894	0.000	19	2894	0.000
18:00 - 18:30	19	2894	0.000	19	2894	0.000	19	2894	0.000
18:30 - 19:00	19	2894	0.000	19	2894	0.002	19	2894	0.002
19:00 - 19:30	5	3070	0.000	5	3070	0.020	5	3070	0.020
19:30 - 20:00	5	3070	0.000	5	3070	0.020	5	3070	0.020
20:00 - 20:30	4	3774	0.000	4	3774	0.007	4	3774	0.007
20:30 - 21:00	4	3774	0.000	4	3774	0.020	4	3774	0.020
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.314			0.361			0.675

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.

Turner Lowe Associates Guest Road Manchester

Licence No: 756701

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

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	4	3774	0.000	4	3774	0.000	4	3774	0.000
05:30 - 06:00	4	3774	0.000	4	3774	0.000	4	3774	0.000
06:00 - 06:30	6	5012	0.023	6	5012	0.000	6	5012	0.023
06:30 - 07:00	6	5012	0.020	6	5012	0.000	6	5012	0.020
07:00 - 07:30	18	3041	0.018	18	3041	0.004	18	3041	0.022
07:30 - 08:00	18	3041	0.016	18	3041	0.004	18	3041	0.020
08:00 - 08:30	18	3041	0.013	18	3041	0.007	18	3041	0.020
08:30 - 09:00	18	3041	0.029	18	3041	0.018	18	3041	0.047
09:00 - 09:30	19	2894	0.024	19	2894	0.016	19	2894	0.040
09:30 - 10:00	19	2894	0.020	19	2894	0.025	19	2894	0.045
10:00 - 10:30	19	2894	0.022	19	2894	0.020	19	2894	0.042
10:30 - 11:00	19	2894	0.022	19	2894	0.018	19	2894	0.040
11:00 - 11:30	19	2894	0.018	19	2894	0.015	19	2894	0.033
11:30 - 12:00	19	2894	0.020	19	2894	0.022	19	2894	0.042
12:00 - 12:30	19	2894	0.029	19	2894	0.024	19	2894	0.053
12:30 - 13:00	19	2894	0.022	19	2894	0.022	19	2894	0.044
13:00 - 13:30	19	2894	0.013	19	2894	0.029	19	2894	0.042
13:30 - 14:00	19	2894	0.004	19	2894	0.009	19	2894	0.013
14:00 - 14:30	19	2894	0.024	19	2894	0.020	19	2894	0.044
14:30 - 15:00	19	2894	0.022	19	2894	0.018	19	2894	0.040
15:00 - 15:30	19	2894	0.015	19	2894	0.027	19	2894	0.042
15:30 - 16:00	19	2894	0.022	19	2894	0.018	19	2894	0.040
16:00 - 16:30	19	2894	0.013	19	2894	0.047	19	2894	0.060
16:30 - 17:00	19	2894	0.007	19	2894	0.009	19	2894	0.016
17:00 - 17:30	19	2894	0.002	19	2894	0.005	19	2894	0.007
17:30 - 18:00	19	2894	0.002	19	2894	0.002	19	2894	0.004
18:00 - 18:30	19	2894	0.002	19	2894	0.000	19	2894	0.002
18:30 - 19:00	19	2894	0.000	19	2894	0.002	19	2894	0.002
19:00 - 19:30	5	3070	0.000	5	3070	0.000	5	3070	0.000
19:30 - 20:00	5	3070	0.000	5	3070	0.000	5	3070	0.000
20:00 - 20:30	4	3774	0.000	4	3774	0.000	4	3774	0.000
20:30 - 21:00	4	3774	0.000	4	3774	0.007	4	3774	0.007
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.422			0.388			0.810

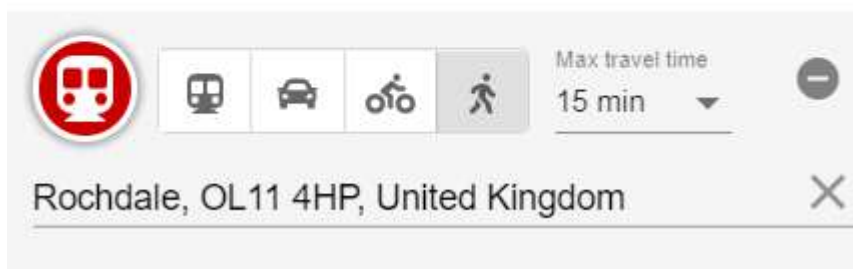
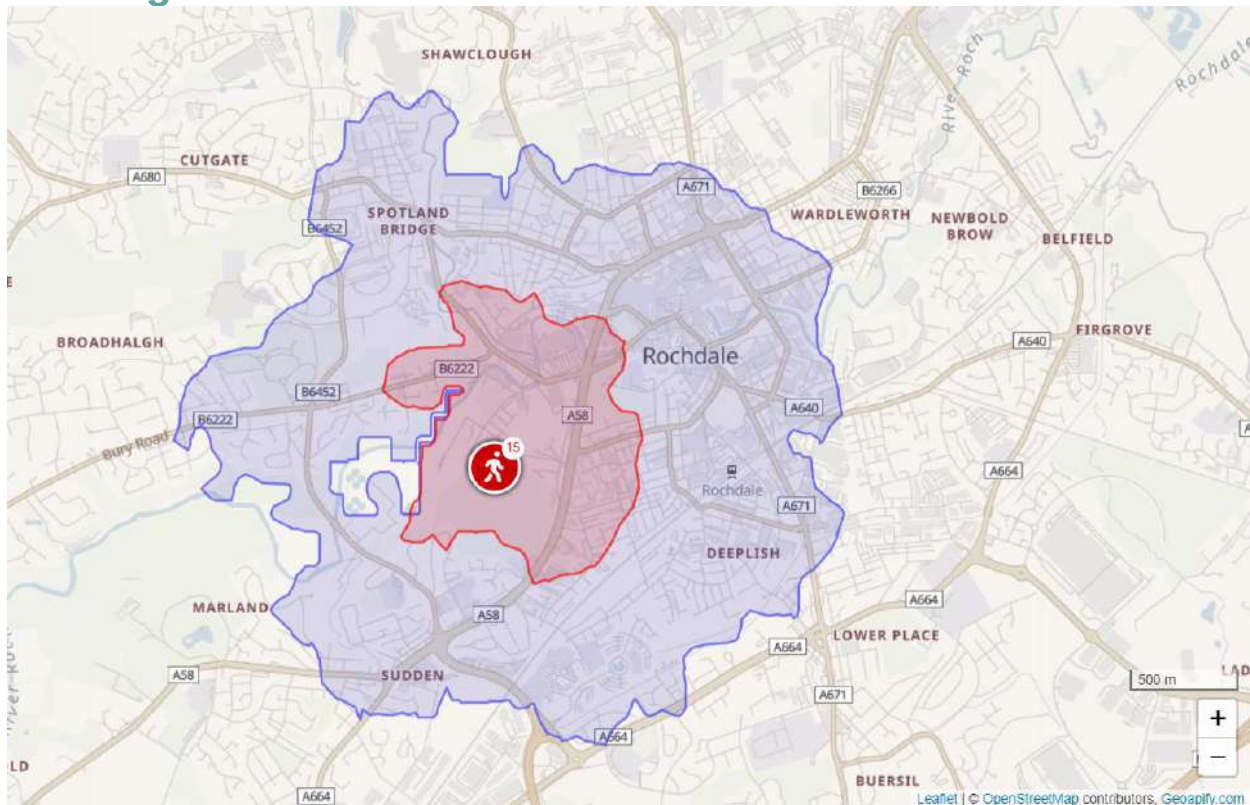
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**Proposed Erection of 7 Number Industrial Units at
Norman Road, Rochdale, OL11 4HP**
Transport Statement

Appendix 4 – 15 and 30 Minute Sustainable Transport Isochrones

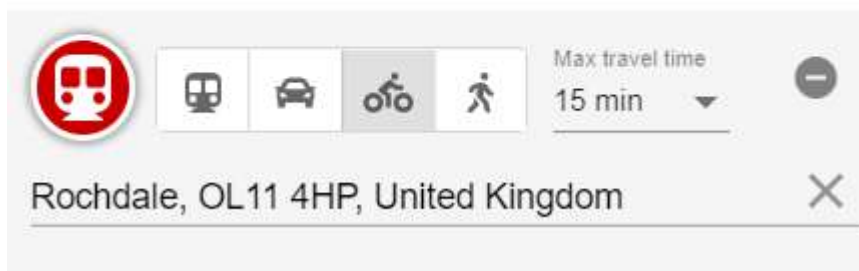
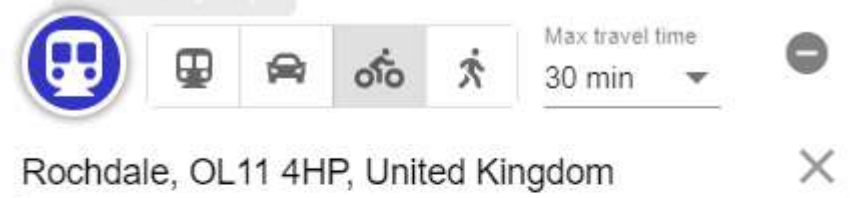
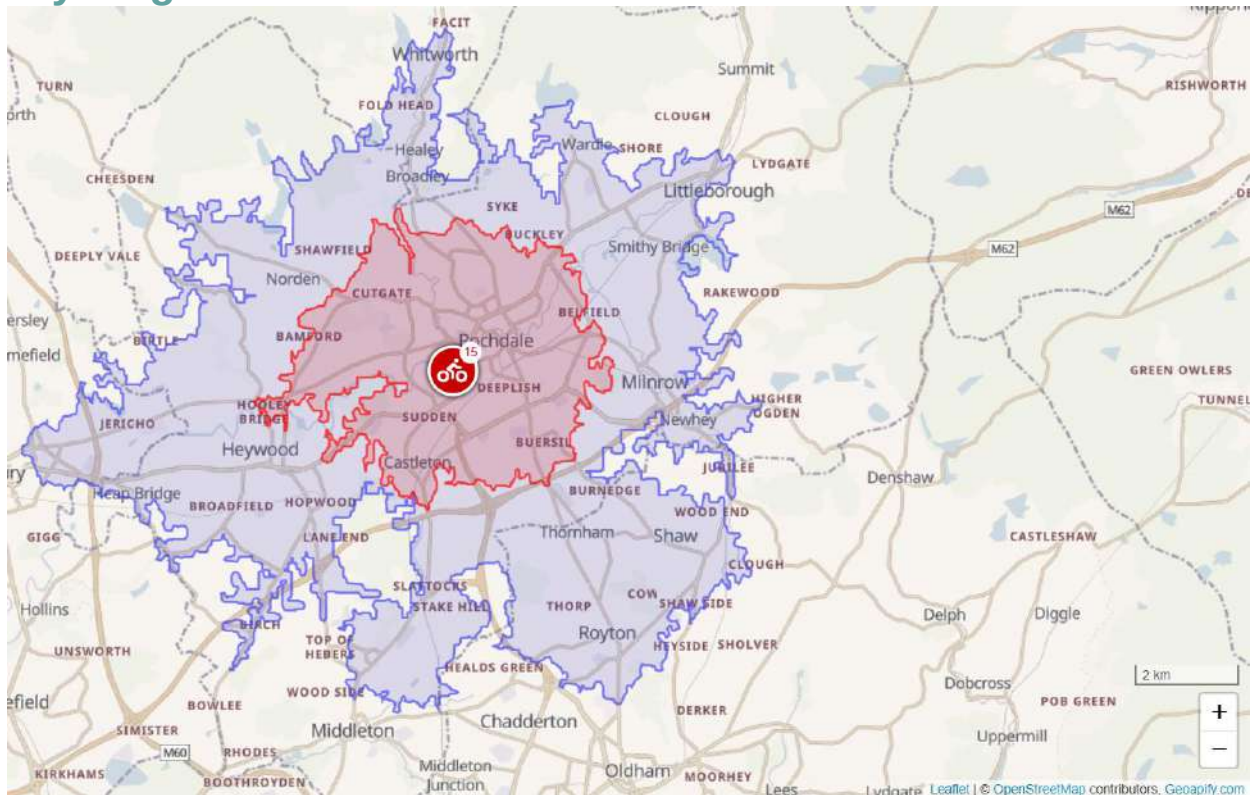
Walking



Source: <https://commutetimemap.com/>

**Proposed Erection of 7 Number Industrial Units at
Norman Road, Rochdale, OL11 4HP**
Transport Statement

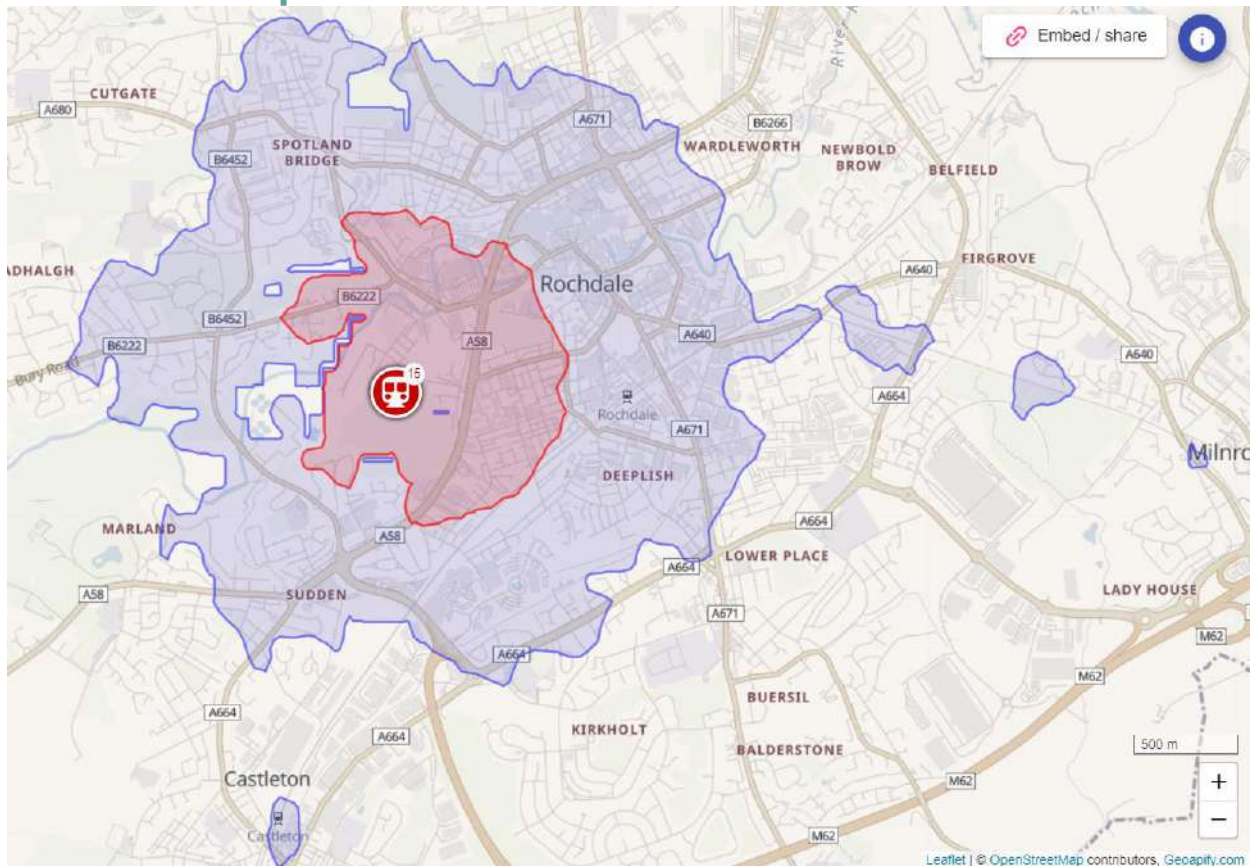
Cycling



Source: <https://commutetimemap.com/>

**Proposed Erection of 7 Number Industrial Units at
Norman Road, Rochdale, OL11 4HP**
Transport Statement

Public Transport



Rochdale, OL11 4HP, United Kingdom



Rochdale, OL11 4HP, United Kingdom

Source: <https://commutetimemap.com>