

Transport Statement

**Proposed Drive Thru
Mellor Street, Rochdale**

Prepared for Rochemont Ltd

February 2022

Doc Ref: LB/210733/TS/0

Prepared by: LB

Checked by: MD

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0	23/02/22	Draft	LB	MD

Colwyn Chambers
19 York Street
Manchester
M2 3BA

T: 0161 832 4400

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



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E TRIP GENERATION – PROPOSED DRIVE THRU

1.0 INTRODUCTION

General

- 1.1 SCP have been instructed to provide highway, traffic and transport advice in connection with a planning application for a proposed drive thru on a site located to the north-east of the A6060 Mellor Street, Rochdale.

Purpose and Structure of Report

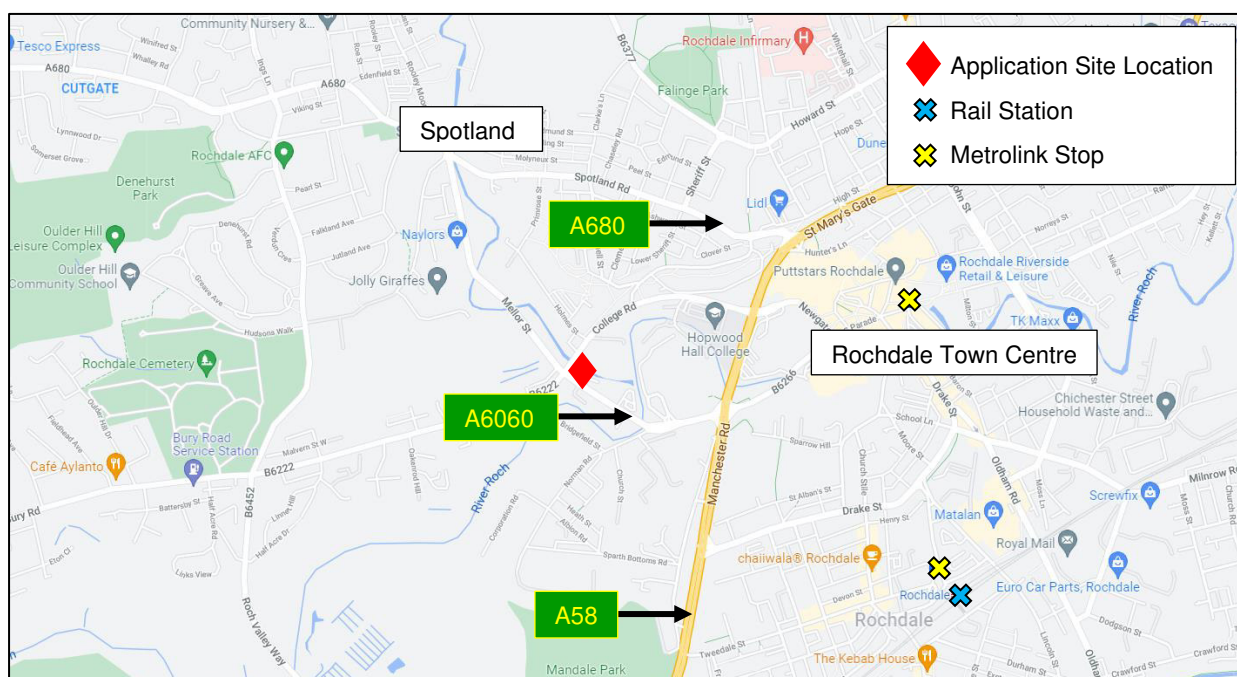
- 1.2 This Transport Statement (TS) has been produced as part of the planning application to consider the proposals from a highway safety, traffic and access perspective.
- 1.3 The TS has been prepared in accordance with the now superseded Department for Transport's (DfT's) March 2007 "Guidance on Transport Assessment" document and gives due regard to the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG), with the structure of the report summarised below:-
- Chapter 2 – describes in detail the site location, local transport network and existing use of the site;
 - Chapter 3 – defines the development proposals including the proposed access, servicing arrangements and car parking;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 5 – presents estimates of the trip generating potential of the site along with a summary of impact of the development on the local highway network; and
 - Chapter 6 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

Site Location and Composition

- 2.1 The application site is located less than 1.0km walking distance to the south-west of Rochdale Town Centre.
- 2.2 The location of the application site in relation to the wider highway network is shown on **Figure 2.1** below:-

Figure 2.1 – Site Location – Wider Highway Network



2.3 The site location in a more local context is shown on **Figure 2.2** below.

Figure 2.2 – Site Location – Local Highway Network



- 2.4 The site has an area of approximately 0.34 acres and comprises previously developed land associated.
- 2.5 The application site is bounded by an Aldi service road to the south-east, A6060 Mellor Street to the south-west, College Road to the north-west and the River Spodden to the north-east.
- 2.6 There is currently no vehicular access to the site, however the access for the previous uses on the site was on Mellor Street in the direct vicinity of the signalised junction with College Road.

Local Transport Network

Aldi Service Road

- 2.7 The Aldi service road which bounds the eastern boundary of the site and provides a vehicular service route for the nearby Aldi development which was constructed in 2016 (LPA ref: 14/01194).
- 2.8 The Aldi service road has a carriageway width of approximately 10m and is street lit.

A6060 Mellor Street

- 2.9 The A6060 Mellor Street is located along the south-western boundary of the site and is a distributor road which provides a link between the A58 to the east and the A680 to the north-west.
- 2.10 Within the vicinity of the site, the A6060 Mellor Street has a carriageway width of approximately 8m and benefits from footways along both sides of the carriageway with street lighting present. Traffic regulation orders (TROs) including double yellow “no waiting at any time” markings are provided along both sides of the carriageway including adjoining junctions.
- 2.11 Within the vicinity of the site, the A6060 Mellor Street is subject to a mandatory speed limit of 30mph.

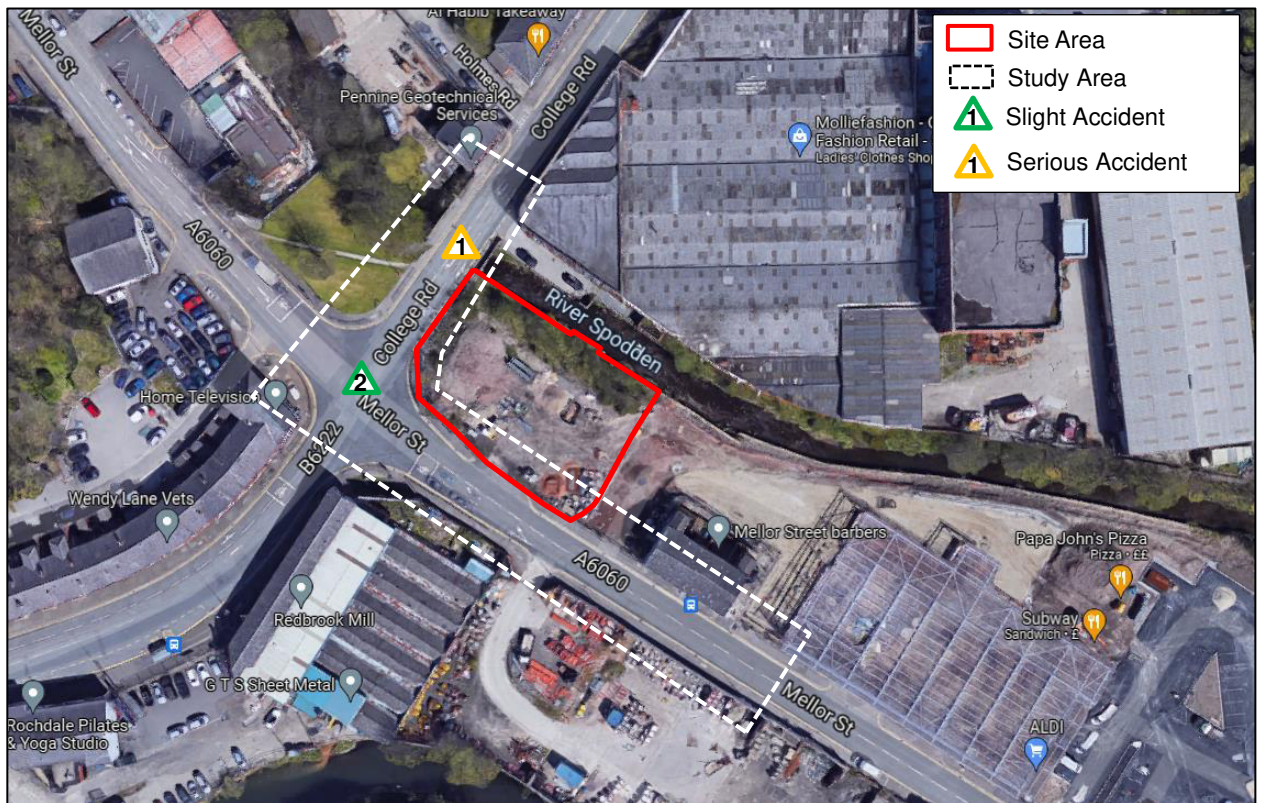
College Road

- 2.12 College Road is located along the north-eastern boundary of the site and provides a link between the A58 to the north-east and Bury Road/A6060 to the south-west.
- 2.13 Within the vicinity of the site, College Road has a carriageway width of approximately 8m and benefits from footways /street lighting along both sides of the carriageway. TROs including double yellow “no waiting at any time” markings are provided along both sides of the carriageway including adjoining junctions.
- 2.14 Within the vicinity of the site, College Road is subject to a mandatory speed limit of 30mph.

Road Safety

- 2.15 The Planning Practice Guidance (PPG) ‘Transport evidence bases in plan making and decision taking’ document states that, “Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”.
- 2.16 In order to identify any critical locations on the network with a poor accident record, the personal injury accident data has been obtained from CrashMap for the most recently available five year period ending 31st December 2020. The location and severity of the accidents is shown on **Figure 2.3** below.

Figure 2.3 – Road Safety Plan



Source: Crashmap

2.17 The key points from the accident data analysis are as follows:

- One serious accident occurred along College Road within the vicinity of the site;
- Two slight accidents occurred at the A6060 Mellor Street / College Road / Bury Road junction; and
- No accidents occurred along the sites frontage along the A6060 Mellor Street.

2.18 Whilst any accident is regrettable, given the relatively low number of accidents which have occurred at different locations within the study area, the accident record does not lead to any significant concerns or demonstrate any discernible pattern that would be materially affected by the development proposals.

3.0 PROPOSED DEVELOPMENT

Overview

- 3.1 The application is for a proposed fast service restaurant with drive thru facilities, which would have a gross floor area (GFA) of 170m².
- 3.2 The development proposals are shown on the site layout plan presented in [Appendix A](#).

Proposed Access Arrangements

- 3.3 Vehicular access to the development will be provided from the access road along the eastern boundary of the site and is shown on Drawing Number SCP/210733/D01 presented in [Appendix B](#). The proposals include a shared access/egress for the car park and drove-thru entry with a separate egress from the drive-thru lane to the north.
- 3.4 Visibility splays are available from the proposed site egress' to the junction with Mellor Street to the south; vehicles approaching here are turning into the site and speeds are low.
- 3.5 Swept path analysis of a large car using the drive thru lane is provided on Drawing Number SCP/210733/ATR01 presented in [Appendix C](#).
- 3.6 Pedestrian and cycle access to the site will be provided from Mellor Street to the south.

Servicing

- 3.7 In terms of refuse collection, a dedicated external fenced and gated bins storage compound area will be provided on the western section of the car park.
- 3.8 In terms of servicing, vehicles would be limited up to the size of a 3.5T panel van and the swept path of such a vehicle turning within the site is provided on Drawing Number SCP/210733/ATR02 presented in [Appendix D](#).

Car Parking

3.9 Parking standards for new developments are outlined in Rochdale's Core strategy document. The standards for drive thrus are summarised below:

Standard	Requirement	Provision
Maximum of 1 car parking space per 8.5sqm GFA	Maximum of 20 spaces	15 spaces
Minimum of 1 cycle space per 140sqm PFA	1	1
Minimum of 1 powered two wheel vehicle space per 280sqm PFA	1	1
Disabled Parking - For developments with 12 to 200 parking spaces 3 bays or 6% of total capacity (whichever is the greater)	3 spaces	1 space

3.10 The proposed car parking provision is within RMBC's maximum parking standards and is considered acceptable for the following reasons:-

- As detailed in the previously submitted TS prepared by SCP, the site benefits from very high levels of accessibility, being within walking distance of the Rochdale town centre, associated facilities, amenities and numerous transport links including a bus station, rail stations and Metrolink stops (see following chapter);
- The general thrust of National and Local planning policy is to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating developments where there is high quality infrastructure and sustainable transport modes can be maximised. Given the proposed development is highly accessible the reduced level of parking will help to encourage travel by sustainable modes;
- It has been demonstrated that no safety issues have been recorded along the local highway network based on the most recently available 5 year accident record.
- As detailed previously, the local highway network in the immediate vicinity of the site is well protected by existing TROs. It is clear that the key junctions and critical sections of highway in the vicinity of the site are sufficiently protected by waiting restrictions, which helps to ensure that parking does not result in any road safety or operational issues; and

4.0 ACCESSIBILITY OF THE SITE

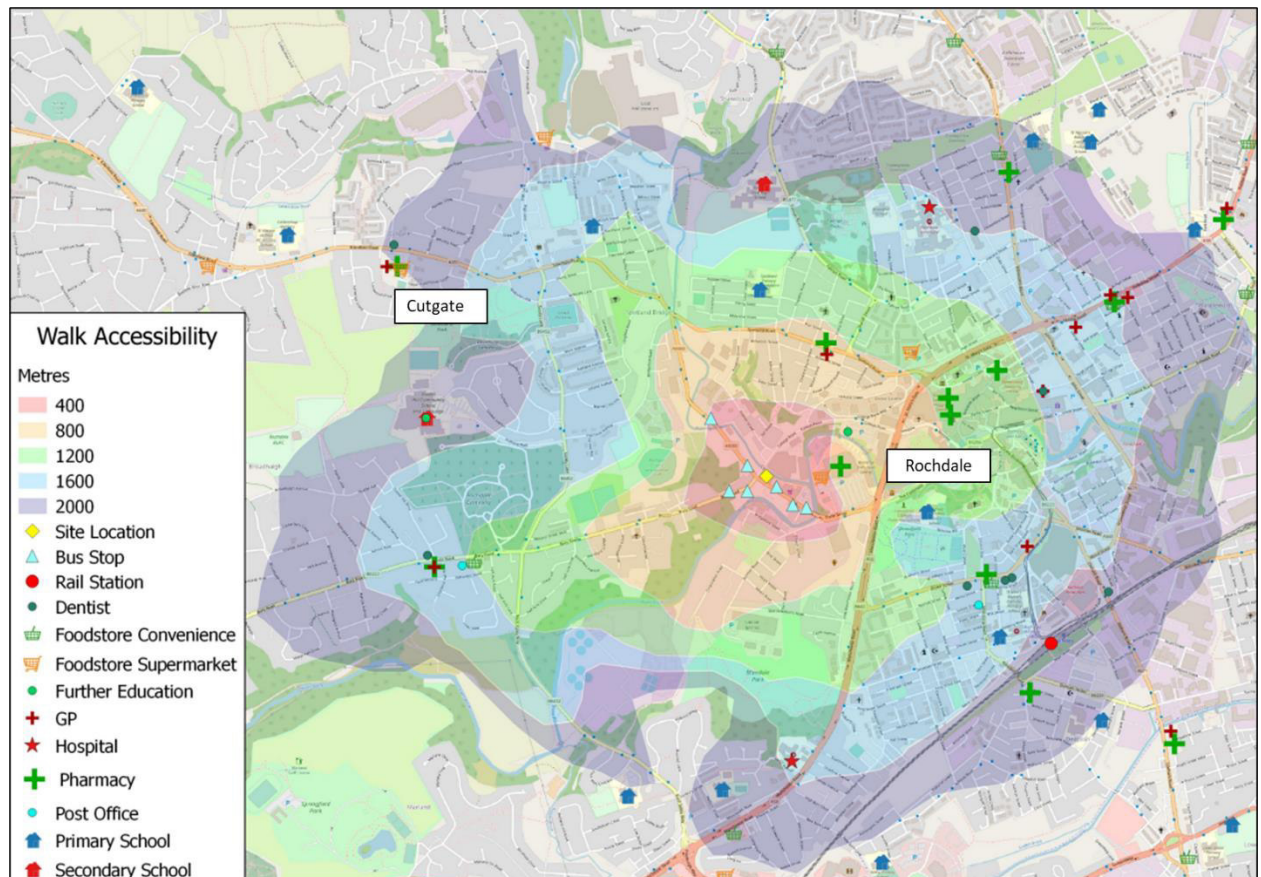
Overview

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

Pedestrians

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

Figure 4.1 – Walk Accessibility

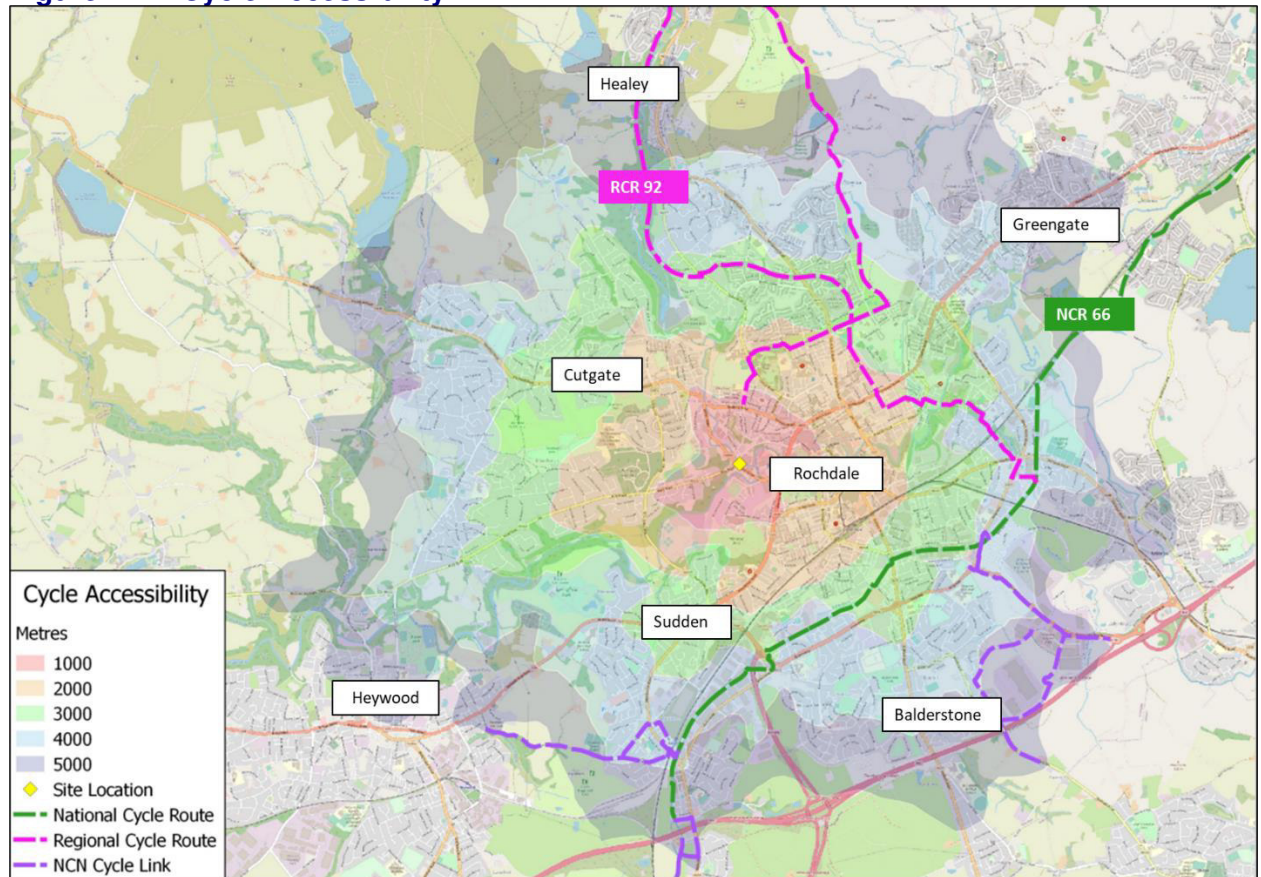


-
- 4.5 As can be seen from the above, Rochdale Town Centre and the nearby residential areas of Cutgate, amongst others, are within an acceptable walking distance of the site.
- 4.6 Rochdale Town Centre provides a wide range of facilities for prospective staff, including Rochdale Rail Station and Rochdale Metrolink. The retail areas within Rochdale provide a number of facilities within 10 minutes' walk which staff can access on lunchbreaks, and provide the opportunity for multi-purpose linked trips, including Aldi, Asda, Rochdale Exchange Shopping Centre, Halifax, various convenience stores, takeaways, cafes and public houses, amongst others.
- 4.7 Local roads benefit from footways, pedestrian crossings and lighting on both sides of the carriageway.

Cyclists

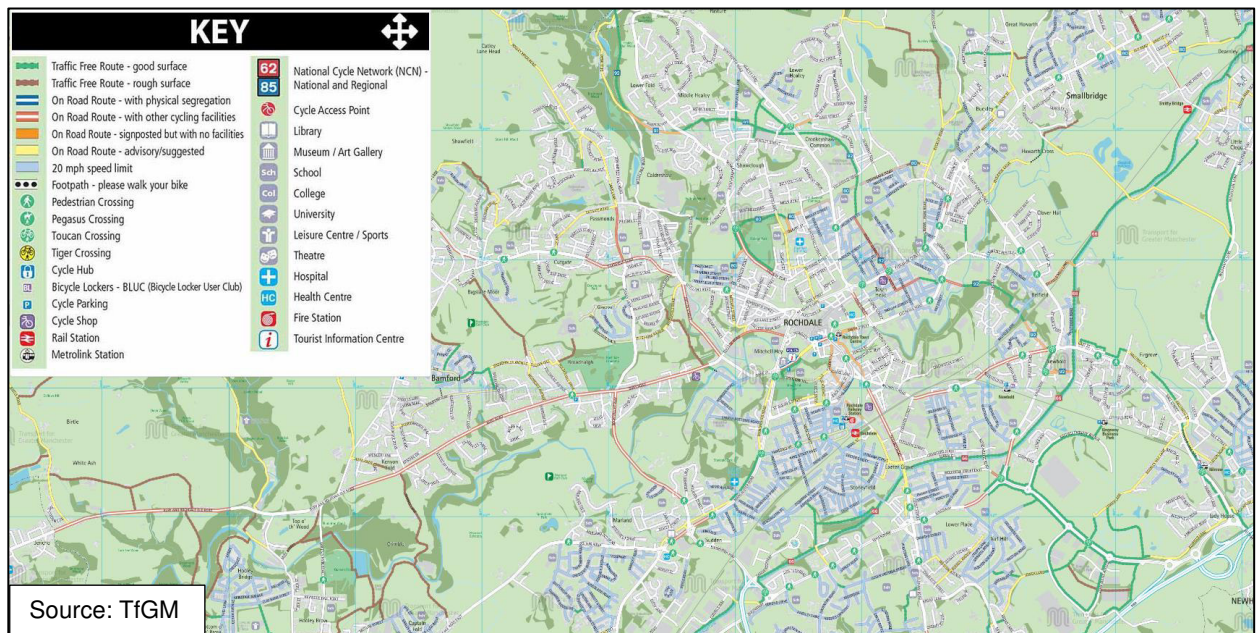
- 4.8 Transport Policy identifies that cycling represents a realistic and healthy option to use of the private car for making journeys up to 5km, as a whole journey or, as part of a longer journey by public transport.
- 4.9 **Figure 4.2** illustrates the 5km cycle catchment of the site, which is equivalent to a 25-minute cycle. This demonstrates that prospective staff will be able to access the residential areas of Cutgate, Heywood, Greengate and Balderstone, amongst others, within an acceptable cycle distance of the site.

Figure 4.2 – Cycle Accessibility



- 4.10 As shown in **Figure 4.2**, the National Cycle Route 66 passes south east of the site, travelling locally from central Manchester to Bradford. Additionally, the Regional Cycle Route 92, locally connects Bacup to Rochdale Town centre, north of the proposed site.
- 4.11 The Greater Manchester Cycle Map on the TfGM website highlights nearby local cycle routes, including the on-road cycle facilities along the A6060 as shown on **Figure 4.3** below.

Figure 4.3 – TfGM’s Greater Manchester Cycle Map



Public Transport

- 4.12 In terms of bus services, the Chartered Institute of Highways & Transportation’s (CIHT’s) “*Guidelines for Planning for Public Transport in Developments*” document identifies, at section 6.20, that “*Bus stops are located to minimise passengers’ walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m.*”
- 4.13 The nearest bus stops to the site are located less than 50m along Mellor Street and are therefore comfortably within the recommended walking distance. There are also two bus stops circa 80m west of the site, on Bury Road, providing an additional service. A summary of the services provided from these stops are summarised in **Table 4.1** below: -

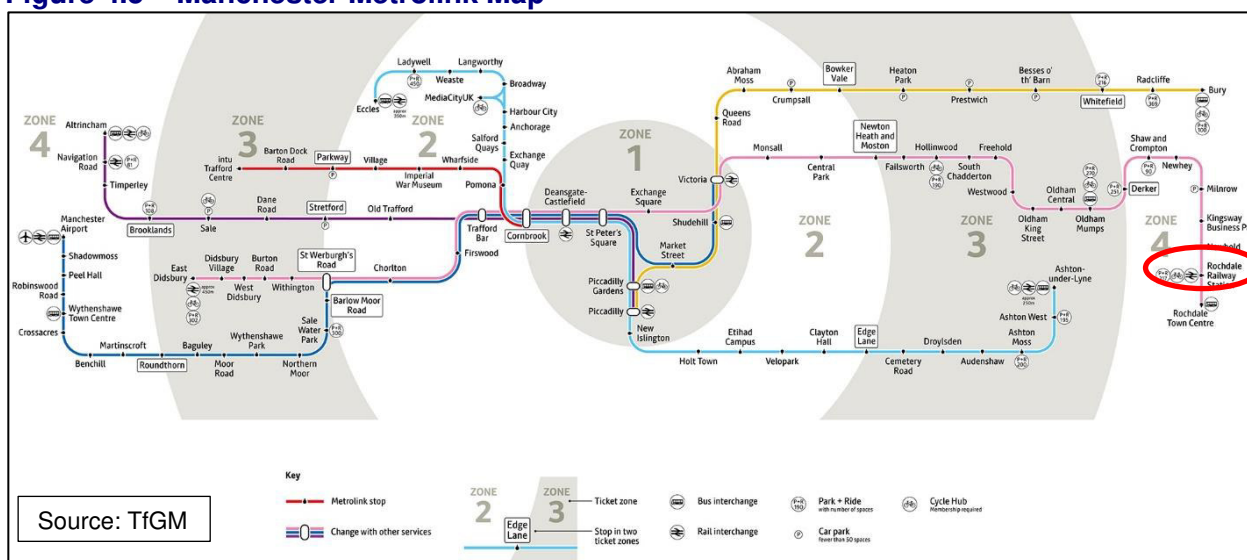
Table 4.1 – Bus Timetable Summary

Service Number	Route	Average Frequency		
		Mon-Fri	Sat	Sun
468	Rochdale - Bury	Approx. every 20 minutes	Approx. every half an hour	Hourly
R8 Rochdale Runners	Norden - Rochdale via Bamford	5 Services	4 Services in the evening	Hourly

- 4.14 The bus services provide direct access to Rochdale and Bury Town Centres, which provide further services and connections throughout Greater Manchester.

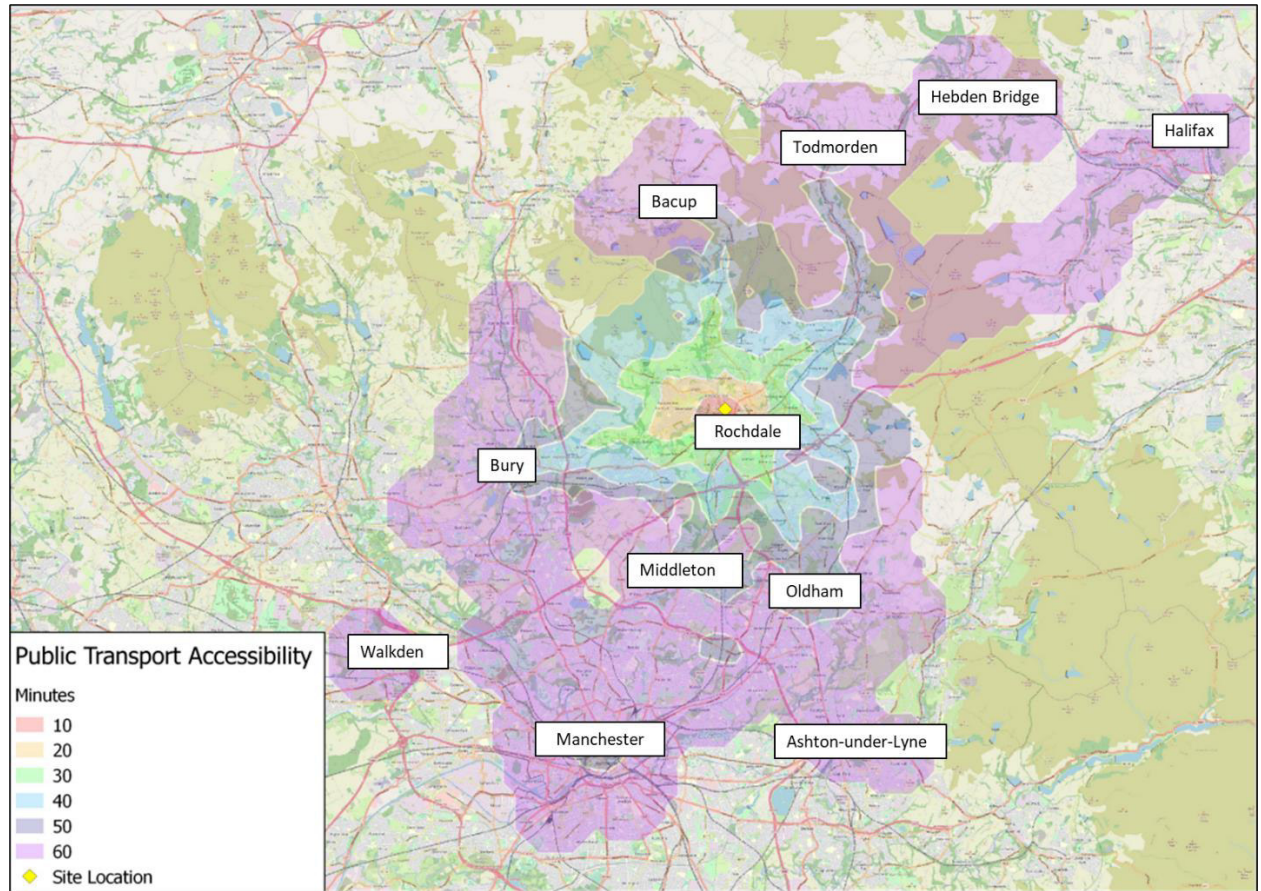
- 4.15 The nearest Metrolink Station is located at Rochdale Town Centre which is approximately 1.1km walking distance to the south-east of the site.
- 4.16 Rochdale Town Centre Metrolink Stop is located in Zone 4 and is served by the pink, line which provide direct services to Failsworth, Oldham Centre, East Didsbury, and the other city centre stops throughout Manchester, as shown on **Figure 4.5** below.

Figure 4.5 – Manchester Metrolink Map



- 4.17 Trams run on the Metrolink network between approximately 06:00 to 00:00 Mondays to Saturday, with the last trams running later on Fridays and Saturdays. On Sundays, trams start later in a time range of approximately 07:00 to 00:00.
- 4.18 The nearest railway station is Rochdale Railway Station and is located approximately 1.0km to the south-east of the site.
- 4.19 The station is served by a variety of frequent train services throughout the week providing links to various locations including Leeds, Blackburn, Wigan North-Western, Chester and Manchester Victoria amongst others.
- 4.20 **Figure 4.6** indicates a 60-minute public transport journey from the site, which includes the time to walk to the bus stop, Metrolink stop or train station. The analysis demonstrates that it is possible to reach a number of destinations within the Greater Manchester region and further afield including the areas of Halifax, Oldham, and Todmorden, amongst others, in an acceptable 60-minute commute time.

Figure 4.6 – Public Transport Accessibility



- 4.21 In summary, the application site is very well located to encourage other modes of travel other than the private car by staff.

5.0 ANTICIPATED TRANSPORT IMPACT

Overview

- 5.1 This chapter sets out the methodology used to estimate the number of trips generated by the existing uses of the site in comparison to the proposed uses of the site and draws conclusions on the anticipated impact of the development on the local highway network.

Trip Generating - Proposed Use of the Site

- 5.2 As set out in Chapter 3, the proposed development features a drive thru restaurant with a GFA of 170m².
- 5.3 The selection criteria for the TRICS based trip rates is as follows:-
- i) Hotel, Food and Drink;
 - ii) Coffee Drive Thru;
 - iii) Vehicle surveys;
 - iv) Sites in Greater London and Ireland excluded;
 - v) Selection by gross floor area (default range used);
 - vi) Weekday and Saturday surveys; and
 - vii) 'Free Standing' locations excluded.
- 5.4 It is unknown at this stage whether the proposed drive-thru will be occupied by a fast food or coffee operator, however trip rates for fast food drive thrus are slightly higher and have been used to provide a robust assessment.
- 5.5 The multi modal TRICS outputs for the proposed drive thru are presented in **Appendix E** and are summarised in **Table 5.1** below:-

Table 5.1 - Estimated Trip Rates (Per 170m²) Associated With the Proposed Drive Thru Restaurant

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)		Saturday Peak Hour (12:00 to 13:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Trip Rate	9.739	8.551	15.437	15.623	27.35	24.217
Trip Generation (Based on GEA of 170m²)	17	15	26	27	46	41

Trip Type

- 5.6 The above trip assessment for a drive thru restaurant is based on the gross anticipated trip generation expected from the proposed development and is purely the in and out movements to the site access. It does not however take into account the type of trip ie primary /secondary and if the movements, are in fact, already on the local highway network.
- 5.7 Therefore to consider the actual traffic likely to be generated the sites location must be considered. The proposed development is in an area where the highway network is already well utilised by passing vehicular traffic associated with the adjacent Aldi and is located near to a number of other land-uses contained in and on the edge of Rochdale Town Centre.
- 5.8 Based on published research into primary / secondary trips 'new' trips on the local highway network accessing the drive through are estimated to be between 10% of total trips. It is considered that the majority of trips accessing the site will be 'pass-by' trips already routing along Mellor Street or will be 'diverted' trips which are already on the highway network in the vicinity of the site but not passing the site access. A figure of 90% has been applied for the 'pass-by' and 'diverted' trips.
- 5.9 These trips are considered robust as linked trips with the adjacent Aldi or other nearby uses have not been taken into consideration.
- 5.10 The total peak hour trip generating potential of the scheme is summarised in **Table 5.2** below:

Table 5.2 – Total Peak Hour Trip Generation

	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)		Saturday Peak Hour (12:00 to 13:00)	
	Arrs	Deps	Arrs	Deps	Arrs	Deps
Proposed Coffee Drive Through (Pass-by and Diverted)	15	13	24	24	42	37
Proposed Coffee Drive Through (New Trips)	2	1	3	3	5	4

- 5.11 Based on the proposed trip generation the proposed development will result an increase of 3 new vehicle trips two-way during the AM peak hour, 6 new vehicle trips during the PM peak hour and 9 new trips during the Saturday peak hour. Volumetrically, this equates to less than one additional vehicle movement once every 20 minutes during the AM peak hour, one additional vehicle movement once every 10 minutes during the PM peak hour and once every 9-10 minutes or so during the Saturday peak hour. The effect of this additional traffic on the wider highway network will not be perceptible during the peak hours.
- 5.12 It should also be noted that no allowance has been made for the trips associated with the former use of the site, further ensuring a robust assessment.

6.0 SUMMARY AND CONCLUSION

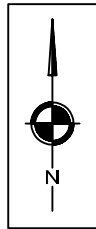
- 6.1 SCP have been instructed to provide highway, traffic and transport advice in connection with a planning application for a proposed drive thru on a site located to the north-east of the A6060 Mellor Street, Rochdale.
- 6.2 This Transport Statement has been produced as part of the planning application to consider the proposals from a highway safety, traffic and access perspective.
- 6.3 The application is for a proposed fast service restaurant with drive thru facilities, which would have a gross floor area (GFA) of 170m².
- 6.4 Vehicular access to the development will be provided from the access road along the eastern boundary of the site. Pedestrian and cycle access to the site will be provided from Mellor Street.
- 6.5 Service vehicles will be limited to 3.5t vans, which are able to access the site both entering and exiting in forwards gear.
- 6.6 The personal injury accident data for the most recently available five year period in the vicinity of the site has been reviewed and does not represent a material concern in the context of the proposed development.
- 6.7 The proposed development has been found to be very well located to encourage travel by sustainable modes. In particular, the site is within walking distance of Rochdale town centre and within a short walking distance of a wide range of everyday facilities.
- 6.8 Based on the proposed trip generation the proposed development will result an increase of 5 new vehicle trips two-way during the AM peak hour, 4 new vehicle trips during the PM peak hour and 8 new trips during the Saturday peak hour. Volumetrically, this equates to less than one additional vehicle movement once every 10 minutes during the AM peak hour, one additional vehicle movement once every 15 minutes during the PM peak hour and once every 7-8 minutes or so during the Saturday peak hour. The effect of this additional traffic on the wider highway network will not be perceptible during the peak hours.
- 6.9 Having regard to the above, it is concluded that the application proposals are acceptable with regard to transport.

S|C|P

APPENDIX A

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APPENDIX B



COLLEGE STREET

Min 1m level
transition strip

115.430

116.486

115.268

115.104

115.148
5.402

115.263

115.137

115.050

116.028

116

116.214

116.362

116

116.367

116.235



POTENTIAL "NO ENTRY"
SIGNS - DIAGRAM 616 -
TSRGD 2016

2.4m x 28m VISIBILITY
SPLAY TO THE JUNCTION
WITH MELLOR ROAD

1 in 40 GR

Staff Spaces

Boundary tree

1.5 3.7 2.1

3.3

1.6

170sqm

1.2

1.2

3.7

Development Site Area
Approx 0.34 Acres
(0.13HA)

6

R6

R2

R3

4.8 2.4

POTENTIAL AREA FOR BIN STORE
TO BE LOCATED AND EXTERNAL
SEATING AREA. EXTERNAL
SEATING AREA WILL REQUIRE A
PEDESTRIAN LINK TO THE SOUTH
FROM THE MAIN BUILDING.

MELLOR STREET

REVISIONS			
REV	DESCRIPTION	DATE	BY
-	-	-	-

SCP

Transportation Planning : Infrastructure Design

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

Client Name:
-

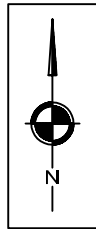
Project Title:
PROPOSED DRIVE THROUGH,
MELLOR STREET, ROCHDALE

Drawing Title:
POTENTIAL SITE LAYOUT PLAN

Drawn By:	BA	Date:	02.12.2021
Checked:	MD	Scale:	1:200 @ A3
Status:	PLANNING	Approved/Unapproved:	-
Drawing No.	SCP/210733/D01		Rev.
			-

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APPENDIX C



COLLEGE STREET

Min 1m level
transition strip

115.430

116.486

115.268

115.104

115.148

5.402

115.263

115.137

115.050

116.028

116

116.214

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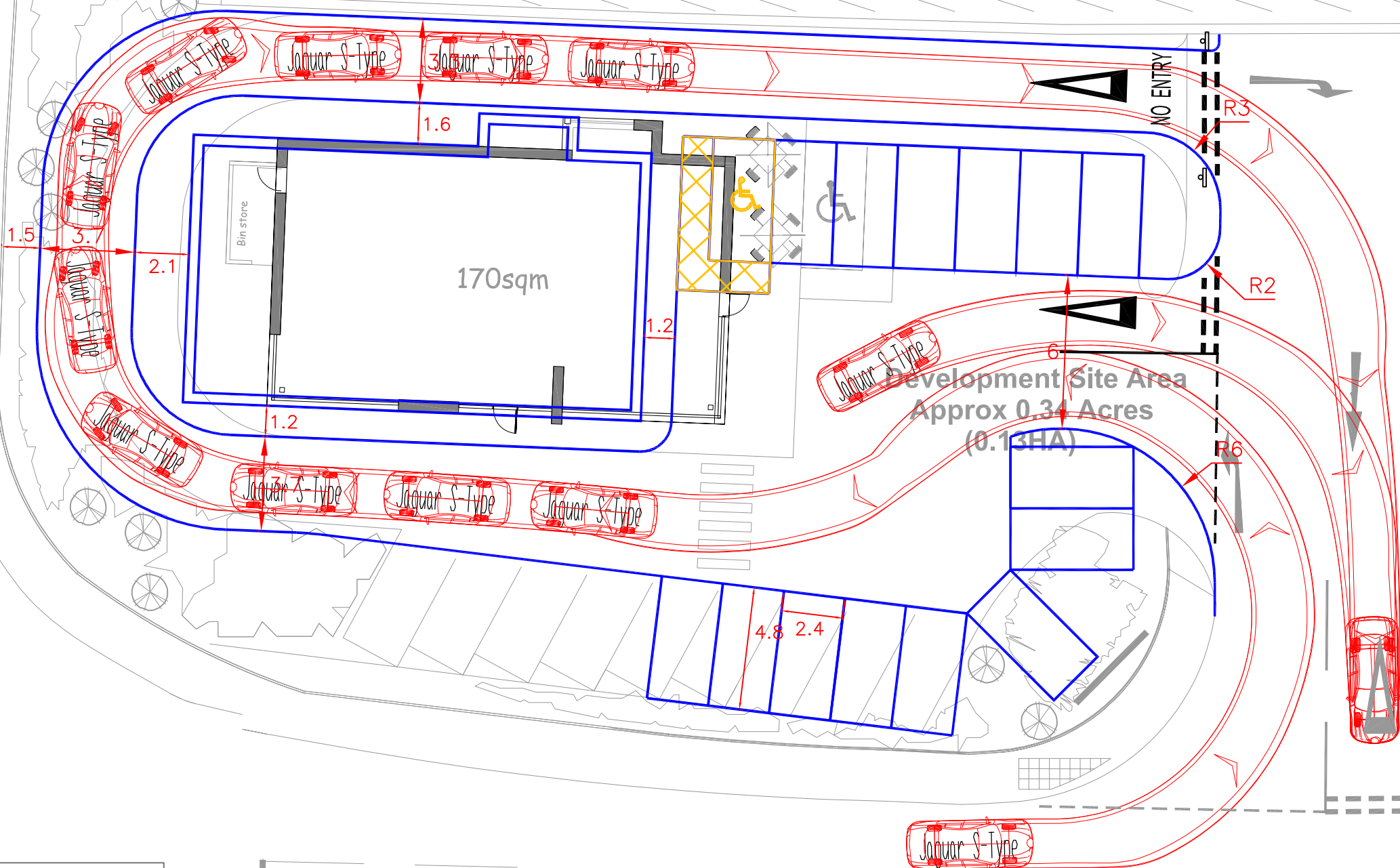
116.367

116.235

1 in 40 GR

8 x Staff Spaces
(Unit 1)

Boundary tre



REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-

S|C|P

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:
-

Project Title:
**PROPOSED DRIVE THROUGH,
MELLOR STREET, ROCHDALE**

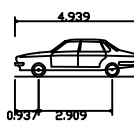
Drawing Title:
**SWEPT PATH ANALYSIS OF A LARGE
CAR AROUND THE POTENTIAL SITE
LAYOUT PLAN**

Drawn By: BA Date: 02.12.2021

Checked: MD Scale: 1:200 @ A3

Status: PLANNING Approved/Unapproved: -

Drawing No. SCP/210733/ATR01 Rev. -

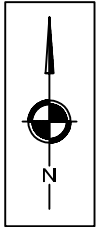


Jaguar S-Type
Overall Length 4.939m
Overall Width 1.878m
Overall Body Height 1.474m
Min Body Ground Clearance 0.259m
Max Track Width 1.544m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m

MELLOR STREET

S|C|P

APPENDIX D



COLLEGE STREET

Min 1m level
transition strip

115.430

116.486

115.268

115.104

115.148
5.402

115.263

115.137

115.050

116.028

116

116.214

116.362

116

116.367

116.235

1 in 40 GR

8 x Staff Spaces
(Unit 1)

Boundary tre

Bin store

170sqm

Development Site Area
Approx 0.34 Acres
(0.13HA)

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-

SCP

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
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Client Name:

Project Title:

PROPOSED DRIVE THROUGH,
MELLOR STREET, ROCHDALE

Drawing Title:

SWEPT PATH ANALYSIS OF A
DELIVERY VAN AROUND THE
POTENTIAL SITE LAYOUT PLAN

Drawn By:

BA

Date:

02.12.2021

Checked:

MD

Scale:

1:200 @ A3

Status:

PLANNING

Approved/Unapproved:

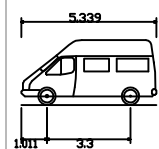
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Drawing No.

SCP/210733/ATR02

Rev.

-



3.5t Panel Van
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

5.339m
1.986m
2.565m
0.338m
1.986m
4.00s
6.400m

3.5t Panel Van

MELLOR STREET

S|C|P

APPENDIX E

SCP York Street Manchester

Licence No: 726001

Calculation Reference: AUDIT-726001-211116-1121

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : D - FAST FOOD - DRIVE THROUGH

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	EB CITY OF EDINBURGH	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: 250 to 475 (units: sqm)
 Range Selected by User: 182 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 02/10/20

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

Selected survey days:

Tuesday	4 days
Wednesday	2 days
Friday	3 days

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

Selected survey types:

Manual count	9 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	5
Suburban Area (PPS6 Out of Centre)	4

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	2
Retail Zone	1
Built-Up Zone	3
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.

Secondary Filtering selection:

Use Class:

Not Known 9 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®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

75,001 to 100,000	3 days
125,001 to 250,000	5 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	8 days
1.1 to 1.5	1 days

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

Travel Plan:

No 9 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 9 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	AD-06-D-01 BEDFORD ROAD ABERDEEN KITTYBREWSTER RET. PK Edge of Town Centre Retail Zone Total Gross floor area: 472 sqm Survey date: TUESDAY 19/11/19	MCDONALD' S	ABERDEEN CITY Survey Type: MANUAL
2	CA-06-D-02 NEWMARKET ROAD CAMBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 435 sqm Survey date: TUESDAY 19/09/17	MCDONALD'S	CAMBRIDGESHIRE Survey Type: MANUAL
3	EB-06-D-01 GYLEMUIR ROAD EDINBURGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 475 sqm Survey date: WEDNESDAY 18/06/08	MCDONALD'S	CITY OF EDINBURGH Survey Type: MANUAL
4	HC-06-D-02 WELLINGTON AVENUE ALDERSHOT Edge of Town Centre Built-Up Zone Total Gross floor area: 465 sqm Survey date: WEDNESDAY 20/10/10	BURGER KING	HAMPSHIRE Survey Type: MANUAL
5	LN-06-D-01 RUSTON WAY LINCOLN Edge of Town Centre Built-Up Zone Total Gross floor area: 435 sqm Survey date: FRIDAY 28/06/19	MCDONALD'S	LINCOLNSHIRE Survey Type: MANUAL
6	SY-06-D-02 UPPER NEW STREET BARNSELY Edge of Town Centre Built-Up Zone Total Gross floor area: 415 sqm Survey date: TUESDAY 08/09/20	MCDONALD'S	SOUTH YORKSHIRE Survey Type: MANUAL
7	TV-06-D-01 BURN ROAD HARTLEPOOL Edge of Town Centre Industrial Zone Total Gross floor area: 400 sqm Survey date: FRIDAY 04/09/20	MCDONALD'S	TEES VALLEY Survey Type: MANUAL
8	WM-06-D-01 KINGSBURY ROAD BIRMINGHAM ERDINGTON Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 250 sqm Survey date: TUESDAY 25/11/08	BURGER KING	WEST MIDLANDS Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

9	WO-06-D-01	KFC	WORCESTERSHIRE
	CLEWS ROAD		
	REDDITCH		

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Gross floor area: 436 sqm

Survey date: FRIDAY

02/10/20

Survey Type: MANUAL

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

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

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	3	429	6.760	3	429	5.983	3	429	12.743
07:00 - 08:00	4	431	9.408	4	431	8.014	4	431	17.422
08:00 - 09:00	5	437	9.739	5	437	8.551	5	437	18.290
09:00 - 10:00	6	406	9.684	6	406	9.725	6	406	19.409
10:00 - 11:00	9	420	10.468	9	420	9.913	9	420	20.381
11:00 - 12:00	9	420	12.292	9	420	11.208	9	420	23.500
12:00 - 13:00	9	420	18.768	9	420	17.764	9	420	36.532
13:00 - 14:00	9	420	16.574	9	420	17.817	9	420	34.391
14:00 - 15:00	9	420	12.001	9	420	12.371	9	420	24.372
15:00 - 16:00	9	420	13.191	9	420	13.138	9	420	26.329
16:00 - 17:00	9	420	14.301	9	420	14.407	9	420	28.708
17:00 - 18:00	9	420	15.437	9	420	15.623	9	420	31.060
18:00 - 19:00	9	420	16.019	9	420	16.865	9	420	32.884
19:00 - 20:00	9	420	14.592	9	420	15.015	9	420	29.607
20:00 - 21:00	9	420	11.710	9	420	12.530	9	420	24.240
21:00 - 22:00	9	420	9.199	9	420	9.728	9	420	18.927
22:00 - 23:00	6	438	8.720	6	438	8.644	6	438	17.364
23:00 - 24:00	6	438	3.998	6	438	5.179	6	438	9.177
Total Rates:			212.861			212.475			425.336

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:	250 - 475 (units: sqm)
Survey date range:	01/01/08 - 02/10/20
Number of weekdays (Monday-Friday):	9
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

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									
06:00 - 07:00	3	429	0.078	3	429	0.078	3	429	0.156
07:00 - 08:00	4	431	0.174	4	431	0.116	4	431	0.290
08:00 - 09:00	5	437	0.000	5	437	0.046	5	437	0.046
09:00 - 10:00	6	406	0.041	6	406	0.041	6	406	0.082
10:00 - 11:00	9	420	0.000	9	420	0.000	9	420	0.000
11:00 - 12:00	9	420	0.026	9	420	0.026	9	420	0.052
12:00 - 13:00	9	420	0.026	9	420	0.026	9	420	0.052
13:00 - 14:00	9	420	0.106	9	420	0.106	9	420	0.212
14:00 - 15:00	9	420	0.000	9	420	0.000	9	420	0.000
15:00 - 16:00	9	420	0.026	9	420	0.000	9	420	0.026
16:00 - 17:00	9	420	0.053	9	420	0.079	9	420	0.132
17:00 - 18:00	9	420	0.000	9	420	0.000	9	420	0.000
18:00 - 19:00	9	420	0.000	9	420	0.000	9	420	0.000
19:00 - 20:00	9	420	0.000	9	420	0.000	9	420	0.000
20:00 - 21:00	9	420	0.000	9	420	0.000	9	420	0.000
21:00 - 22:00	9	420	0.000	9	420	0.000	9	420	0.000
22:00 - 23:00	6	438	0.000	6	438	0.000	6	438	0.000
23:00 - 24:00	6	438	0.000	6	438	0.000	6	438	0.000
Total Rates:			0.530			0.518			1.048

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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Calculation Reference: AUDIT-726001-211116-1131

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : D - FAST FOOD - DRIVE THROUGH

TOTAL VEHICLESSelected regions and areas:

03 SOUTH WEST
 DV DEVON 1 days
08 NORTH WEST
 LC LANCASHIRE 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: 255 to 447 (units: sqm)
 Range Selected by User: 182 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/98 to 02/10/20

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:

Saturday 2 days

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

Selected survey types:

Manual count 2 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) 2

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

Selected Location Sub Categories:

Commercial Zone 1
 Retail Zone 1

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

Secondary Filtering selection:Use Class:

Not Known 2 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®.

Population within 500m Range:

All Surveys Included

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Secondary Filtering selection (Cont.):Population within 1 mile:

20,001 to 25,000 2 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

125,001 to 250,000 2 days

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

0.6 to 1.0 1 days

1.1 to 1.5 1 days

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

No 2 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 2 days

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

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LIST OF SITES relevant to selection parameters

1	DV-06-D-01	MCDONALD'S	DEVON
	HELE ROAD		
	TORQUAY		
	Suburban Area (PPS6 Out of Centre)		
	Retail Zone		
	Total Gross floor area:	447 sqm	
	Survey date: SATURDAY	30/03/19	Survey Type: MANUAL
2	LC-06-D-03	BURGER KING	LANCASHIRE
	LOWER AUDLEY		
	BLACKBURN		
	WATERSIDE		
	Suburban Area (PPS6 Out of Centre)		
	Commercial Zone		
	Total Gross floor area:	255 sqm	
	Survey date: SATURDAY	08/11/03	Survey Type: MANUAL

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

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	351	12.108	2	351	11.538	2	351	23.646
08:00 - 09:00	2	351	14.530	2	351	14.387	2	351	28.917
09:00 - 10:00	2	351	17.379	2	351	15.527	2	351	32.906
10:00 - 11:00	2	351	13.248	2	351	15.670	2	351	28.918
11:00 - 12:00	2	351	19.658	2	351	17.806	2	351	37.464
12:00 - 13:00	2	351	27.350	2	351	24.217	2	351	51.567
13:00 - 14:00	2	351	26.781	2	351	27.493	2	351	54.274
14:00 - 15:00	2	351	24.786	2	351	26.211	2	351	50.997
15:00 - 16:00	2	351	19.801	2	351	20.798	2	351	40.599
16:00 - 17:00	2	351	24.929	2	351	24.786	2	351	49.715
17:00 - 18:00	2	351	24.644	2	351	24.501	2	351	49.145
18:00 - 19:00	2	351	22.507	2	351	23.219	2	351	45.726
19:00 - 20:00	2	351	19.088	2	351	20.798	2	351	39.886
20:00 - 21:00	2	351	14.957	2	351	15.385	2	351	30.342
21:00 - 22:00	2	351	13.533	2	351	12.536	2	351	26.069
22:00 - 23:00	1	447	11.633	1	447	13.199	1	447	24.832
23:00 - 24:00	1	447	11.857	1	447	10.962	1	447	22.819
Total Rates:			318.789						637.822

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:	255 - 447 (units: sqm)
Survey date range:	01/01/98 - 02/10/20
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
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.