



Transportation Planning : Infrastructure Design

Transport Statement

**Proposed Industrial Development,
Walpole Street, Rochdale**

Hallmark Developments (NW) Ltd

March 2023

Doc Ref: AM/230140/TS/00

Prepared by: Abbie Moore

Checked by: Peter Todd

Document Revision Control

Revision	Date	Status	Prepared By	Approved By
01	23.03.2023	Issue	AM	PT

Colwyn Chambers
19 YorkStreet
Manchester
M2 3BA

T: 0161 832 4400

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



This document has been prepared for the titled project or named part thereof and should not be relied upon or used for any other project without an independent check being carried out as to its suitability and prior written authority of SCP being obtained. SCP accepts no responsibility or liability for the consequence of this document being used for a purpose other than the purposes for which it was commissioned. Any person using or relying on the document for such other purposes agrees and will by such use or reliance be taken to confirm his agreement to indemnify SCP for all loss or damage resulting there from. SCP accepts no responsibility or liability for this document to any party other than the person by whom it was commissioned.

CONTENTS

1.0 INTRODUCTION2

2.0 EXISTING CONDITIONS3

3.0 PROPOSED DEVELOPMENT8

4.0 ACCESSIBILITY10

5.0 TRIP GENERATION15

6.0 SUMMARY AND CONCLUSIONS17

APPENDICES

A PROPOSED SITE LAYOUT

B SWEPT PATH ANALYSIS: DRAWING NUMBER SCP/230140/ATR01

C TRICS DATA

1.0 INTRODUCTION

General

- 1.1 SCP have been instructed by Hallmark Developments (NW) Ltd to produce a Transport Statement (TS) in support of a Full Planning Application at the former Heritage Caravan Park, located to the east of Warpole Street, Rochdale. The proposals seek planning permission for a new industrial building (Use Class E(g)(iii)) which will be internally subdivided into 3no. smaller 262sqm (2819sqft) units.
- 1.2 This report has been prepared to accompany the planning application for the proposals and produced in accordance with the now archived Department for Transport's "*Guidance on Transport Assessment*" document and the National Planning Practice Guidance.
- 1.3 This TS provides an assessment of the traffic and transport implications associated with the development proposals to inform Rochdale Borough Council (RBC), as the local highway and planning authority, regarding the nature and magnitude of their impact.

Structure of This Report

- 1.4 The structure of this report is as follows:-
 - Chapter 2 - describes in detail the site location, local highway network and existing use of the site;
 - Chapter 3 - defines the development proposals including the access, servicing and parking arrangements;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 5 – presents a summary of the impact of the development on the local highway network; and,
 - Chapter 6 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

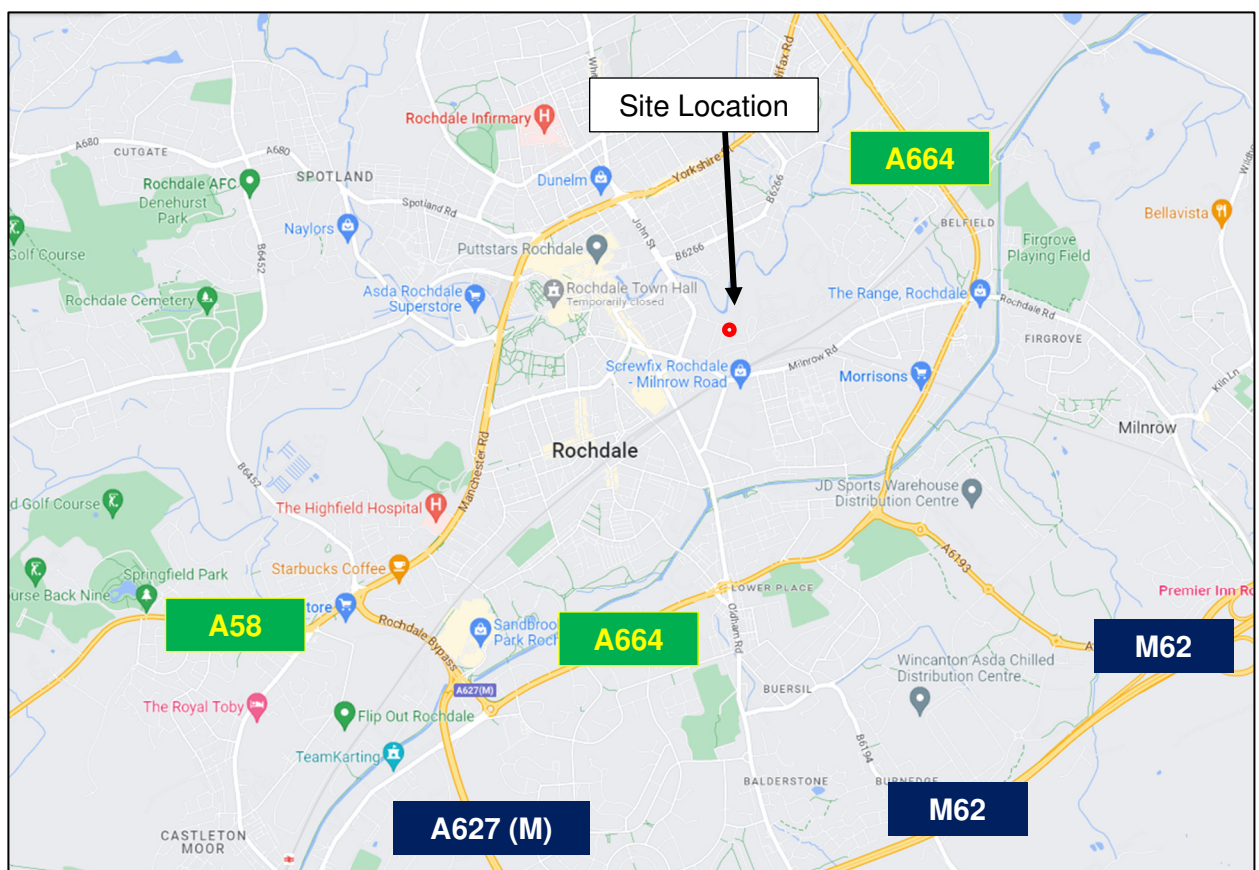
General

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

Site Location / Composition

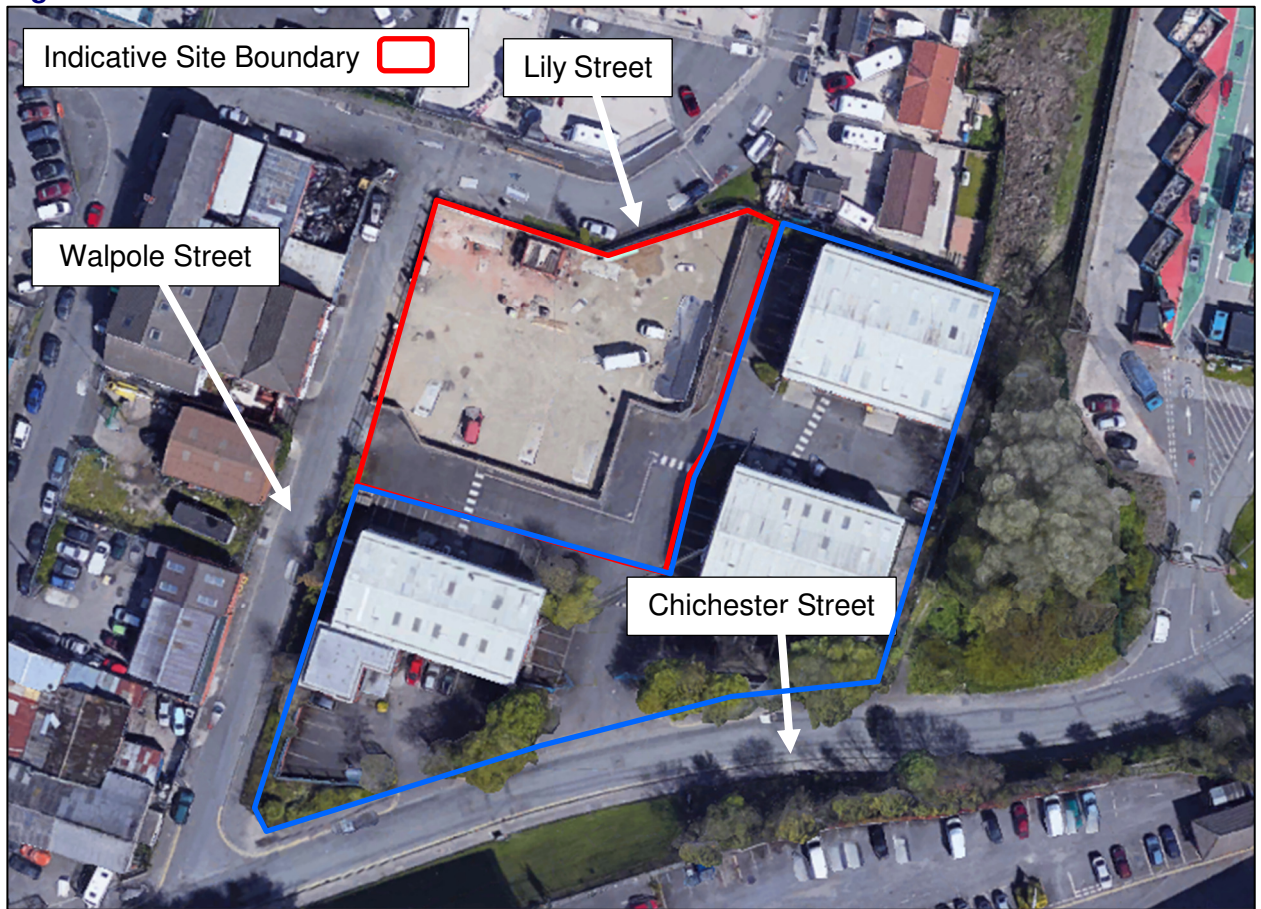
- 2.2 The application site comprises vacant land formerly occupied by the Heritage Caravan Park and part of the access road serving the adjacent Heritage Business Park.
- 2.3 The site is located approximately 0.5km to the north-east of Rochdale town centre, with **Figure 2.1** below showing the site location in relation to the wider highway network.

Figure 2.1 – Site Location Plan – Wider View



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

Figure 2.2 – Site Location Plan – Local View



- 2.5 Access to the former Heritage Caravan Park element of the site is provided off Walpole Street along the site's western boundary, from a simple priority controlled gated access. There is an additional gated access further south on Walpole Street which provides access to the adjacent Heritage Business Park, which falls within the application site. **Figure 2.3** shows the two access off Walpole Street.

Figure 2.3 – Existing Site Accesses. Left image – Northern Walpole Street Access. Right image – Southern Walpole Street Access



- 2.6 The main access to the Heritage Business Park is from Chichester Street. **Figure 2.4** shows the Chichester Street access. This access has been designed to accommodate the existing HGV movements and provides a 12m width. The access regularly accommodate large haulage and freight vehicles, typically generated by the use classes served and have operated safely for several years, as detailed later in this report.

Figure 2.4 – Existing Chichester Street Access Serving Heritage Business Park



Local Highway Network

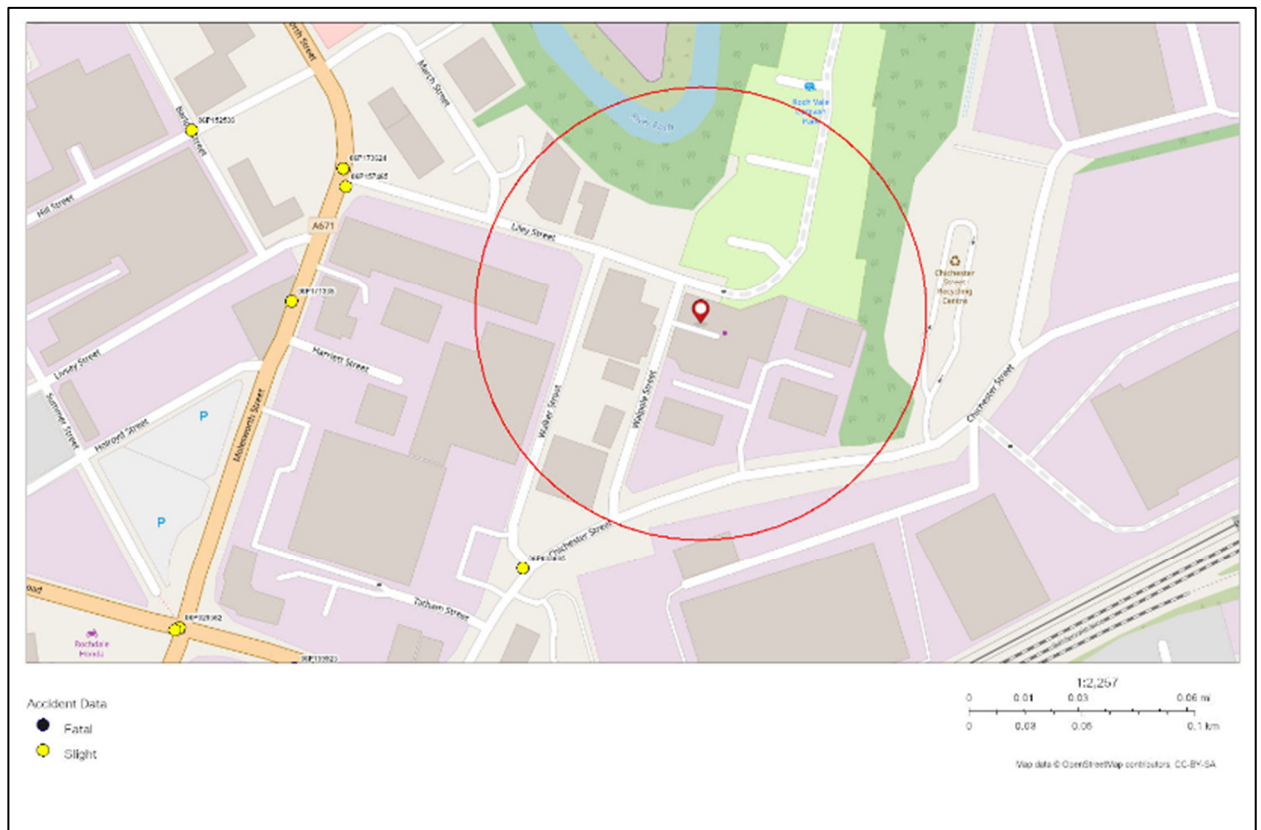
- 2.7 Walpole Street is located to the west of the site and connects the application site accesses to Chichester Street to the south and Lily Street to the north. Walpole Street benefits from street lighting columns as well as footways on both sides of the road. Walpole Street is primarily used for industrial and commercial use and has a speed limit of 30 mph.

- 2.8 Chichester Street fronts the southern site boundary and links to the Milnrow Road to the south-west. Chichester Street is subject to a 30mph speed limit, has a carriageway width of approximately 7m and benefits from regularly spaced street lighting columns and a footway on both sides of the road.
- 2.9 Liley Street fronts the northern site boundary and provides a connection to the Molesworth Street. Liley Street is subject to a 30mph speed limit, has a carriageway width of approximately 6m.
- 2.10 Having regard to the surrounding employment uses, Chichester Street is often subject to HGV movements as well as other large delivery/service vehicles.

Existing Road Safety Record

- 2.11 The NPPG states that, *“Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”*.
- 2.12 In order to identify critical locations on the network with a poor accident record, a review of accident data covering the most recently available five-year period has been undertaken using the Department for Transport (DfT) data. The location and severity of any accidents within the study area during this period, are shown in **Figure 2.5** below.

Figure 2.5 – Road Safety Record



- 2.13 The analysis shows that no accidents were recorded at the accesses or within 100m of the site. Therefore, the evidence presented above and illustrated in **Figure 2.5** demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals and that the local road network accommodates a number of HGVs and commercial vehicles, associated with the surrounding uses, without resulting in any highway safety issues for any road users.

3.0 PROPOSED DEVELOPMENT

General

- 3.1 The development proposals seek permission for a new industrial building (Use Class E(g)(iii)) which will be internally subdivided into 3no. smaller 262sqm (2819sqft) units. The proposed site layout plan is contained in **Appendix A**.

Proposed Access Arrangement

- 3.2 As shown on the site layout plan, presented in **Appendix A**, access into the site will be provided via the existing Heritage Business Park access off Chichester Street, which will be retained in its existing form. This access has been designed to accommodate the existing employment uses and associated HGV movements generated, with the access having been shown to operate safely for several years.
- 3.3 The existing gated access off Walpole Street which served the former Heritage Caravan Park will be closed and full height kerbs reinstated. The existing access off Walpole Street which currently serves the Heritage Business Park will be retained. However, this will remain gated on a day to day basis and retained for emergency use only.
- 3.4 Pedestrian and cycle access will be provided from the same locations as vehicular accesses.

Servicing

- 3.5 Swept path analysis has been undertaken of the site access and internal layout, as shown on drawing SCP/230140/ATR01 & ATR02 presented in **Appendix B**. This demonstrates that the access and internal layout can accommodate a refuse vehicle and 12m long rigid, allowing these vehicles to access the site and exit in a forward gear.

Parking

- 3.6 The proposals (approximately 786sqm) include the addition of 18 car parking spaces (including 3 disabled spaces).
- 3.7 Rochdale Borough Council's maximum parking standards are set out in Appendix 5 of their Core Strategy Adopted October 2016. The relevant maximum parking standards summarised below:
- B2 General industry – 1 space per 60m²

- 3.8 A minimum parking requirement for cycle space provision is 1 space per 700m or a minimum of 2 spaces.
- 3.9 As shown on the site layout plan, contained in **Appendix A**, the proposed development provides a level of parking in accordance with the Council's parking standards detailed above.

4.0 ACCESSIBILITY

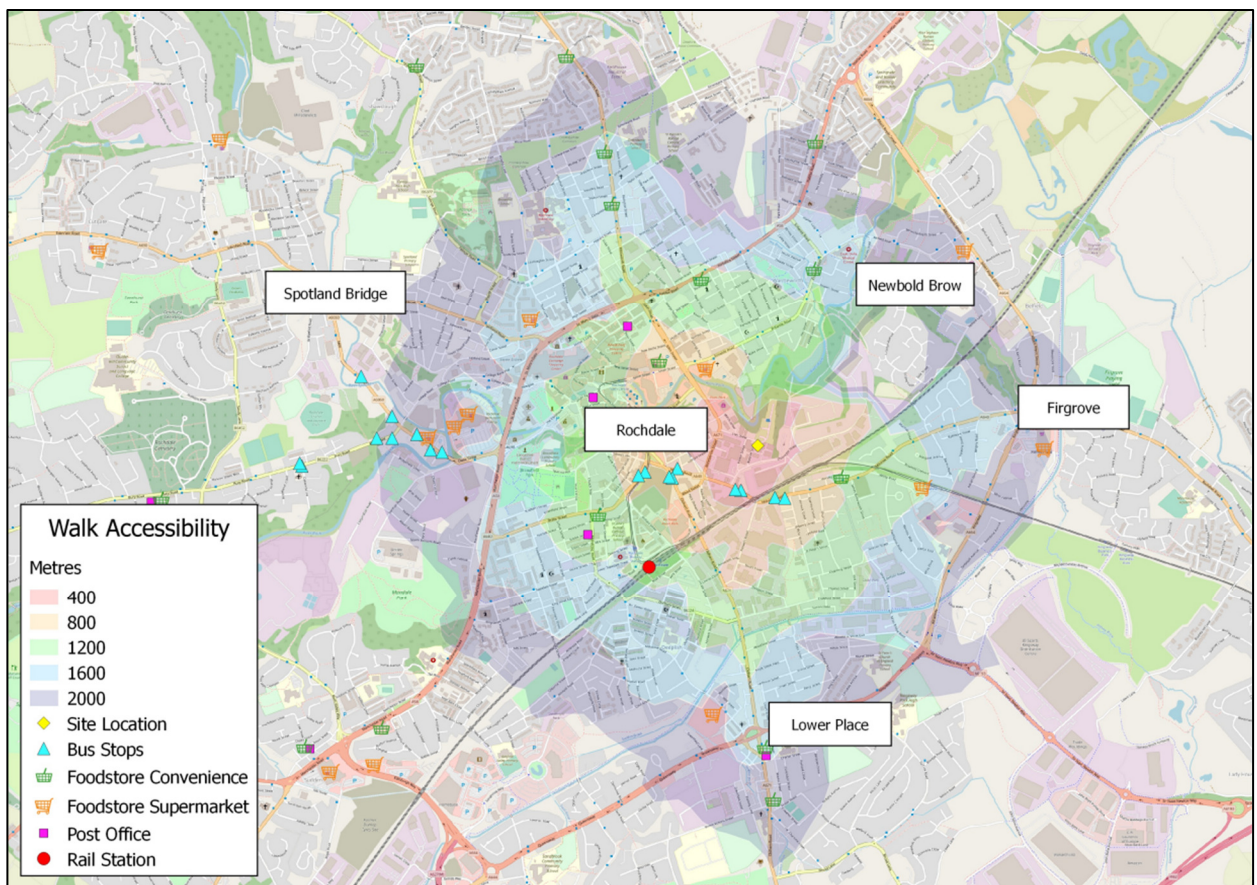
General

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

Pedestrian Accessibility

- 4.2 The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.3 Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 4.1** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 4.1 – Walking Accessibility 2km Isochrone.

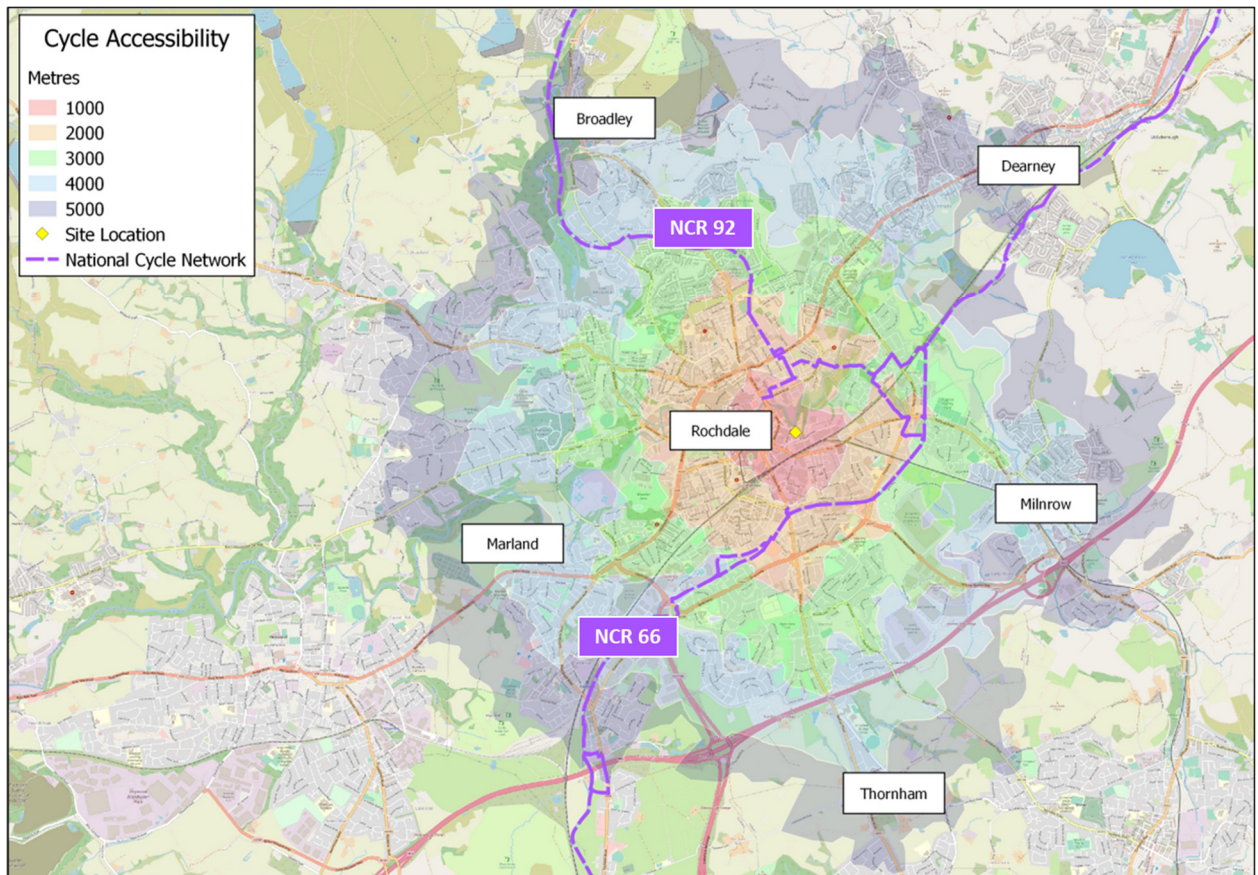


- 4.4 The site is within an acceptable walk distance of the nearby residential areas of Lower Place, Rochdale town centre and Firgrove which provides a catchment for prospective staff members. Furthermore, there are numerous facilities within an acceptable walk distance which staff can access on foot during their lunchbreaks, including a supermarket and various convenience stores, takeaways and cafes etc.
- 4.5 The site is also within a reasonable walk distance of numerous transport links including several bus services and Rochdale Railway Station, as detailed later, to encourage prospective staff to travel via sustainable modes.
- 4.6 Overall, the site benefits from good levels of accessibility by foot with several residential areas nearby, which provide a catchment for prospective staff members, as well as public transport options and local facilities which staff can access on foot during their lunchbreaks, including a supermarket and various convenience stores, takeaways and cafes etc., reducing the need for staff to travel by car.

Cycle Accessibility

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

Figure 4.2 - Cycle Accessibility 5km Isochrone

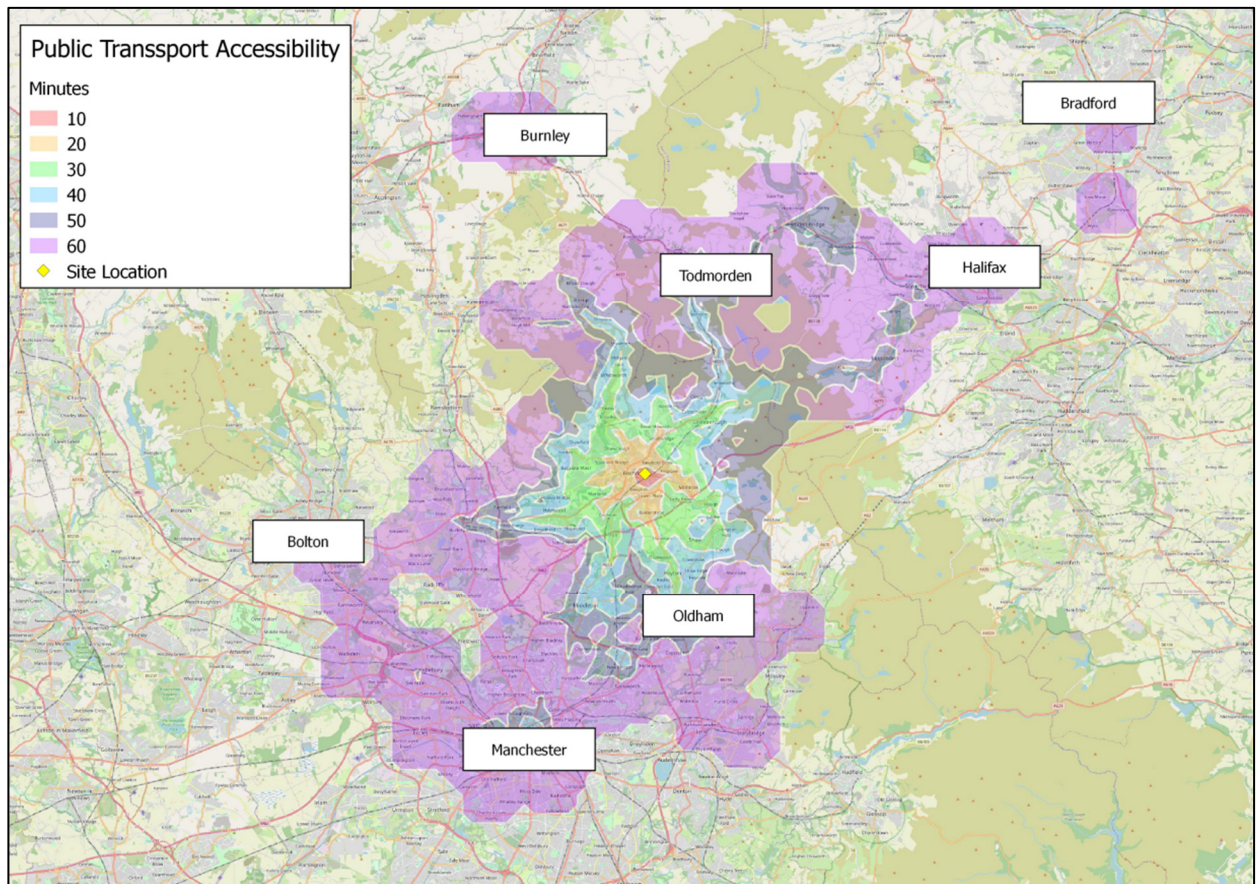


- 4.9 The plan demonstrates that the nearby areas of Rochdale, Thornham, Broadley, and Marland, amongst others, are all located within the 5km catchment area from the development site. The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage prospective staff to travel to/from work via bicycle.
- 4.10 Several National Cycle Routes (NCR) can be found within the vicinity of the site. NCR 92 is located to the northeast of the site and provides a connection between NCR 66 in the south, with Facit to the north. NCR 66 runs south of the site providing a route from Sowerby Bridge in the north-east to Middleton in the south west.
- 4.11 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective staff.

Public Transport

- 4.12 There are several bus stops located 240m south of the site on the A640 Milnrow Road within a reasonable walk distance of the site. These bus stops are served by the number, R4, R5 and R10 buses which provide regular services, seven days a week, to numerous locations including Rochdale Town Centre, Littleborough and Milnrow, amongst others. Therefore, prospective staff of the site will have access to bus services stopping reasonably close to the site which provide access to key destinations at a high frequency.
- 4.13 In terms of rail services, Rochdale Railway Station can be accessed in under an 11-minute walk time (or <900m walk distance) and is therefore well within an acceptable walking and cycling distance. The railway station offers regular direct services throughout the week including services to Manchester Victoria, Leeds, Wigan Wallgate, Blackburn, Kikrby (Merseyside) and Clitheroe, amongst others.
- 4.14 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 4.4** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 4.4 – 60 Minute Public Transport Catchment Isochrone



- 4.15 The above demonstrates that the site is within a close proximity to a number of bus and rail links, serving both the local area and other destinations further afield. The figure shows that key areas of Manchester city centre, Oldham, Bolton, Halifax, Bradford and Burnley amongst others, are in an acceptable 60-minute commute time.

Summary

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

5.0 TRIP GENERATION

General

5.1 This Chapter provides an estimate of the trips generated by the proposed B2 use during typical weekday AM (08:00-09:00) and PM peak hours (17:00-18:00).

Trip Generation – Proposed Industrial Unit

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

- i) Employment;
- ii) Industrial Unit;
- iii) Multi modal surveys;
- iv) Gross Floor Area,
- v) Weekday surveys only; and
- vi) Only sites in 'Edge of Town' locations have been selected.

5.3 The multi modal TRICS outputs for the proposed development are presented in **Appendix C** and are summarised in **Table 5.1** below.

Table 5.1 - Estimated Trip Rates (Per 100m²) Associated with the Proposed B2 Use				
Mode	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Total Vehicles	0.698	0.226	0.03	0.777
OGVs	0.049	0.049	0.00	0.00

5.4 The estimated trip generation associated with the proposed 786m² E(g)(iii) use is therefore as summarised in **Table 5.2** below.

Table 5.2 - Estimated Trip Generation – Proposed Development

Mode	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Total Vehicles	5	2	0	6
OGVs	0	0	0	0

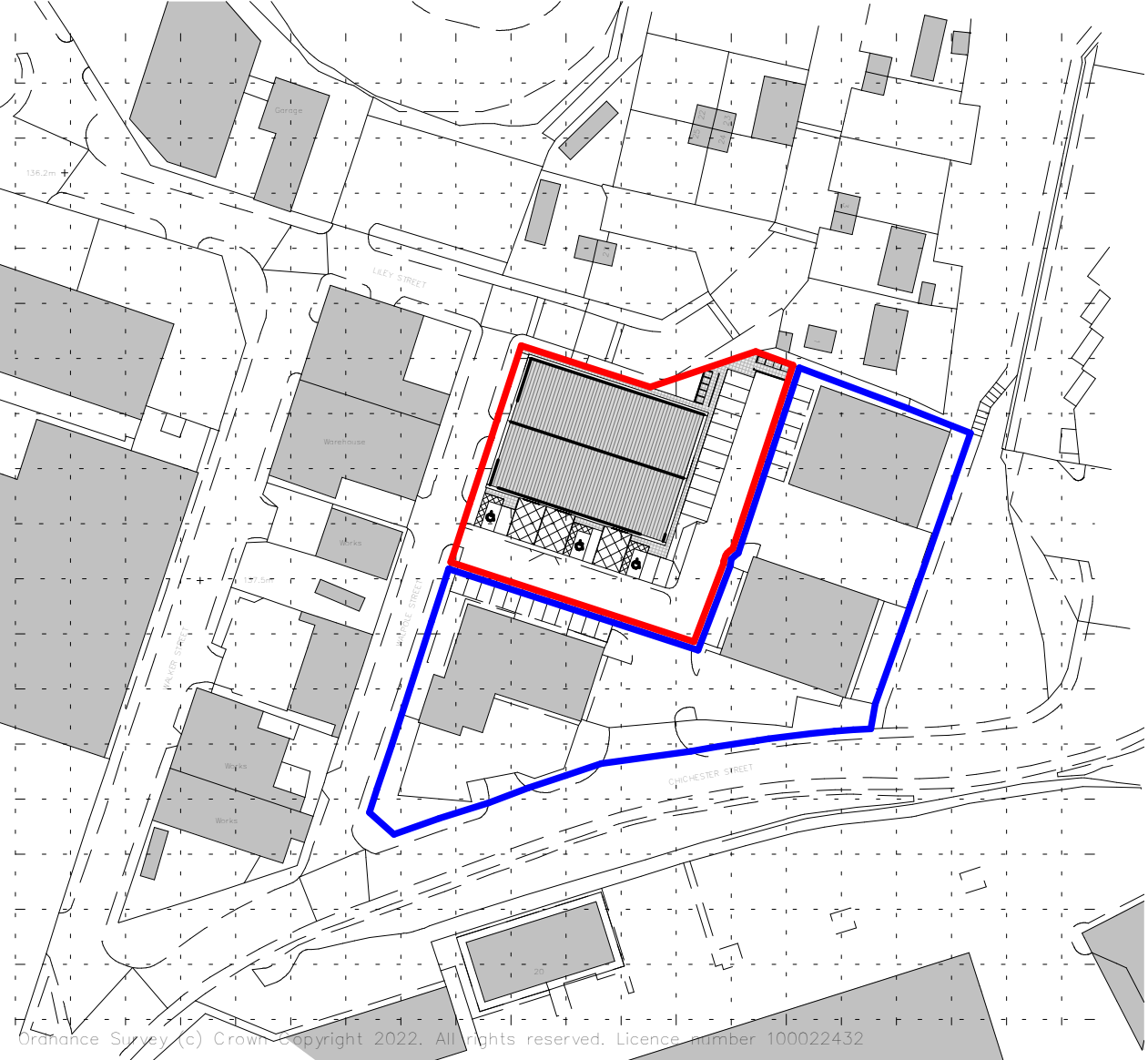
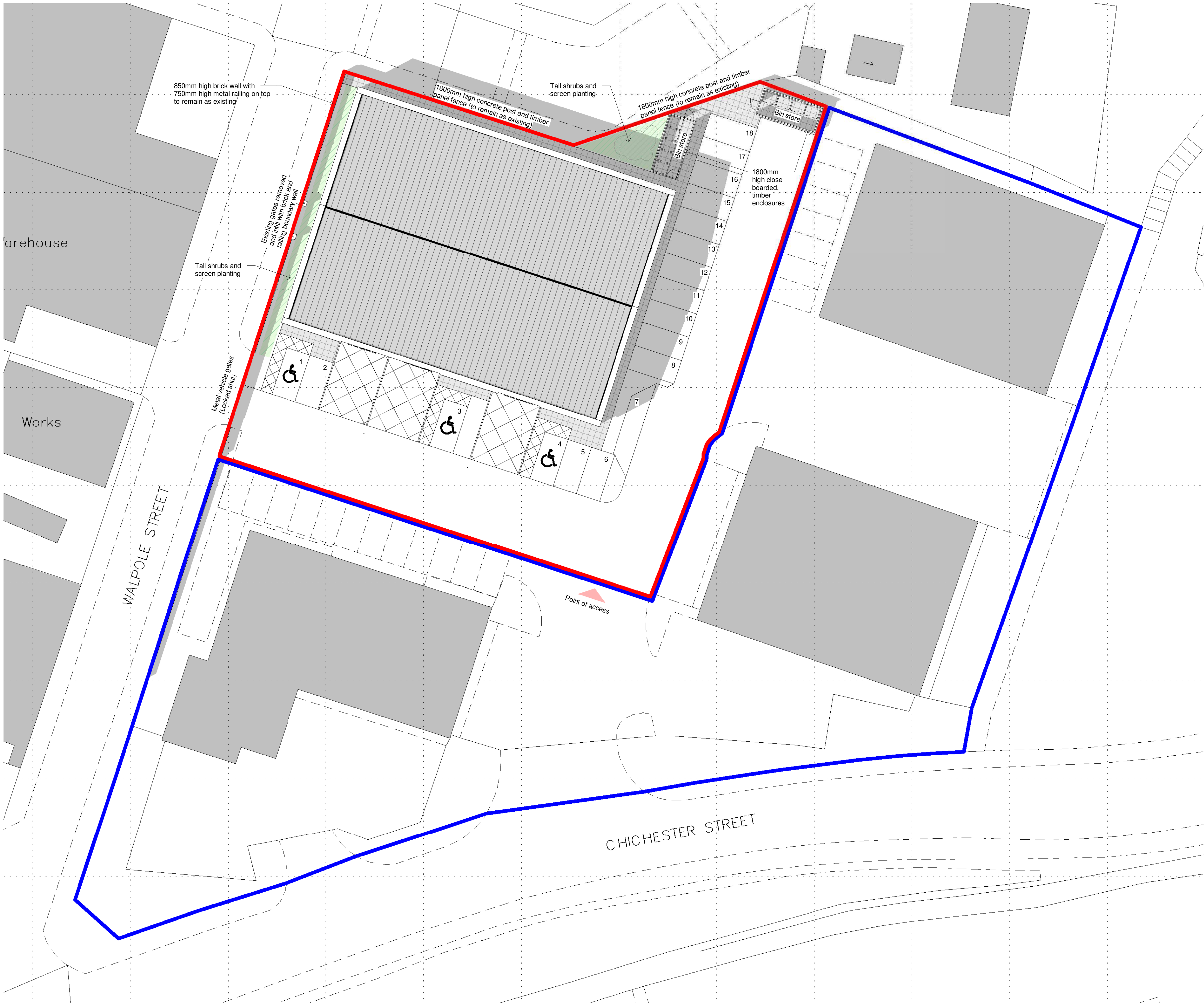
- 5.5 As detailed above, it is estimated that the scheme will generate 7 two-way vehicle movements in the AM peak hour and 6 two-way vehicle movements in the PM peak hour. Volumetrically, this equates to around 1 additional two-way vehicle movement every 8-10minutes in both the AM and PM peak hours. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours and less so outside of the peak periods.
- 5.6 Having regard to the above, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.
- 5.7 It should also be noted that the former Heritage Caravan Park sites use of the site accommodated approximately in the region of 8 caravan pitches. This former use would have generated a significant volume of trips on the local highway network which will be removed as a result of the development.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been instructed by Hallmark Developments (NW) Ltd to produce a Transport Statement (TS) in support of a Full Planning Application at the former Heritage Caravan Park. The proposals seek permission for a new industrial building (Use Class E(g)(iii)) which will be internally subdivided into 3no. smaller 262sqm (2819sqft) units.
- 6.2 Access to the site will be provided via the existing Heritage Business Park access off Chichester Street, which will be retained in its existing form. This access has been designed to accommodate the existing employment uses and associated HGV movements generated, with the access having been shown to operate safely for several years. The existing access off Walpole Street which currently serves the Heritage Business Park will be retained. However, this will remain gated on a day to day basis and used for emergency access only.
- 6.3 The existing gated access off Walpole Street which served the former Heritage Caravan Park will be closed and full height kerbs reinstated.
- 6.1 Swept path analysis has been undertaken of the site access and internal layout, which demonstrate that the movement of a refuse vehicle and 12m long rigid can be safely accommodated, allowing these vehicles to access and exit the site in a forward gear.
- 6.2 The personal injury accident data for the most recently available 5-year period demonstrates that the existing site accesses and area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals. These accesses and the local highway network currently accommodates a number of HGVs and commercial vehicles, associated with the surrounding uses, without resulting in any highway safety issues for any road users.
- 6.3 It has been demonstrated that the development benefits from good levels of accessibility by sustainable modes. These findings demonstrate that prospective staff will not be wholly reliant on the private car to travel for to work.
- 6.4 The volume of traffic generated by the proposed development will not have a material impact on the operation of the local highway network and the effect of the additional traffic will be barely perceptible during the highway peak hours.
- 6.5 Having regard to the analysis presented in this TS, it is considered that there should be no highway related reason to withhold planning permission and the scheme is therefore commended to RBC for approval.

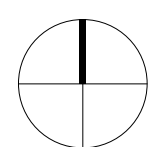
S|C|P

APPENDIX A



1 Pro Location Plan
1 : 1250

2 Pro Site Plan
1 : 200



0m 5m 10m

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

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

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

Rev	Date	Description
A	09.01.23	First Issue
	11.02.23	Planning Issue

Dwn	Ckd	Drawn	JK
		Checked	JK
		Date	JAN 2023
		Scale @ A1	As indicated

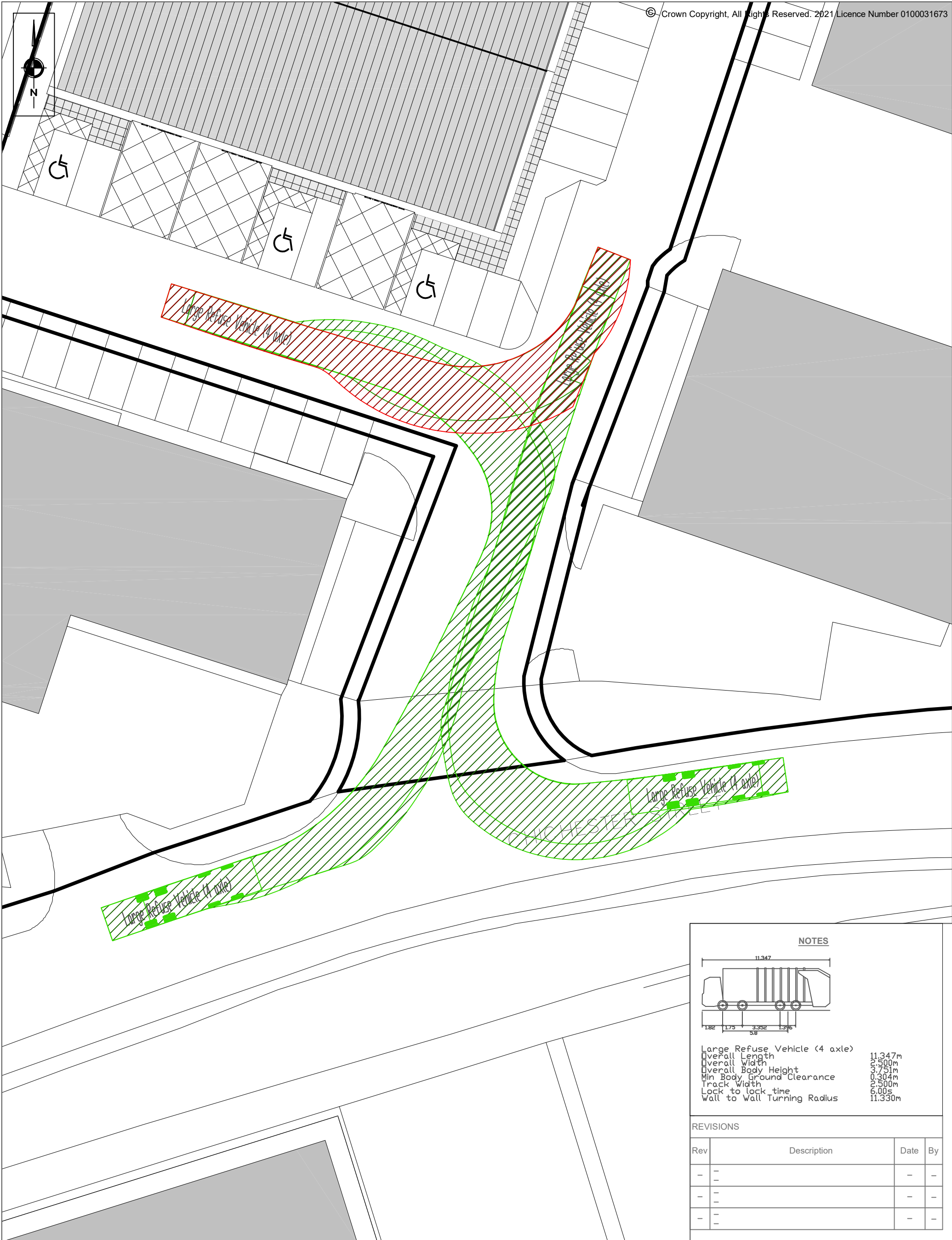
Walpole Street, Rochdale,
OL16 2AU (2315)
Proposed Site and Location
Plans

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

SOLIDVOID

S|C|P

APPENDIX B



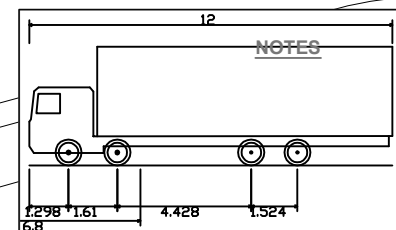
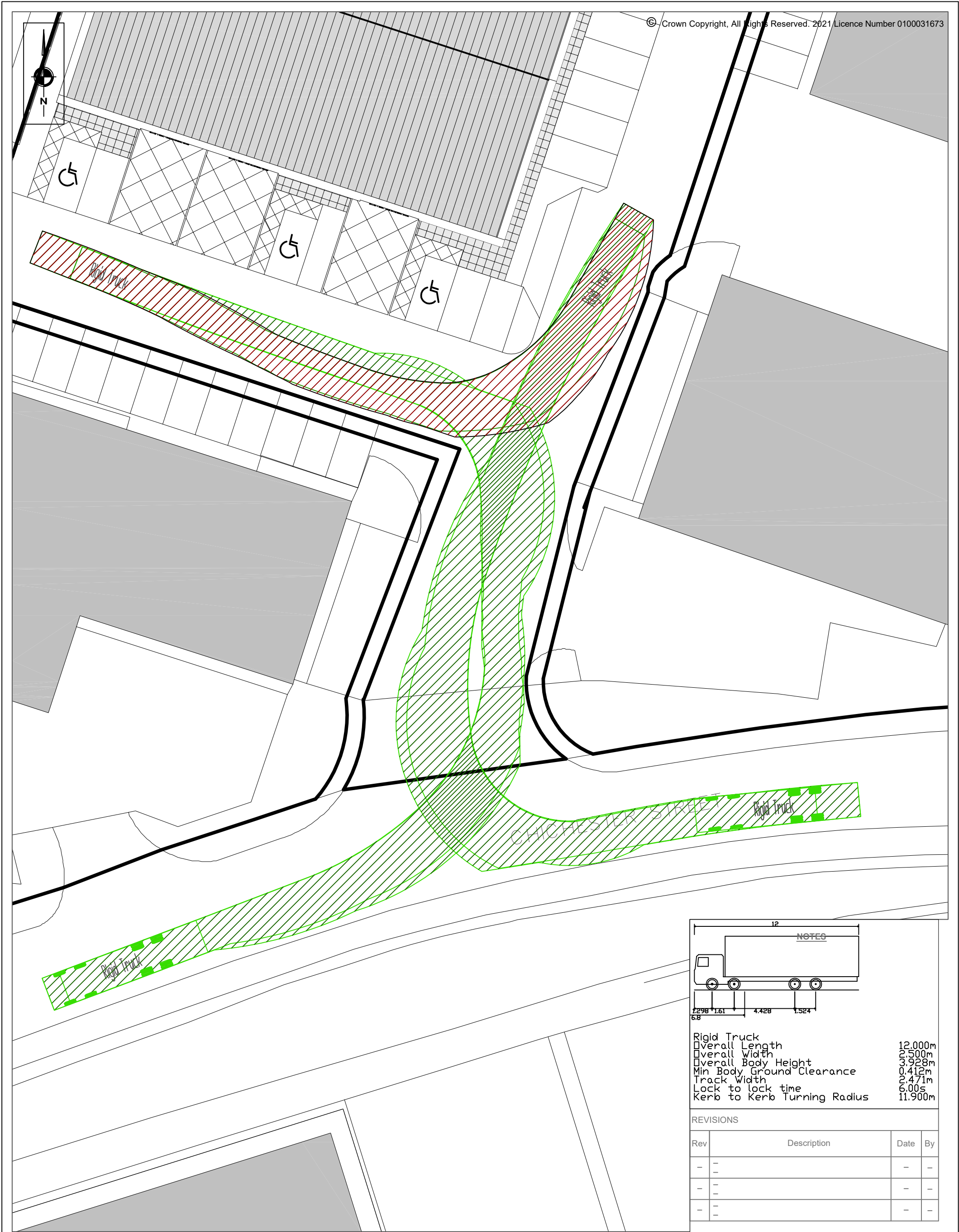
NOTES

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

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	ClientHALLMARK DEVELOPMENTS (NW) LTD	Drawing Title SWEPT PATH ANALYSIS	Scale 1:250 @ A3	By AM	Drawing No. SCP/230140/ATR01
	Project Title WALPOLE STREET, ROCHDALE		Date 13.03.2023	Checked PT	
			Approved/Unapproved -	Status PLANNING	
				Status PLANNING	Revision -



Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

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 HALLMARK DEVELOPMENTS (NW) LTD	Drawing Title SWEPT PATH ANALYSIS OF 12M LONG RIGID TRUCK	Scale 1:250 @ A3	By RC	Drawing No. SCP/230140/ATR02
	Project Title WALPOLE STREET, ROCHDALE		Date 23.03.2023	Checked PT	
			Approved/Unapproved -	Status PLANNING	Revision -

S|C|P

APPENDIX C

SCP York Street Manchester

Licence No: 726001

Calculation Reference: AUDIT-726001-230313-0333

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	RE READING	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
	LC LANCASHIRE	2 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	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: 645 to 1500 (units: sqm)
 Range Selected by User: 393 to 1572 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 21/04/22

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

Selected survey days:

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

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

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:

Industrial Zone	10
-----------------	----

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

SCP York Street Manchester

Licence No: 726001

Secondary Filtering selection:Use Class:

Not Known 10 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	5 days

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

Travel Plan:

No 10 days

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

PTAL Rating:

No PTAL Present 10 days

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

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

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters

1	BO-02-C-01	PUMPS, MOTORS & FANS	BEDFORD
	POSTLEY ROAD		
	BEDFORD		
	KEMPSTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1045 sqm	
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL
2	BP-02-C-01	POWDER COATINGS	BLACKPOOL
	CHORLEY ROAD		
	BLACKPOOL		
	LITTLE CARLETON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1010 sqm	
	Survey date: THURSDAY	20/06/19	Survey Type: MANUAL
3	BR-02-C-02	STAINLESS FITTINGS	BRISTOL CITY
	SOUTH LIBERTY LANE		
	BRISTOL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1475 sqm	
	Survey date: TUESDAY	22/09/15	Survey Type: MANUAL
4	CB-02-C-02	STEEL FABRICATION	CUMBRIA
	BLACKDYKE ROAD		
	CARLISLE		
	KINGSTOWN IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	715 sqm	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL
5	EB-02-C-01	BREWERY	CITY OF EDINBURGH
	DRYDEN ROAD		
	EDINBURGH		
	LOANHEAD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1200 sqm	
	Survey date: MONDAY	16/06/08	Survey Type: MANUAL
6	LC-02-C-05	NUTRITION MANUFACTURE	LANCASHIRE
	FURNESS DRIVE		
	POULTON-LE-FYLDE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	775 sqm	
	Survey date: WEDNESDAY	30/06/21	Survey Type: MANUAL
7	LC-02-C-06	STEEL FABRICATION	LANCASHIRE
	TOLLGATE ROAD		
	BURSCOUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	700 sqm	
	Survey date: THURSDAY	21/04/22	Survey Type: MANUAL
8	RE-02-C-01	SHEET METAL FABRICATION	READING
	COMMERCIAL ROAD		
	READING		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	645 sqm	
	Survey date: THURSDAY	22/11/12	Survey Type: MANUAL

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

9	SF-02-C-01	JOINERY	SUFFOLK
	ANSON ROAD		
	IPSWICH		
	MARTLESHAM HEATH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1100 sqm	
	Survey date: FRIDAY	12/07/13	Survey Type: MANUAL
10	VG-02-C-01	ALCOHOL ANALYSIS PRODUCTS	VALE OF GLAMORGAN
	VERLON CLOSE		
	BARRY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: THURSDAY	06/05/21	Survey Type: MANUAL

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

SCP York Street Manchester

Licence No: 726001

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	3	1082	0.031	3	1082	0.000	3	1082	0.031
06:00 - 07:00	3	1082	0.185	3	1082	0.123	3	1082	0.308
07:00 - 08:00	10	1017	0.403	10	1017	0.039	10	1017	0.442
08:00 - 09:00	10	1017	0.698	10	1017	0.226	10	1017	0.924
09:00 - 10:00	10	1017	0.354	10	1017	0.236	10	1017	0.590
10:00 - 11:00	10	1017	0.384	10	1017	0.325	10	1017	0.709
11:00 - 12:00	10	1017	0.177	10	1017	0.246	10	1017	0.423
12:00 - 13:00	10	1017	0.334	10	1017	0.374	10	1017	0.708
13:00 - 14:00	10	1017	0.374	10	1017	0.413	10	1017	0.787
14:00 - 15:00	10	1017	0.295	10	1017	0.226	10	1017	0.521
15:00 - 16:00	10	1017	0.246	10	1017	0.315	10	1017	0.561
16:00 - 17:00	10	1017	0.167	10	1017	0.325	10	1017	0.492
17:00 - 18:00	10	1017	0.030	10	1017	0.777	10	1017	0.807
18:00 - 19:00	10	1017	0.049	10	1017	0.089	10	1017	0.138
19:00 - 20:00	3	1082	0.031	3	1082	0.092	3	1082	0.123
20:00 - 21:00	3	1082	0.000	3	1082	0.000	3	1082	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.758			3.806			7.564

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

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

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

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

Parameter summary

Trip rate parameter range selected:	645 - 1500 (units: sqm)
Survey date range:	01/01/00 - 21/04/22
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

SCP York Street Manchester

Licence No: 726001

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	3	1082	0.000	3	1082	0.000	3	1082	0.000
06:00 - 07:00	3	1082	0.031	3	1082	0.031	3	1082	0.062
07:00 - 08:00	10	1017	0.020	10	1017	0.010	10	1017	0.030
08:00 - 09:00	10	1017	0.049	10	1017	0.049	10	1017	0.098
09:00 - 10:00	10	1017	0.059	10	1017	0.049	10	1017	0.108
10:00 - 11:00	10	1017	0.069	10	1017	0.079	10	1017	0.148
11:00 - 12:00	10	1017	0.010	10	1017	0.010	10	1017	0.020
12:00 - 13:00	10	1017	0.020	10	1017	0.020	10	1017	0.040
13:00 - 14:00	10	1017	0.010	10	1017	0.020	10	1017	0.030
14:00 - 15:00	10	1017	0.010	10	1017	0.010	10	1017	0.020
15:00 - 16:00	10	1017	0.020	10	1017	0.030	10	1017	0.050
16:00 - 17:00	10	1017	0.020	10	1017	0.020	10	1017	0.040
17:00 - 18:00	10	1017	0.000	10	1017	0.000	10	1017	0.000
18:00 - 19:00	10	1017	0.000	10	1017	0.000	10	1017	0.000
19:00 - 20:00	3	1082	0.000	3	1082	0.000	3	1082	0.000
20:00 - 21:00	3	1082	0.000	3	1082	0.000	3	1082	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.318			0.328			0.646

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.