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Highways, Transportation & Safety Consulting

Northern Trust – Sandbrook Park Phase 2, Rochdale

Travel Plan

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Travel Plan

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Northern Trust – Sandbrook Park Phase 2, Rochdale

Travel Plan

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1 Introduction

1.1 Overview of Development

- 1.1.1 Meraki Alliance has been commissioned by Northern Trust to prepare a Travel Plan (TP) to support a planning application for provision of 16,614sqft (1544sqm) of new build B2/B8 industrial units within the existing Sandbrook Business Park located in the Rochdale. The planning and highways authority is Rochdale Borough Council (RBC).
- 1.1.2 Sandbrook Business Park is located within a mixed commercial and residential area, immediately north-east of Sandbrook Park Shopping Centre and c.1.9km south-west of Rochdale Train Station. It has been active for a number of years and is accessed via a purpose built network of roads, including Sandbrook Way, and junctions which were built to provide access to the existing development and other future development within the area.
- 1.1.3 Sandbrook Way meets with the A664 Rochdale Bypass and the A627(M) at a signal controlled junction to the south-west of the industrial estate. The A664 Rochdale Bypass provides a route into Rochdale and onto the A58 Manchester Road which [provides a direct route into Manchester city centre. The A627(M) provides a route into Oldham town centre and onto the M62 Motorway.
- 1.1.4 As shown on the site layouts attached at **Appendix 1** the development is proposed over a 5.4h site and the 1544sqm of industrial development will be split over four blocks (A to D) each containing a mix of B2/B8 industrial units.
- 1.1.5 The development site will be accessed via two purpose built priority junctions taken from Sandbrook Way, the first serving blocks A and B and the second serving blocks C and D.
- 1.1.6 Blocks A and B, which contain a total of seven B2/B8 units (three in block A and four in block B) and will have a total GFA of 920sqm which will be supported by provision of 25 car parking spaces, three of which will be marked for disabled use. A cycle shelter will also be provided down the side of Block A and an area for motorcycle parking is also proposed to the rear of block B.
- 1.1.7 Blocks C and D, will be single hybrid units and will have a total GFA of 624sqm will be supported by provision of 25 car parking spaces, two of which will be marked for disabled use. A cycle shelter will also be provided in front of Block D.

- 1.1.8 The development benefits from segregated pedestrian walkways around the individual units and on both sides of the site access points, which link into the footways provided on both sides of the Sandbrook Way.

2 Travel Plan Objectives and Benefits

2.1 Introduction

- 2.1.1 This section sets out the vision and objectives that will guide the TP development and implementation. This TP seeks to outline a range of potential measures which encourage sustainable travel patterns at the site and achieves the objectives and subsequent benefits outlined below.

2.2 Objectives

- 2.2.1 This TP is based upon the achievement of the following key objectives:

- To reduce the impact and frequency of car travel especially single occupancy vehicle use.
- To enable employees and visitors to have informed choices about their travel options.
- To improve the health and well-being of the employees and visitors.
- To ensure transport arrangements of the development have minimum environmental impact; and
- To ensure that the development is accessible to the widest possible range of services.

- 2.2.2 The TP will therefore broadly seek to:

- Develop an awareness of locally available non-car modes of transport among employees and visitors.
- Promote sustainable travel and to continue to engage directly with employees on sustainable travel choices to achieve a long-term commitment to changing travel habits; and
- Promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and to highlight the health and environmental benefits of adopting sustainable travel patterns.

2.3 Travel Plan Benefits

2.3.1 There are a number of benefits that will be derived from the successful implementation of a TP for employees and visitors who could expect to enjoy:

- improved health and fitness through increased levels of walking and cycling.
- increased flexibility offered through wider travel choices.
- the social aspects of sharing transport with others; and
- a better environment within the site and its immediate environs as vehicular movements are minimised.

2.3.2 In terms of the wider area, the successful implementation of a TP will lead to reduced traffic impact as a result of the reduction in car use.

2.3.3 The overall travel plan strategy includes physical measures designed to enhance the sustainable transport provision at the site, travel awareness initiatives and other measures to assist in the achievement of the objectives of the TP.

2.3.4 The monitoring strategy that will be adopted for the site to determine how the TP is performing against these objectives is set out within Section 7.

3 Existing Sustainable Transport Provision

3.1 Introduction

- 3.1.1 The Government's objectives are to ensure that developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.
- 3.1.2 Travel by non-car modes is encouraged at the site and as outlined in Section 1.0, the development benefits from secure covered cycle parking and segregated pedestrian footways which link into the footways provided on both sides of the Sandbrook Way.
- 3.1.3 This section outlines the existing walking, cycling and public transport facilities within the vicinity of the development site and describes the accessibility of the site in terms of its proximity residential developments.

3.2 Walking and Cycling

- 3.2.1 Walking is recognised as the most important mode of travel at a local level and it offers the greatest potential to replace short car trips, particularly those trips under two kilometres. The 2.0 kilometre walking catchment area from the centre of the site include numerous residential settlements and the facilities associated with a town centre including Sandbrook Park Shopping Centre and Rochdale Train Station, thus providing the opportunity for potential employees to walk to work and access local facilities.
- 3.2.2 The development benefits from segregated pedestrian walkways around the individual units and on both sides of the site access points, which link into the footways provided on both sides of the Sandbrook Way.
- 3.2.3 Cycling also has the potential to substitute for short car trips, particularly those that are less than five kilometres. As such, all areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance. In addition, the 5.0 kilometre cycling catchment area from the centre of the site includes a vast area of residential settlements and the facilities associated with a town centre which provides the opportunity for potential employees to cycle to and from work and access local facilities. In addition, Rochdale Interchange is also within the 5.0km cycling catchment area.
- 3.2.4 Two secure covered cycle parking shelters will be provided on site, one at the side of block A and one in front of block D.

3.3 Public Transport

- 3.3.1 There is a bus stop located at Sandbrook Park Shopping Centre located on Sandbrook Way c.600m walking distance from the centre of the site, however services from this location are limited. The nearest bus stops regularly served are located on Manchester Road c.800m from the site. These bus stops are served by bus numbers 17, 17A, 471, 880 providing regular services between the site and Rochdale as well as the surrounding towns and villages.
- 3.3.2 Furthermore, Rochdale Train Station is located within the 2.0km walking catchment, 1.9km walking distance from the site and Rochdale Interchange is located within the 5.0km cycling catchment, 3.6km cycling distance from the site. As such, there are a wealth of additional rail and bus services available for employees to utilise.

3.4 Summary

- 3.4.1 The site is within a reasonable walking and cycling distance of residential developments, as such there are lots of potential employees who live within walking and cycling distance of the site. In addition, there are local facilities within walking cycling distance which could be utilised by employees, including Sandbrook Park Shopping Centre.
- 3.4.2 Secure, covered cycle parking is provided on site as well as lockers and changing / shower facilities within the individual units.
- 3.4.3 There are bus stops located within a reasonable walking distance of the site providing regular services between the site and Rochdale and the surrounding towns and villages. In addition, Rochdale Train Station is within the 2.0km walking catchment and Rochdale Interchange is within the 5.0km cycling catchment. Thus, providing a sustainable transport option for employees living locally or further afield.
- 3.4.4 In summary it is considered that the site is in a sustainable location with a host of facilities available for employees to utilise should they wish, both on and off site.

4 Travel Plan Administration

4.1.1 This section of the report sets out the roles of those people who will be responsible for implementing the TP and its measures.

4.1.2 An important aspect of a successful TP is the allocation of sufficient time and resources to enable it to happen. This can in part be achieved by the recognition from the outset of the roles and responsibilities of those who will be involved. From this will lead the appropriate allocation of time and resources to those charged with managing the process.

4.2 Travel Plan Co-ordinator

4.2.1 The TPC will provide a key role in delivering a successful TP, this role will be undertaken by an employee based on site.

4.2.2 The TPC will act as the main contact for the TP and will be responsible for implementing measures, maintaining a database and monitoring the effects of its implementation.

4.2.3 The TPC will exchange contact details with the RBC. The TPC will be the first point of contact in all matters regarding travel to and from the site. The TPC will be responsible for setting up and launching the TP in accordance with the schedule, which will be agreed with RBC. The duties of the TPC will include:

- Design, development and agreement of a suitable TP employee travel survey with RBC.
- Overseeing the gathering of information, including the travel survey results.
- Liaison with employees, and where appropriate visitors, to explain the objectives and benefits of the TP to ensure awareness of the TP and to encourage participation.
- Acting as a focal point for transport, access and travel related issues in relation to the development.
- Actively encouraging and promoting employees and visitors to walk, cycle or use public transport to travel to and from the site, where possible.
- Ensuring employees, and where appropriate visitors, are fully aware of the different travel options which are available to and from the site.
- Obtaining up-to-date details of the information required in the TP.
- Implementing, monitoring and reviewing the TP; and

- Liaison with the RBC with respect to initiatives, the development of the TP, evaluation of monitoring and the setting of targets for modal shift.

5 Travel Plan Measures

5.1.1 This section outlines the TP measures which will be implemented at the site to achieve the objectives and benefits outlined in Section 2.

5.1.2 Physical measures to encourage sustainable travel such as cycling parking are described below, along with details of 'soft' measures to encourage the use of these modes and reduce the need to travel.

5.2 Physical Measures

- A travel notice board will be erected on both sites where it is accessible to all employees and visitors and will include up to date information on walking, cycling and on public transport routes.
- Two secure, covered cycle shelters will be provided one at the side of block A and one on front of block D, this provision will be reviewed when employee numbers are known; and
- Showers, lockers and changing facilities are provided for employee use.

5.3 Measures to Encourage Sustainable Travel

Travel Information Pack

5.3.1 A Travel Information Pack will be provided to all employees. The pack will include details of walk/ cycle/ public transport routes and timetable information as well as potential car sharing arrangements. It will include a local walking and cycling map. This will be foldable to allow employees to take them on their journey should they wish. The pack will promote the health benefits of regular exercise including walking and cycling.

5.3.2 The pack will also include information such as the location of the nearest cycling shops and tips on cycle maintenance. The TPC will investigate the possibility for a Bicycle User Group to be established at the site to encourage employees to meet and exchange tips on cycle routes and maintenance and also explore potential for local cycle shops to offer discounts.

5.3.3 The TPC will distribute the pack amongst existing and new employees and update the pack twice yearly should information change (bus timetable etc).

Car Sharing

- 5.3.4 Following the initial travel surveys, the TPC will be able to collect data illustrating the employee's places of residence which will outline the potential for the establishment of an informal car sharing group.

Measures to Reduce the Need to Travel

- 5.3.5 The TPC will encourage employees to examine their travel patterns in order to reduce the need to travel where appropriate. These measures could include the promotion of flexible working practices or fit working hours around public transport services.
- 5.3.6 The TPC will promote the benefits of flexible working such as flexitime, video conferencing and hot desking to employees who have the option to do so to reduce the impact at peak travel times.

5.4 Pedestrian Measures

- 5.4.1 The following measures are proposed to encourage walking to and from the site:
- Provide plans and information to employees indicating pedestrian routes in the surrounding area.
 - Publicise links to walking and cycling resources.
 - Promote personalised online journey planning tools; and
 - Encourage employees to walk to work together in the local area.

5.5 Cycle Measures

- 5.5.1 The following measures are proposed to increase the proportion of cycle trips:
- Provide Cycle Maps and information leaflets.
 - Promote Cycling to Work.
 - Encourage employees to cycle to work together in the local area.
 - Publicise links to online cycle journey planner; and
 - Provision of convenient cycle parking in line with local guidance.

5.6 Public Transport Measures

- 5.6.1 The location of the site in relation to public transport should encourage a number of trips to the site to be made by public transport which would primarily be via bus. The following measures will be implemented to encourage the use of public transport, to access the site:

- Supply up-to-date information on facilities within the surrounding area for staff including bus timetables and route information. Information will be provided in the travel packs; and
- Publicise details of online journey planner.

5.7 Other Measures

5.7.1 As well as the measures indicated above the following additional measures will also be considered in order to reduce single occupancy car trips and the need to travel:

- Liaison with the RBC regarding new travel initiatives in the region which could benefit staff, and
- Updating the travel questionnaire annually to understand which initiatives are of greatest benefit, to help focus on the more successful initiatives, whilst revisiting those which are less successful.

5.8 Summary

5.8.1 The package of measures described above has been designed to meet the travel plan objectives described in Section 2.

5.8.2 The objectives relating to reducing the impact of car travel (particularly single occupancy car trips) on the wider network have been addressed through the provision of measures designed to promote travel by sustainable modes. The potential for car sharing at the site will reduce the level of single occupancy car use.

5.8.3 The provision of travel packs and a travel notice board enables employees to have informed choices about their travel options and subsequently will help to achieve the health and well-being benefits outlined in the objectives through increased levels of cycling and walking.

6 Travel Plan Targets

- 6.1.1 In order to predict the level of total vehicle trips that will be made as a result of the development prior to any travel planning measures being in place, the total vehicle trip rates set out within the Transport Statement submitted in support of the planning application have been utilised. The total vehicle trip rates and resulting trip generation and are summarised in **Table 6.1** below and a copy of the TRICs data is attached at **Appendix 3**.

Table 6.1: Total Vehicle Trip Rates and Generation

Period	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rates (per 100sq2m)	0.702	0.152	0.054	0.609
Trip Generation	11	2	1	9

- 6.1.2 In order to derive the trip generation by mode, journey to work mode split data for the **Rochdale 015 Super Output Area (MSOA)**, in which the development site is situated has been obtained from the National Statistics website. A copy of the mode split data is attached at **Appendix 4** and a summary is provided in **Table 6.2**.

Table 6.2: National Statistics Mode Split Data for Rochdale 015 MSOA

Mode	Percentage
Pedestrian	17.2%
Bicycle	0.5%
Motorcycle	0.2%
Car Driver	58.2%
Car Passenger	9.1%
Bus	8.8%
Train	6.0%
Total	100%

- 6.1.3 Using the modal split data in **Table 6.2** and the total vehicle trips in **Table 6.1**, the morning and evening peak hour trips for each mode have been calculated and are shown in **Table 6.3**.

Table 6.3: Trip Generation by Mode

Period	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Pedestrian	3	1	1	3
Bicycle	0	0	0	0
Motorcycle	0	0	0	0
Car Driver	11	2	1	9
Car Passenger	2	0	0	1
Bus	2	0	0	1
Train	1	0	0	1
Total	19	3	2	15

- 6.1.4 The development is forecast to generated circa 13 two-way vehicular trips during the AM Peak hour on the highway network and ten two-way vehicular trips during the PM Peak hour. This equates to an increase in traffic flows on the local highway network of approximately one vehicle every five minutes during the AM peak hour and one every six minutes during the AM and PM Peak hour. The proposals would also generate vehicular flows throughout the day when the highway network is not at its peak.
- 6.1.5 As the roads serving the development were purpose built to serve the existing development and any future developments it is concluded that the highway network immediately surrounding the sites is more than adequate to serve the proposed development.
- 6.1.6 Furthermore, taking account of daily fluctuations in traffic flows it is considered that the vehicular trips forecast to be generated by the proposals will not have a negligible impact on the local highway network.

7 Travel Monitoring and Review

- 7.1.1 Employee Travel surveys will be carried out on an annual basis. There will be a requirement to submit an annual monitoring report RBC within three months of completion of the surveys. This will also include any proposed revisions to the TP and the annual action plan for the next 12 months.
- 7.1.2 The annual surveys will be undertaken by the TPC who will also be responsible for producing the relevant survey monitoring report. A minimum survey response rate of 75% for surveys should be achieved. The monitoring reports will also review the progress that has been achieved in implementing measures against the modal shift targets over the preceding twelve-month period.
- 7.1.3 This formal monitoring period will extend for five years from implementation of the TP. At the end of this five-year period the developer will withdraw and the TP will be handed over to employees. The TP will be implemented throughout the lifetime of the development to ensure lasting changes in travel patterns across the proposed development.
- 7.1.4 The monitoring report should include reviews of how well the TP is working to meet the objectives, with any revised targets for discussion and agreement with RBC. The TP needs to be active and to be developed in conjunction with the survey results / experiences of the TPC. For example, if there is little / no car sharing occurring amongst the employees, it would be appropriate for the TPC to review the promotion of car sharing and consider appropriate alternatives.
- 7.1.5 Following the annual monitoring report, the TP will be reviewed by the TPC in conjunction with DCC as appropriate to produce a revised Action Plan, the developer is committed to making changes to measures and interventions as required to meet proposed targets.
- 7.1.6 The Action Plan will identify the measures and actions to be implemented in the following 12 month period including a timetable for the implementation of the measures, where appropriate a financial budget would be available to the TPC to promote these measures more effectively. Depending on the results published within the monitoring report, the required changes within the Action Plan might require an adjustment in budget made available to implement the necessary measures.

7.1.7 **Table 7.1** provides further details of the implementation strategy for the TP and its associated measures and the communication of the TP objectives, targets and measures to employees.

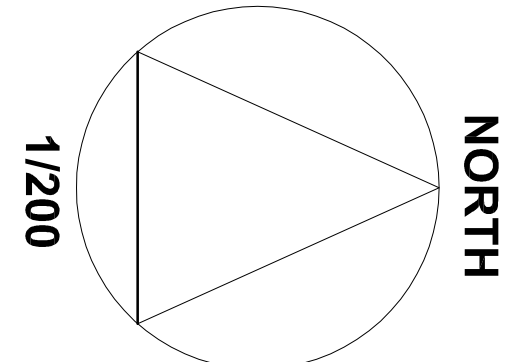
Table 7.1 Travel Plan Summary of Measures and Actions

Measure/ Action	Target Date	Responsibility
Appoint TPC	Prior to first occupation	Developer
Agree Travel Plan with RBC	Prior to first occupation	Developer / TPC
Prepare public transport/ walking/ cycling information	Upon appointment	TPC
Issue travel information packs	When employees commence employment	TPC
Erect travel notice board	ASAP	TPC
Promote the benefits of flexible working	Ongoing/ within travel packs and on travel notice board	TPC
Encourage employees to use tele-conferencing facilities	Ongoing/ within travel packs and on travel notice board	TPC
Investigate the feasibility of a starting a bicycle user group	Ongoing/ within travel packs and on travel notice board	TPC
Promote the use of car share websites	Ongoing/ within travel packs and on travel notice board	TPC
Promote national travel initiative/ events	Ongoing/ within travel packs and on travel notice board	TPC
Conduct annual travel survey (Questionnaire)	Annually from date of Baseline survey	TPC
Submit monitoring report and revised action plan to RBC	Within three months of completion of annual travel surveys	TPC
Agree any revised targets with RBC and amend within TP	Within three months of completion of annual travel surveys	TPC
Consider Additional Measures	Should Travel Plan targets not be met	TPC

Appendix 1 – Proposed Site Layouts

All site dimensions shall be verified by the contractor on site prior to work commencing
Do not scale from this drawing
Only work to written dimensions
This drawing is the property of Wattle Jones and copyright is reserved by them. The drawing is not to be copied or used without their prior written consent.

NOTES
READ THIS DRAWING IN CONJUNCTION WITH A-LP
TOPOGRAPIHICAL SURVEY DRAWING NO.S22-786



Schedule of accommodation
BLOCK A

unit	total	cars	m2/car
1	103.6	1100	2
2	103.6	1100	2
3	103.6	1100	2
total	310.8	3300	6
51.5			

Schedule of accommodation
BLOCK B

unit	total	cars	m2/car
1	153	1650	3
2	153	1650	3
3	153	1650	3
4	153	1650	3
total	612	6600	12
50			

Schedule of accommodation
REDUCED HYBRID BLOCK C

unit	total	cars	m2/car
1	312	3357	7
50			

Schedule of accommodation
REDUCED HYBRID BLOCK D

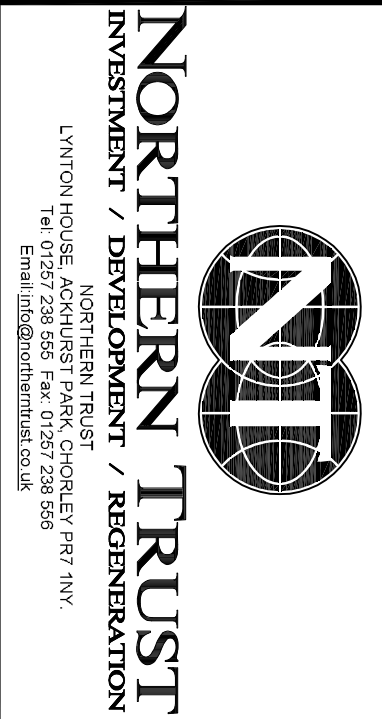
unit	total	cars	m2/car
1	312	3357	7
50			

Grand total Blocks A,B,C and D=16,614 sq.ft
15,000 sq.ft normally required per acre so for this site ideal would be 19,950 sq.ft
This layout achieves approx. 16,614 sq.ft so 83% efficient
Total car parking spaces achieved on site is 50.
5% of which should be for disabled use.
Therefore 3 required (5 actually provided).
Warehouses require 1 space per 50 sq.m so requirement 26.
26 plus 5 equals 31 spaces required for industrial meaning 19 spare as overall use

MATERIAL KEY

- As Effrained Concrete Finish to apron to Loading Doors
- 600 x 600mm Concrete Paving
- Flags, shading indicates tactile paving
- Tactile paving and dropped kerb
- Gravel Infill
- Grassed areas
- n/tf new bitmac footpath to struct eng spec.
- Electrical Vehicle Charging Point
- new kerb races to struct. eng spec.
- Disabled Persons Parking Spaces, 4800 x 2400 plus 1200 hatched area
- 4800 x 100 painted bay x 2400mm wide
- Bitmac Shelter spaces, 3200 x 1600 of an in situ concrete base
- 200 x 50 pc edging strip
- Bollards to Loading Doors
- Assumed site boundary (to be checked against title deeds)

- D 12.9.23 Final proposed co-ordinated Layout post cut and fill examination
 - C 22.8.23 GSA detailed swept path analysis
 - B 17.8.23 GSA detailed swept path analysis
 - A 15.8.23 update following 15.8.23 spt 17, 4b
- PLANNING
- Drawn By DE 4.4.23, Checked By DE 4.4.23, Scale 1/200
- Project Sandbrook Park, Roadside Phase 2
- Drawn By DE 4.4.23, Checked By DE 4.4.23, Scale 1/200
- Project Sandbrook Park, Roadside Phase 2
- Drawn By DE 4.4.23, Checked By DE 4.4.23, Scale 1/200
- Project Sandbrook Park, Roadside Phase 2



PROPOSED SITE LAYOUT
Phase 2 (overlay) on current Topo Survey

Block A	3 units each 1100 sq.ft.....	total 3300 sq.ft.
Block B	4 units each 1650 sq.ft.....	total 6600sq.ft
Block C	Reduced Single Hybrid unittotal 3357 sq.ft	comprising [2068 sq.ft of warehouse, of office space 750 sq.ft if mezzanine 615 sq.ft.]
Block D	Reduced Single Hybrid unittotal 3357 sq.ft	[All as Block C]
Grand total Blocks A,B,C and D =		16,614 sq.ft

15,000 sq.ft normally required per acre so for this site ideal would be 19,950 sq.ft
However this layout achieves approx 16,614 sq ft so 83% [NTEfficient]

Kerb race and setting out to structural engineers specification

create new service yard 'plateau' by cut and fill in accordance with structural engineers requirements and to achieve required falls for surface water run off.
see structural engineers Drainage Design and FRA for details.

Kerb race specification and setting out to structural engineers specification and details minimum 7500mm dimension between parallel kerb faces.

proposed retaining wall A-A [see structural engineers details of retaining wall].

propriety mounted convex road safety mirror positioned between existing retained boundary fence and proposed retaining wall.

Approx area of site 5,408 sq.m
10,000 sq.m equals 1 Hectare
1 Hectare =2.47 Acre
so area approx 1.33 Acre
approx 15,000 sq.ft required per acre required by NT so approx 19,950 sq.ft required
Actual accommodation achieved 16,614 sq.ft [see above for breakdown]

bicycle shelter to be on Insitu concrete base to structural engineers details

create new service yard 'plateau' by cut and fill in accordance with structural engineers requirements in order to achieve required falls for surface water run off.

10m long rigid Refuse vehicle swept plan analysis as overlay [see structural engineers drawings]

PHASE 2 site boundary [red line boundary]

proposed retaining wall B-B-B to structural engineers details.

existing retained palisade boundary fence along the boundary

relocation of existing lighting columns req. where affected by new kerb races dictate.

existing retained 2000mm wide bitmac footpath

IHR FR gable wall rating [Part B Building Regs]
Between gable end units of each new build in relation to its neighbouring unit.

existing retained 2000mm wide bitmac footpath

new bitmac footpath brought within site as continuation of existing retained 2000mm wide bitmac footpath along Sandbrook Way and feathered into same where incoming levels meet.

see structural engineers drainage strategy for gully repositioning etc where new proposals impact on current GSA drainage strategy and proposed new access/egress into site.

proposed new build Industrial Units in compliance with class B2 and B8 usage.

[primary setting out point] sop

existing cctv cameras relocated as required by NT.

Appendix 2 – TRICs Data

Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	WK	WARWICKSHIRE
		1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY	WEST YORKSHIRE
		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:	9216 to 13350 (units: sqm)
Range Selected by User:	4000 to 15000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 10/11/21

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

Selected survey days:

Monday	1 days
Wednesday	1 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)	1
Edge of Town	1

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	2
-----------------	---

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	2 days - Selected

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 (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:

5,001 to 10,000

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:

75,001 to 100,000

1 days

500,001 or More

1 days

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

Car ownership within 5 miles:

0.6 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.

LIST OF SITES relevant to selection parameters

1	WK-02-C-01	MACHINE ENGINEERING	WARWICKSHIRE
	CASTLE MOUND WAY		
	RUGBY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	9216 sqm	
	Survey date: WEDNESDAY	10/11/21	Survey Type: MANUAL
2	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CF-02-C-02	Only 10% 9 - 5
WM-02-C-04	Employee No's low

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	1	9216	0.011	1	9216	0.000	1	9216	0.011
05:30 - 06:00	1	9216	0.087	1	9216	0.000	1	9216	0.087
06:00 - 06:30	2	11283	0.124	2	11283	0.000	2	11283	0.124
06:30 - 07:00	2	11283	0.151	2	11283	0.000	2	11283	0.151
07:00 - 07:30	2	11283	0.261	2	11283	0.018	2	11283	0.279
07:30 - 08:00	2	11283	0.199	2	11283	0.000	2	11283	0.199
08:00 - 08:30	2	11283	0.195	2	11283	0.004	2	11283	0.199
08:30 - 09:00	2	11283	0.053	2	11283	0.004	2	11283	0.057
09:00 - 09:30	2	11283	0.066	2	11283	0.027	2	11283	0.093
09:30 - 10:00	2	11283	0.031	2	11283	0.035	2	11283	0.066
10:00 - 10:30	2	11283	0.018	2	11283	0.018	2	11283	0.036
10:30 - 11:00	2	11283	0.022	2	11283	0.009	2	11283	0.031
11:00 - 11:30	2	11283	0.027	2	11283	0.044	2	11283	0.071
11:30 - 12:00	2	11283	0.013	2	11283	0.018	2	11283	0.031
12:00 - 12:30	2	11283	0.031	2	11283	0.053	2	11283	0.084
12:30 - 13:00	2	11283	0.062	2	11283	0.084	2	11283	0.146
13:00 - 13:30	2	11283	0.058	2	11283	0.062	2	11283	0.120
13:30 - 14:00	2	11283	0.009	2	11283	0.049	2	11283	0.058
14:00 - 14:30	2	11283	0.031	2	11283	0.022	2	11283	0.053
14:30 - 15:00	2	11283	0.040	2	11283	0.040	2	11283	0.080
15:00 - 15:30	2	11283	0.013	2	11283	0.160	2	11283	0.173
15:30 - 16:00	2	11283	0.035	2	11283	0.106	2	11283	0.141
16:00 - 16:30	2	11283	0.018	2	11283	0.434	2	11283	0.452
16:30 - 17:00	2	11283	0.009	2	11283	0.146	2	11283	0.155
17:00 - 17:30	2	11283	0.009	2	11283	0.058	2	11283	0.067
17:30 - 18:00	2	11283	0.004	2	11283	0.022	2	11283	0.026
18:00 - 18:30	2	11283	0.013	2	11283	0.004	2	11283	0.017
18:30 - 19:00	2	11283	0.000	2	11283	0.000	2	11283	0.000
19:00 - 19:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
19:30 - 20:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
20:00 - 20:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
20:30 - 21:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
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:			1.590			1.417			3.007

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:	9216 - 13350 (units: sqm)
Survey date date range:	01/01/15 - 10/11/21
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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

Appendix 3 – Mode Split Data

QS701EW - Method of travel to work

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population	All usual residents aged 16 to 74
units	Persons
date	2011
area type	2011 super output areas - middle layer
area name	E02001146 : Rochdale 015

Method of Travel to Work	Total	%
Train	161	6.0%
Bus, minibus or coach	238	8.8%
Motorcycle, scooter or moped	6	0.2%
Driving a car or van	1,569	58.2%
Passenger in a car or van	245	9.1%
Bicycle	13	0.5%
On foot	464	17.2%
Total	2,696	100.0%

