



Proposed Self-Storage Facility, Old Hall Street, Middleton

Transport Statement

Prepared for

Self-Storage Performance Management International Limited

**July 2026
5571-TS01**



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1.0 INTRODUCTION

1.1 Overview

- 1.1.1 Axis have been appointed by Self-Storage Performance Management International Limited (hereafter referred to as 'the Applicant') to provide highways and transport advice in relation to a full planning application for a proposed self-storage facility to be located off Old Hall Street, Middleton (hereafter referred to as 'the Site').
- 1.1.2 The proposed development comprises a new self-storage facility, with individual storage units arranged over four floors, and commercial units at ground-floor level.
- 1.1.3 This Transport Statement (TS) has been prepared to inform Rochdale Borough Council (RBC), which is the relevant Local Planning Authority (LPA) and Local Highway Authority (LHA), of the nature of the proposals and to provide an assessment of the highway-related implications associated with the scheme.

1.2 Report Structure

- 1.2.1 The remainder of this TS is structured as follows:
 - i) **Chapter 2** sets out the existing conditions on and around the Site, including the Site location, the local highway network, and a review of the accident record on the local highway network;
 - ii) **Chapter 3** provides a high-level review of the accessibility of the Site by sustainable, non-car modes of travel;
 - iii) **Chapter 4** describes the proposed development, including the access strategy and servicing arrangements;
 - iv) **Chapter 5** assesses the proposed parking arrangements;
 - v) **Chapter 6** sets out the trips that could be generated by the former and proposed uses of the Site with reference to the TRICS Database; and
 - vi) **Chapter 7** summarises and concludes the report.



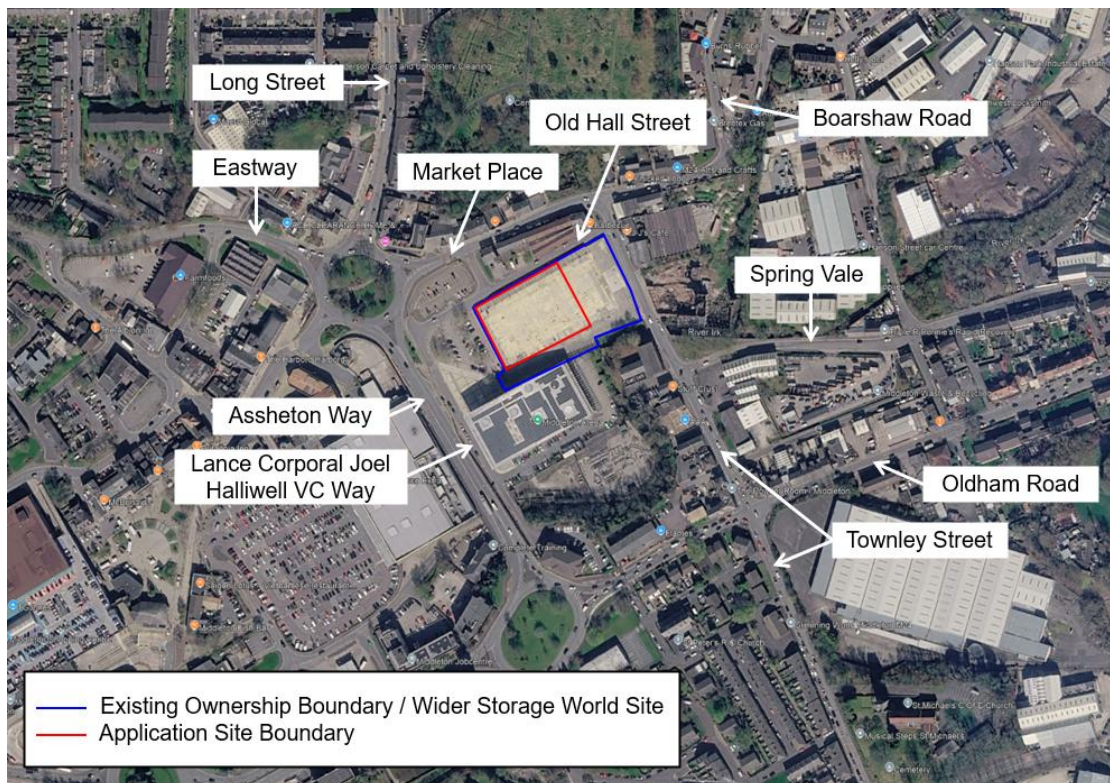
2.0 EXISTING CONDITIONS

2.1 Site Location

2.1.1 The Site is located off Old Hall Street in Middleton, Rochdale. In a more local context, the Site is located within Middleton Town Centre, immediately north / north-east of the Middleton Arena. The Site is located within a predominantly town centre context, comprising a mix of commercial, leisure, and retail uses in the wider area.

2.1.2 The location of the Site is shown on **Image 2.1** in the context of the local highway network.

Image 2.1 – Local Highway Network



2.2 Former Use and Site Context

2.2.1 The Site forms part of the former Storage World site (shown edged in blue on **Image 2.1**), which previously accommodated a self-storage facility falling within the B8 (storage and distribution) use class. The former building was demolished in June 2025 following a fire at the site.

- 2.2.2 The wider former Storage World site also falls within the Middleton Town Centre Masterplan area. The Masterplan was adopted by RBC in 2023 and provides a framework to guide future development, regeneration, investment and public realm improvements within Middleton Town Centre.
- 2.2.3 The Masterplan identifies six distinctive areas of change, with the wider former Storage World site falling within the 'East Side' area. East Side is identified as the cultural quarter, focused around a new Market Place, the river, and Middleton Arena, with opportunities for mixed-use redevelopment, improved public realm and enhanced pedestrian and cycle connectivity.
- 2.2.4 Within the Masterplan, the wider former Storage World site is identified as Plot 3.7 for a mixed-use redevelopment, comprising residential and commercial uses. The current application relates only to part of the former Storage World site, with the remaining part understood to be intended for future residential-led development, which does not form part of this planning application.
- 2.2.5 For the purposes of this TS, the Site's recent lawful use as a self-storage facility is considered to represent the most relevant baseline against which the highway and transport-related effects of the proposed development should be assessed. Accordingly, the forecast trip generation associated with the proposed development has been considered in the context of the Site's former self-storage use, as set out later in **Chapter 6** of this TS.

2.3 Local Highway Network

Old Hall Street

- 2.3.1 Old Hall Street is a commercial / service road that borders the Site on its northern side. The road runs in an approximately east / west alignment, from the Old Hall Street / Townley Street priority junction to the north-east of the Site, to a point circa 160m to the west, where the road continues in a southerly direction as Lance Corporal Joel Halliwell VC Way.
- 2.3.2 Old Hall Street has a carriageway width of circa 7.0m, with a circa 2.0m wide footway is provided along the northern side of the carriageway.



- 2.3.3 The street is subject to a 30mph speed limit and features street-lighting. Double yellow lines are in place along the full length of the carriageway on both sides, with “no loading at any time” signage.

Market Place / Townley Street

- 2.3.4 Market Place runs broadly east / west to the north-west of the Site, running from the Market Place / Long Street / Assheton Way roundabout to the west, to the Market Place / Townley Street / Lodge Street priority junction to the east.
- 2.3.5 Townley Street runs broadly north / south along the eastern side of the Site, connecting the Market Place / Townley Street priority junction to the north with the Oldham Road / Townley Street signalised junction to the south. The roads feature a circa 7.5m carriageway width, widening to 10m+ in the vicinity of the Market Place / Townley Street / Lodge Street priority junction.
- 2.3.6 Pedestrian infrastructure is provided along both Market Place and Townley Street, including 2.0m+ width footways, street lighting and a formal pelican crossing point in the vicinity of the Market Place / Long Street / Assheton Way roundabout.
- 2.3.7 The roads are subject to a 30mph speed limit and are well lit with street lighting.

2.4 Highway Safety

- 2.4.1 Personal Injury Accident (PIA) data for the highway network adjacent to the Site has been obtained from the online Crashmap resource (www.crashmap.co.uk) for the most recently available complete three-year period (2022 - 2024 inclusive). The location and severity of accidents are shown on **Image 2.2**.



Image 2.2 – Crashmap Extract (2022 – 2024 Inclusive)



2.4.2 Review of **Image 2.2** shows that that no accidents have been reported within the immediate vicinity of the Site along Old Hall Street. Within the wider study area, a total of six accidents have been recorded, comprising:

- i) Three accidents at the Market Place / Assheton Way / Long Street / Eastway roundabout junction, including two of 'slight' severity and one of 'serious' severity;
- ii) One 'slight' severity accident to the west of the Old Hall Street / Market Place priority-controlled junction; and
- iii) Two accidents at the Townley Street / Market Place / Lodge Street priority-controlled junction, including one of 'slight' severity and one of 'serious' severity.

2.4.3 Overall, this equates to an average of two accidents per year, on average. The pattern of recorded accidents is considered to be typical of an urban road network and does not indicate any collision clusters or pre-existing highway safety issues. Road safety is not therefore considered to present a material concern in the context of the proposed development and its associated traffic impacts, as set out in **Chapter 6**.

3.0 ACCESSIBILITY OF THE SITE BY SUSTAINABLE MODES OF TRAVEL

3.1 Introduction

3.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel to the car are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

3.1.2 Paragraph 110 of the National Planning Policy Framework (NPPF) states that:

“...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health...”

3.1.3 Due to the nature of the self-storage element of the proposed development, and the need for customers to transport goods to and from the storage units, it is unlikely that a high proportion of self-storage customer trips can be made by sustainable modes of transport. Nonetheless, for staff, the Site is well situated to encourage trips to be made by a range of sustainable alternative travel options.

3.1.4 The ground-floor commercial element of the proposal also offers a greater opportunity for staff and customer trips to be made by sustainable modes, particularly given the Site's town centre location and proximity to surrounding residential land use, sustainable transport infrastructure and public transport facilities.

3.1.5 With regards to the above, this Chapter of the report examines the accessibility of the Site by the following non-car modes of transport for staff and customers:

- i) Accessibility on foot;
- ii) Accessibility by cycle; and,
- iii) Accessibility by public transport.

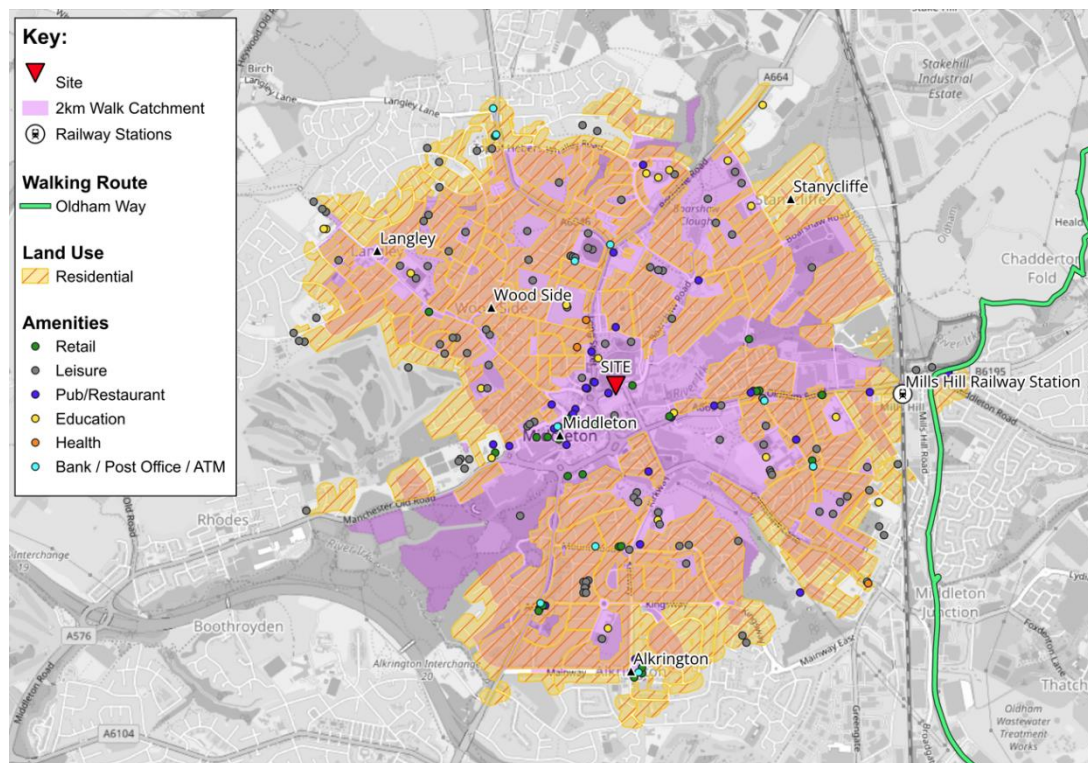


3.2 Accessibility on Foot

3.2.1 The Chartered Institution of Highways and Transportation (CIHT, formerly IHT) in their document, *'Providing for Journeys on Foot'*, recognises that although acceptable walking distances will vary between individuals and circumstances, it is generally accepted that walking has the greatest potential to reduce short car trips, particularly those under 2km.

3.2.2 **Image 3.1** shows an indicative 2km walking catchment measured from the Site access, providing an indication of the areas which can be reached within a 24-minute walk, assuming a walk speed of 1.4m/s.

Image 3.1 – 2km Walking Catchment



3.2.3 The Site is very well located to encourage staff and customer trips to be made to the Site on foot. **Image 3.1** illustrates that the whole of Middleton Town Centre and surrounding residential areas are located within a 2km walk distance of the Site.

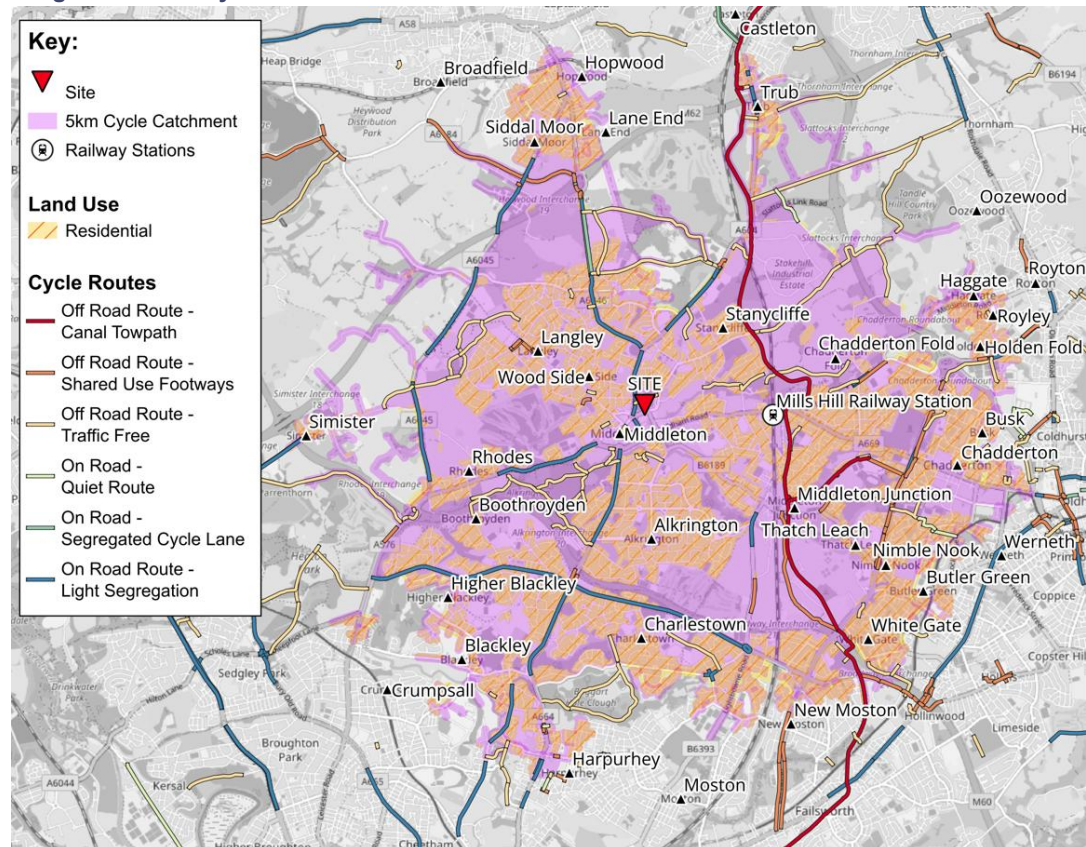
3.2.4 It should also be noted that the local highway network provides a safe and realistic opportunity to reach the areas contained within the 2km walking catchment. This includes footways, street lighting and signalised pedestrian crossing points equipped with dropped kerbs and tactile paving at the key junctions surrounding the Site.

- 3.2.5 Mills Hill Railway Station falls within the walking catchment area, allowing for multi-modal trips by foot / rail for staff and customers.
- 3.2.6 To the east of the Site, the Oldham Way long-distance walking route falls within the 2km catchment area, which provides access to a wider network of recreational walking routes, including canal-side sections towards Failsworth and onward connections towards Shaw and Crompton. The Site is therefore well located to allow longer journeys to be made on foot.
- 3.2.7 Accordingly, it is considered that the Site is highly accessible on foot.

3.3 Accessibility by Cycle

- 3.3.1 It is generally accepted that cycling provides a realistic and healthy alternative to the private car for journeys up to 5km as a whole journey, or as part of a longer journey by public transport.
- 3.3.2 In order to assist in assessing the accessibility of the Site by cycle, **Image 3.2** shows an indicative 5km cycle catchment measured from the centre of the Site.

Image 3.2 – 5km Cycle Catchment



3.3.3 As shown on **Image 3.2**, the 5km catchment incorporates Middleton Town Centre, in addition to surrounding areas including Charlestown, Blackley, White Gate, Chadderton and Langley, amongst others.

3.3.4 The 5km cycle catchment also incorporates a range of on-street and off-street public cycle infrastructure. The local cycle environment is characterised by a combination of segregated and light-segregated cycle lanes, together with dedicated off-road and traffic-free routes. This is illustrated by cycle infrastructure data made available by Transport for Greater Manchester (TfGM) via the MappingGM open-data portal.

3.3.5 The Site is therefore considered to be highly accessible by cycle.

3.4 Accessibility by Public Transport

By Bus

3.4.1 Guidance within the CIHT document “*Guidelines for Planning for Public Transport in Development*” recommends that the walk distance to a bus stop from a new development should ideally be 300m, or a maximum of 400m.

3.4.2 The closest bus stops are located along Townley Street and Assheton Way, as follows:

- i) Townley Street Westbound Bus Stop – Circa 70m walk distance from the Site;
- ii) Townley Street Eastbound Bus Stop – Circa 110m walk distance from the Site;
- iii) Assheton Way Southbound Bus Stop – Circa 90m walk distance from the Site;
- iv) Assheton Way Northbound Bus Stop – Circa 110m walk distance from the Site;

3.4.3 The nearest bus stops to the Site are therefore located well within the CIHT’s lower walk distance threshold.

3.4.4 **Table 3.1** details the public bus services that serve the nearest stops to the Site and their typical one-way frequencies.



Table 3.1 – Local Bus Services and Typical Frequencies

Bus Service	Route Description	Typical One-Way Description		
		Weekdays	Saturdays	Sundays / Bank Holidays
129	Middleton - Hollin	1 per hour	1 per hour	1 per hour
415	Oldham - Middleton	1 per hour	1 per hour	1 per hour
415	Middleton - Oldham	1 per hour	1 per hour	1 per hour
112	Middleton - Manchester	4 per hour	3 per hour	2 per hour
129	Middleton - Hollin	1 per hour	1 per hour	1 per hour
415	Middleton - Oldham	1 per hour	1 per hour	1 per hour
125	Middleton - Heywood	1 per hour	1 per hour	None
125	Heywood - Middleton	1 per hour	1 per hour	None
17	Manchester - Rochdale	6 per hour	6 per hour	4 per hour
18	Manchester Royal Infirmary - Manchester - Middleton - Langley	6 per hour	6 per hour	4 per hour
112	Middleton - Manchester	4 per hour	4 per hour	2 per hour
125	Middleton - Heywood	1 per hour	1 per hour	None
129	Middleton - Hollin	1 per hour	1 per hour	1 per hour
163	Manchester - Middleton - Bury	5 per hour	5 per hour	4 per hour
415	Middleton - Oldham	2 per hour	2 per hour	1 per hour

3.4.5 **Table 3.1** demonstrates that the closest bus stops to the Site are served by a high number of services which provide frequent services to a range of destinations within and surrounding Middleton and providing access to key locations including Manchester.

3.4.6 The Site is therefore considered to be highly accessible by bus.

Accessibility by Rail

3.4.7 Mills Hill Railway Station is located within an approximate 1.7km walk distance to the east of the Site.

3.4.8 Mills Hill Railway Station is served by Northern rail services, providing regular connections towards Rochdale in one direction and towards Manchester Victoria, Blackburn and Clitheroe in the other. There are typically two train services per hour in each direction during the daytime.

3.4.9 The Site is therefore also considered to be highly accessible by rail.



3.5 Middleton Town Centre Masterplan

- 3.5.1 The Middleton Town Centre Masterplan establishes a series of future development and public realm improvements within Middleton Town Centre. The plan's movement framework specifically focuses on improving pedestrian and cycle connectivity around the town centre.
- 3.5.2 The masterplan seeks to improve formal road crossing provision, enhance the public realm, reduce the dominance of vehicular traffic and create more attractive routes for pedestrians and cyclists. It identifies active travel corridors, enhanced pedestrian / cycle arrival points into the town centre, and secondary "quietways" where vehicular movement would be managed to provide safer and easier environments for pedestrians and cyclists.
- 3.5.3 Of particular relevance to the Site, the illustrative masterplan identifies the *"Rejuvenation of the East Side and Townley Street"* as one of the key interventions. The East Side proposals include specific improvements to Market Place and Townley Street. These improvements are expected to include service-only access between Old Hall Street and Townley Street in the immediate vicinity of the Site, pedestrian crossing points, and additional pedestrianised space:

"At the heart of the rejuvenation of East Side is the redesign of Market Place. The closure to through traffic from Long Street delivers the opportunity to create a new public space and pedestrianised street, lined by enhanced commercial properties, food & beverage and residential properties at the heart of a new Cultural Quarter. Changes could include:

- *remove through traffic with service only access (time controlled) between Old Hall Street and Townley Street*
 - *reduction of the carriageway widths (to a single one-way lane) with service bays*
 - *pedestrian crossing points across Townley Street at the end of Market Place*
- [...]
- *Provision of seating and spill out space below*
 - Introduction of small, well-designed pockets of green for cafés on the northern edge"*



3.5.4 With regards to cycling, the masterplan identifies active travel corridors and quiet ways intended to provide more convenient cycle access into the town centre. The primary active travel corridors are intended to prioritise walking and cycling, with delineated space for different road uses where possible, together with clear signage and wayfinding.

3.5.5 The proposed improvements identified within the masterplan would therefore further enhance the accessibility of the Site by walking and cycling. This is particularly relevant to the proposed ground-floor commercial units, which are expected to attract a higher proportion of customer trips by sustainable modes.

3.6 Accessibility Summary

3.6.1 With regards to the above, the Site is very well located to facilitate staff journeys to / from the Site to be made by sustainable modes of transport. The surrounding area benefits from footways, crossing facilities, public transport infrastructure and a range of existing cycle infrastructure.

3.6.2 Accordingly, it is considered that the proposed development will be highly accessible by alternative modes of transport to the car.

3.6.3 The Applicant would be willing to accept a suitably worded planning condition requiring the preparation and implementation of a Travel Plan in support of the proposed development. This would provide an additional mechanism to encourage staff and customer trips to be made by sustainable modes of travel.



4.0 PROPOSED DEVELOPMENT

4.1 Overview

- 4.1.1 The proposed development comprises the construction of a new self-storage facility with associated ground-floor commercial units, access, parking and servicing arrangements.
- 4.1.2 The self-storage element of the proposed development would comprise individual storage units arranged over four floors, with a total GFA of approximately 8,038m². The ground-floor commercial units would have a total GFA of approximately 1,240m².
- 4.1.3 The proposed layout plan is provided in **Appendix A**.

4.2 Proposed Site Access and Internal Layout

- 4.2.1 Vehicular access to the Site will be provided via a new access junction off Old Hall Street. The junction will feature a simple priority-controlled design, with a circa 15m width at the give-way line, narrowing to a minimum width of 7.2m within the internal access road.
- 4.2.2 **Drawing No. 5571-D01A** in **Appendix B** shows that 2.4m x 40m visibility splays will be fully achievable to the east and west of the site access in accordance with the 30mph speed limit along Old Hall Street and relevant guidance contained in Manual for Streets (MfS).
- 4.2.3 **Drawing No. 5571-ATR01A** in **Appendix C** shows the swept path / tracking analysis of the access and internal parking layout. The drawing demonstrates that the proposed access and internal layout can satisfactorily accommodate the anticipated vehicle movements associated with the development, including access by an 11m removals van, an 11.2m long refuse vehicle, and large cars. All vehicles would be able to enter, manoeuvre within the Site and exit in a forward gear.
- 4.2.4 Internally, access will be controlled by a sliding security gate. The security gate will be positioned such that an 11m long removals van can pull fully clear of Old Hall Street and wait in front of the access gate without obstructing the junction, as demonstrated in **Drawing No. 5571-ATR01A** in **Appendix C**.



5.0 PARKING

5.1 Introduction

5.1.1 This Chapter of the report sets out the proposed parking arrangements and provides an assessment of the suitability of the proposed parking provision, having regard to the forecast parking demand associated with the proposed development.

5.1.2 The proposed parking arrangements comprise:

- i) 20 general car parking bays;
- ii) 2 disabled car parking bays; and,
- iii) A dedicated cycle store for 10 bikes.

5.2 Parking Standards

5.2.1 RBC's parking standards are outlined in Appendix 5 of the currently adopted Rochdale Core Strategy. Of the land uses available in the schedule of parking standards, "B8 Storage / Distribution" represents the most directly comparable use to the proposed self-storage facility. The relevant B8 car parking standards are summarised in **Table 5.1** below.

Table 5.1 – Summary of RBC's Car Parking Standards

Requirement	Standards	Applied to the Development
Maximum Standard for Car Parking Provision	1 space per 100sqm	81 spaces
Disabled Parking Standards	3 bays or 6% of total capacity (whichever is the greater)	3 spaces

5.2.2 As shown in **Table 5.1**, the adopted **maximum** car parking standard for B8 storage / distribution uses is 1 space per 100m². When applied to the proposed development (8,038m²), this would allow for a **maximum** provision of 81 car parking spaces.

5.2.3 As identified in **Section 5.1**, the proposed development includes 22 car parking spaces in total (i.e. 1 space per 365m²), and so therefore falls within RBC's maximum car parking requirement set out above.



- 5.2.4 Notwithstanding the above, the above B8 parking standard is considered to be more reflective of conventional warehouse and distribution uses than self-storage facilities. Self-storage uses have materially different operational characteristics, typically generating relatively low staff and customer parking demand, with customer visits being intermittent and generally spread throughout the day.
- 5.2.5 The adopted B8 standard is not therefore considered to provide a realistic indication of the likely parking demand and associated requirements of the proposed development. Instead, the level of parking provision should be assessed having regard to the specific operational characteristics of the proposed self-storage use, the site's accessible town centre location and the forecast parking demand set out later in this chapter.
- 5.2.6 Policy T3 of RBC's Draft Local Plan (Regulation 18 Consultation, dated November 2025), states that parking provision should support the efficient use of land and reflect the type, mix and use of development.
- 5.2.7 This is consistent with Paragraphs 112 of the National Planning Policy Framework (NPPF), which state the following:
- "If setting local parking standards for residential and non-residential development, policies should take into account:*
- a) the accessibility of the development;*
 - b) the type, mix and use of development;*
 - c) the availability of and opportunities for public transport;*
 - d) local car ownership levels; and*
 - e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*
- 5.2.8 Paragraph 113 of the NPPF is also relevant, as it states that maximum parking standards should only be set *'where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport'*.



5.2.9 With regard to the above, local authority parking standards should not be applied rigidly in all circumstances. Parking provision for new development should instead be considered on a case-by-case basis, having regard to the nature and location of the development, its accessibility by sustainable modes of travel, and the likely operational parking demand. Moreover, RBC's maximum B8 parking standard should be treated as an upper limit rather than a target level of provision.

5.2.10 The remainder of this chapter therefore provides an analysis of the likely parking demand of the proposed development.

5.3 TRICS Comparator Sites

5.3.1 The TRICS selection criteria utilised for the traffic generation exercise in **Section 6.2** of this TS has been used to find comparable self-storage sites across the UK.

5.3.2 The parking data from these sites has been reviewed to understand the relationship between the gross floor area (GFA) of self-storage facilities and their observed maximum car parking demand.

5.3.3 For each of the comparator sites, the following information was extracted from the TRICS database:

- i) The GFA of the site; and,
- ii) The maximum observed car parking occupancy.

5.3.4 The relationship between maximum observed car parking demand and GFA was then calculated for each comparator site. The results contained within **Appendix D** show that, during weekdays, the comparator sites generated an average maximum parking demand equivalent to 1 space per 472m² GFA.

5.3.5 When this average demand rate is applied to the proposed self-storage element of the development (8,038sqm), it results in a forecast maximum parking demand of 17 spaces.



- 5.3.6 The total proposed parking provision of 22 spaces is therefore considered to be sufficient to cater for the maximum parking demand forecast to be generated by the proposed storage use. This is consistent with the general thrust of national and local planning policy, and the Middleton Town Centre Masterplan, which encourage an efficient use of land that does not lock in reliance on the private car.
- 5.3.7 **Appendix D** also demonstrates that the comparator self-storage sites typically provide parking in excess of observed demand. Across the surveyed sites, the average maximum parking occupancy was 59%, meaning that, even at the busiest observed period, a significant proportion of the available parking remained unused.
- 5.3.8 This indicates that conventional parking standards can overstate the level of parking required for self-storage facilities, particularly where standards are based on general B8 storage / distribution uses rather than the specific operational characteristics of self-storage facilities.

5.4 Car Parking Accumulation Assessment

- 5.4.1 To add further weight to the above, a car parking accumulation assessment has been undertaken using vehicular trip rates derived from the industry standard TRICS database for the proposed development and using the corresponding arrival and departure rates to calculate the maximum parking demand in each hour.
- 5.4.2 The TRICS search criterion and assessment methodology utilised within the car park accumulation assessment is set out in **Chapter 6** of this TS.
- 5.4.3 The results of this car parking accumulation assessment are detailed in **Table 5.2** and the full car park accumulation / demand assessment is contained in **Appendix E**.



Table 5.2 – Car Parking Accumulation Assessment

Hour	Arrivals	Departures	Accumulation
06:00-07:00	0	0	0
07:00-08:00	5	1	4
08:00-09:00	13	6	10
09:00-10:00	12	10	12
10:00-11:00	14	11	15
11:00-12:00	11	12	13
12:00-13:00	13	13	14
13:00-14:00	12	13	12
14:00-15:00	11	13	11
15:00-16:00	9	10	9
16:00-17:00	9	9	9
17:00-18:00	2	9	2
18:00-19:00	1	4	0
19:00-20:00	0	0	0

5.4.4 The data summarised in **Table 5.2** demonstrates that the maximum level of car park occupancy is expected to occur between 10:00 and 11:00, with a maximum parking demand of 15 vehicles in any one hour.

5.4.5 With regards to the above, the actual parking capacity on Site (22 spaces) is forecast to be sufficient to accommodate the forecast demand from the proposed development, alongside any occasional spikes in activity. The results are therefore consistent with those associated with the assessment of comparator self-storage sites.

5.5 Accessibility of the Site by Sustainable Modes of Travel

5.5.1 As set out in **Chapter 3** of this TS, the Site benefits from being situated in a highly accessible location which provides public transport services to a range of destinations whilst also being connected to high-quality foot and cycle infrastructure, which provides safe and efficient connections to the surrounding residential areas.

5.5.2 It is therefore considered likely that a number of staff trips will utilise these sustainable alternatives, therefore reducing the car parking demand associated with staff accordingly.

5.5.3 It is considered that the use of these sustainable travel modes by staff could be encouraged further still through the implementation of a Travel Plan, which could be secured by means of a suitably-worded planning condition.



5.6 Disabled Parking

- 5.6.1 The proposed parking provision includes 3 disabled parking bays in accordance with RBC's adopted standards.

5.7 Cycle Parking

- 5.7.1 Appendix 5 of the currently adopted Rochdale Core Strategy also sets out minimum cycle parking standards. For B8 use developments, the minimum cycle parking standard is 1 space per 850m² (minimum of 2 spaces). When applied to the proposed self-storage facility (8,038m²), this equates to a minimum requirement of 10 cycle parking spaces.
- 5.7.2 As shown on the proposed layout plan in **Appendix A**, a cycle store is proposed to the south-east of the car parking area.

5.8 Commercial Unit Parking

- 5.8.1 No dedicated on-site car parking is proposed for the ground-floor commercial units. This is considered appropriate having regard to the Site's town centre location, the availability of existing public car parking within the surrounding area, and the high level of accessibility by walking, cycling and public transport identified in **Chapter 3**.
- 5.8.2 The commercial units are expected to operate as town centre commercial uses, with the potential to attract linked trips with other nearby town centre destinations, as well as trips by sustainable modes of travel.
- 5.8.3 The proposed approach is also consistent with the wider objectives of the Middleton Town Centre Masterplan, which seeks to improve pedestrian and cycle connectivity, enhance the public realm, reduce the dominance of vehicular traffic and create more attractive routes for pedestrians and cyclists.
- 5.8.4 Notwithstanding the above, should the proposed commercial units generate any occasional new vehicle trips, there are a number of publicly available car parks within the vicinity of the Site that provide short-stay parking opportunities. The locations of nearby car parks are shown on **Image 5.1**, and further details of the parking capacity and operation of each car park are provided in **Table 5.3**.



Image 5.1 – Car Park Locations

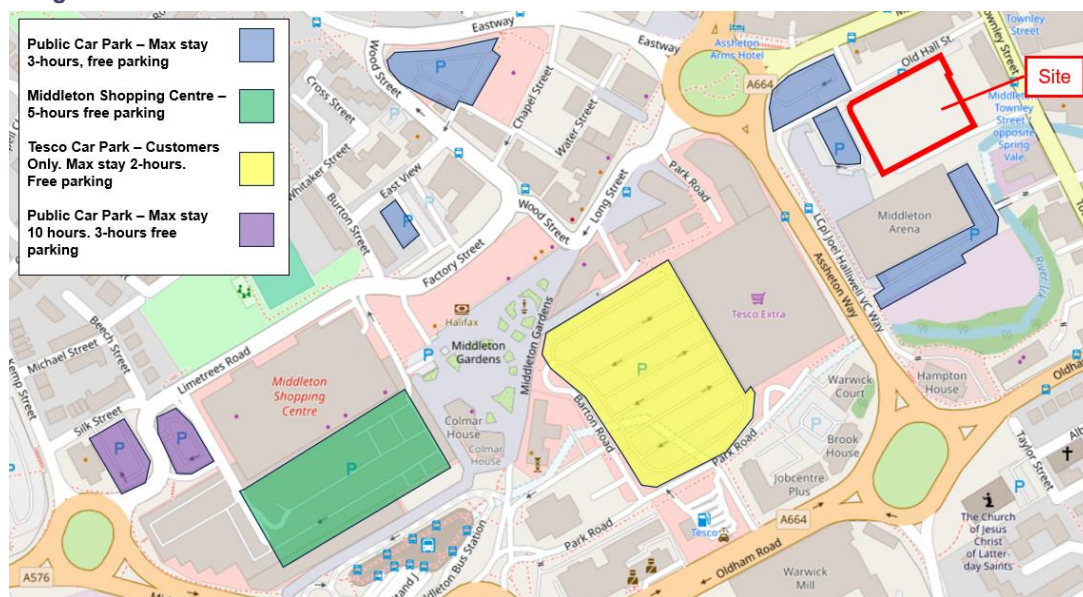


Table 5.3 – Car Park Details

Name	Capacity	Public / Private	Operation
Middleton Arena (North)	39	Public	Free parking. Maximum stay 3-hours
Market Place	42	Public	Free parking. Maximum stay 3-hours
Middleton Arena South	91	Public	Free parking. Maximum stay 3-hours
Tesco	490	Private	Customers only. Maximum stay 2-hours
East View	49	Public	Free parking. Maximum stay 3-hours
Middleton Shopping Centre	401	Private	Multi storey. 5-hours free parking.
Limetrees	36	Public	3-hours free parking. Maximum stay 10 hours
Middleton Archer	58	Public	3-hours free parking. Maximum stay 10 hours
Total	1,206	-	-

5.8.5 As shown in **Table 5.3**, the surrounding area includes a substantial amount of existing parking provision, including publicly available short-stay car parks and private customer car parks associated with existing town centre uses.

5.8.6 It should also be noted that a total of 12 cycle spaces (i.e. 2 spaces per unit) will be provided externally to the north-west of the Site to serve the proposed commercial units. Further cycle parking will also be available for staff within the secure cycle store proposed within the car parking area.



5.9 Summary

- 5.9.1 The proposed parking provision (22 spaces) is considered sufficient to accommodate the forecast demand associated with the self-storage element of the development, with TRICS comparator sites indicating a maximum demand of approximately 17 spaces and the accumulation assessment indicating a maximum demand of 15 spaces.
- 5.9.2 The absence of dedicated on-site parking for the ground-floor commercial units is considered appropriate having regard to the Site's town centre location, accessibility by sustainable modes, potential for linked trips and the availability of existing short-stay public parking within the surrounding area.
- 5.9.3 Overall, the proposed parking arrangements are considered to be appropriate and proportionate to the nature, location and operational characteristics of the proposed development.



6.0 TRAFFIC GENERATION

6.1 Introduction

- 6.1.1 This chapter sets out the peak hour traffic generation forecasts associated with the former use of the Site, the proposed development, and the resultant net difference in trip generation.

6.2 Former Use

- 6.2.1 As set out earlier in this TS, the application Site forms part of the wider former Storage World site, which was until recently occupied by a lawful self-storage use. Although the former building has now been demolished, the former Storage World operation provides a relevant baseline in terms of the lawful traffic generation already deemed acceptable at the Site, having regard to its recent lawful operation, the absence of any intervening use, and the fact that the proposed development would retain a comparable self-storage use on part of the wider site.
- 6.2.2 The trip generation associated with the former Storage World facility has been forecast using weekday vehicle trip rates derived from the industry-standard TRICS database. The trip rates have been applied to the former self-storage floorspace of approximately 9,290m².
- 6.2.3 It is acknowledged that the current application relates only to part of the former Storage World site, with the remaining land expected to come forward separately for residential-led development. The former-use assessment should therefore be understood as a comparison against the recent operational use of the wider former Storage World site, rather than as a strict 'red-line' fallback position for the current application site alone.
- 6.2.4 The trip generation associated with the Site's former use has been forecast in accordance with weekday vehicle trip rates derived from the industry-standard TRICS database (version 8.26.3). The following search criteria has been applied within the TRICS database:
- i) TRICS land use category – "Employment / Warehousing – Self Storage";
 - ii) Edge of Town Centre, Suburban Area, and Edge of Town locations only;
 - iii) Weekday surveys only; and



iv) Selection by GFA.

- 6.2.5 The full TRICS output is contained in **Appendix F. Table 6.1** summarises the trip rates (per 100sqm), and the associated traffic generation forecasts when these trip rates are applied to the former use (circa 9,290sqm).

Table 6.1 – Former Storage World Facility Trip Generation

Time Period	Trip Rates (per 100sqm)			Trip Generation (9,290sqm)		
	Arrive	Depart	Total	Arrive	Depart	Total
Weekday AM Peak Hour (08:00-09:00)	0.156	0.073	0.229	14	7	21
Weekday PM Peak Hour (17:00-18:00)	0.021	0.109	0.13	2	10	12
Daily (07:00 – 19:00)	1.368	1.373	2.741	127	128	255

- 6.2.6 A review of **Table 6.1** demonstrates that the former use was capable of generating approximately 21 two-way vehicle trips in the AM peak hour and 12 two-way vehicle trips in the PM peak hour. Over the course of an average weekday, the former use was capable of generating approximately 255 two-way trips.

6.3 Proposed Development

Self-Storage

- 6.3.1 The same TRICS selection criteria shown in **Section 6.2** above has been applied to the proposed self-storage use.
- 6.3.2 **Table 6.2** summarises the trip rates (per 100sqm), and the associated traffic generation forecasts when these trip rates are applied to the proposed self-storage use (circa 8,038sqm).

Table 6.2 – Proposed Use Trip Generation: Self Storage

Time Period	Trip Rates (per 100sqm)			Trip Generation (8,038sqm)		
	Arrive	Depart	Total	Arrive	Depart	Total
Weekday AM Peak Hour (08:00-09:00)	0.156	0.073	0.229	13	6	18
Weekday PM Peak Hour (17:00-18:00)	0.021	0.109	0.13	2	9	10
Daily (07:00 – 19:00)	1.368	1.373	2.741	110	110	220



- 6.3.3 As shown in **Table 6.2**, the self-storage element of the proposed development is forecast to generate 18 two-way vehicle trips in the AM peak hour and 10 two-way vehicle trips in the PM peak hour. Over the course of an average weekday, the self-storage use is expected to generate approximately 220 two-way trips.

Ground Floor Commercial Units

- 6.3.4 As set out in **Chapter 3**, the Site is located within Middleton Town Centre and benefits from a high level of accessibility by walking, cycling and public transport. The ground-floor commercial units are therefore expected to serve local town-centre demand, with trips likely to be made by sustainable modes or linked with existing retail, commercial and leisure activity in the town centre.
- 6.3.5 With regards to the above, and given that no dedicated on-site car parking is proposed for the commercial units, it is not considered necessary to assess the ground floor commercial units as generating entirely new vehicle trips comparable to a standalone retail or commercial destination.
- 6.3.6 Any vehicle trips would be expected to be limited and primarily comprise linked trips associated with wider activity within Middleton Town Centre.

6.4 Net Trip Generation

- 6.4.1 The likely change in traffic generation has been assessed by comparing the proposed self-storage facility against the recent lawful self-storage use associated with the wider former Storage World site. This provides a relevant contextual comparison, noting that the proposed development would bring forward a comparable self-storage use on part of the former operational site.
- 6.4.2 As summarised in **Table 6.3**, the proposed self-storage facility is forecast to generate fewer vehicle trips than the former Storage World use, reflecting the reduction in self-storage floorspace from approximately 9,290m² to approximately 8,038m².



Table 6.3 – Net Trip Generation

	AM Peak Hour			PM Peak Hour			Average Weekday		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Former Use	14	7	21	2	10	12	127	128	255
Proposed Development	13	6	18	2	9	10	110	110	220
Net Difference	-1	-1	-3	0	-1	-2	-17	-18	-35

- 6.4.3 Notwithstanding the above, even when considered on a gross basis, the proposed self-storage facility is forecast to generate only 18 two-way vehicle trips during the AM peak hour, 10 two-way vehicle trips during the PM peak hour. This equates to one two-way trip every 3-4 minutes in the AM peak hour, and one two-way trip every 6 minutes in the PM peak hour, on average. This level of traffic generation would not be expected to give rise to a material or unacceptable impact on the local highway network.



7.0 SUMMARY AND CONCLUSIONS

7.1 Summary

- 7.1.1 Axis have been appointed by Self-Storage Performance Management International Limited to provide highways and transport advice in relation to a full planning application for a new self-storage facility, with associated ground-floor commercial units, on land located off Old Hall Street, Middleton.
- 7.1.2 The Site previously formed part of the wider Storage World self-storage facility, which operated from the Site until its recent demolition. The former self-storage use therefore provides a relevant baseline against which the highway and transport-related impact of the proposed development has been assessed.
- 7.1.3 A high-level review of the accidents recorded on the local highway network within the most recently available three-year period has been carried out. The analysis does not indicate that there are any existing highway safety issues within the immediate vicinity of the proposed site access that could be exacerbated by the proposed development.
- 7.1.4 The accessibility of the Site has been assessed in terms of walking, cycling and public transport. The Site is located within Middleton Town Centre and benefits from good access to pedestrian infrastructure, cycle routes, bus services and rail services. Overall, the Site is considered to be highly accessible by sustainable modes of transport.
- 7.1.5 Vehicular access to the proposed development will be provided via a new priority-controlled access junction off Old Hall Street. 2.4m x 40m visibility splays will be achievable from the proposed access in accordance with the 30mph speed limit along Old Hall Street and relevant guidance contained in MfS.
- 7.1.6 Swept path analysis has been undertaken of the proposed access, parking and servicing arrangements. This demonstrates that the Site can safely and satisfactorily accommodate the anticipated vehicle movements associated with the development, including access by an 11m removals van, an 11.2m refuse vehicle and large cars.



- 7.1.7 The proposed development would provide 22 car parking spaces, comprising 20 general bays and 2 disabled bays, together with a dedicated cycle store. This level of provision is considered sufficient to accommodate the forecast parking demand associated with the self-storage element of the development.
- 7.1.8 No dedicated on-site car parking provision is proposed for the proposed ground floor retail units. This is considered appropriate having regard to the Site's town centre location, accessibility by sustainable modes, potential for linked trips and the availability of existing public parking within the surrounding area.
- 7.1.9 When compared with the former self-storage use of the Site, the proposed development is forecast to result in a modest reduction in vehicle trips, comprising a reduction of 3 two-way trips in the AM peak hour, 2 two-way trips in the PM peak hour and 35 two-way trips over the course of an average weekday. However, even when assessed in isolation, the proposed self-storage facility is forecast to generate only 18 two-way trips in the AM peak hour, and 10 two-way trips in the PM peak hour. This level of traffic generation would not be expected to give rise to a material impact on the operation or safety of the local highway network.
- 7.1.10 The proposed development is therefore considered to be acceptable from a highways and transport perspective and would not give rise to any unacceptable impact on the local highway network.

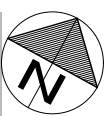
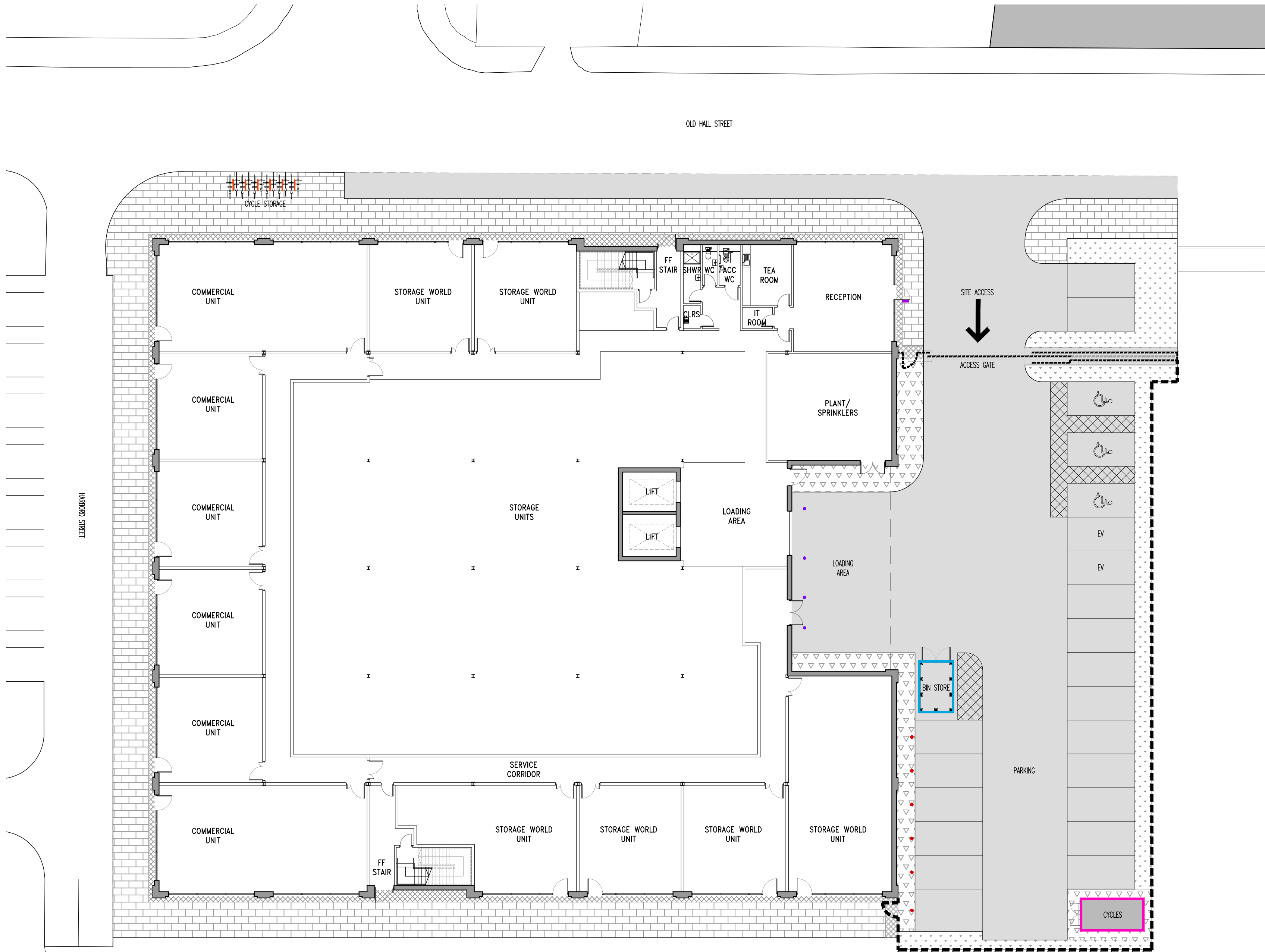
7.2 Conclusion

- 7.2.1 With regard to the evidence presented within this report, the proposals are considered to pass the test set out in paragraph 116 of the NPPF which states that developments should only be prevented or refused if the traffic impact on the road network would be 'severe'.
- 7.2.2 Thereby, it is considered that there should be no reason to withhold planning permission from a transport perspective.



Appendix A – Proposed Site Layout Plan





SPECIFICATION:

PROPOSED HARD LANDSCAPE:

- TARMAC ROAD AND PARKING FINISH
- MARSHALLS LUNAR PAVING, LAID IN MIXTURE OF SIZES AND COLOURS
- 100x200mm MARSHALLS LUNAR PAVING BORDER, COLOUR: SHADOW
- 600x600mm MARSHALLS SAXON TEXTURED CONCRETE PAVING, COLOUR: NATURAL

PROPOSED SOFT LANDSCAPE:

- PLANTING

BOUNDARY TREATMENT:

- 2400mm PALADIN FENCING AND GATES
- PALADIN FENCE COLOUR: RAL 9005 BLACK

Rev	Description	Date	By	Chk
-----	-------------	------	----	-----

Status	Purpose for Issue			
Planning	☐	Tender	☐	
Construction	☐	As Built	☐	

Client
STORAGE WORLD

Contract
PROPOSED DEVELOPMENT
STORAGE WORLD
MIDDLETON

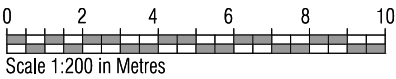
Drawing
PROPOSED EXTERNAL WORKS

bateandtaylor
architects

macintosh house
4a cambridge street
manchester m1 5gg
tel: 0161 236 0999
fax: 0161 236 0404
mail@bate-taylor.co.uk

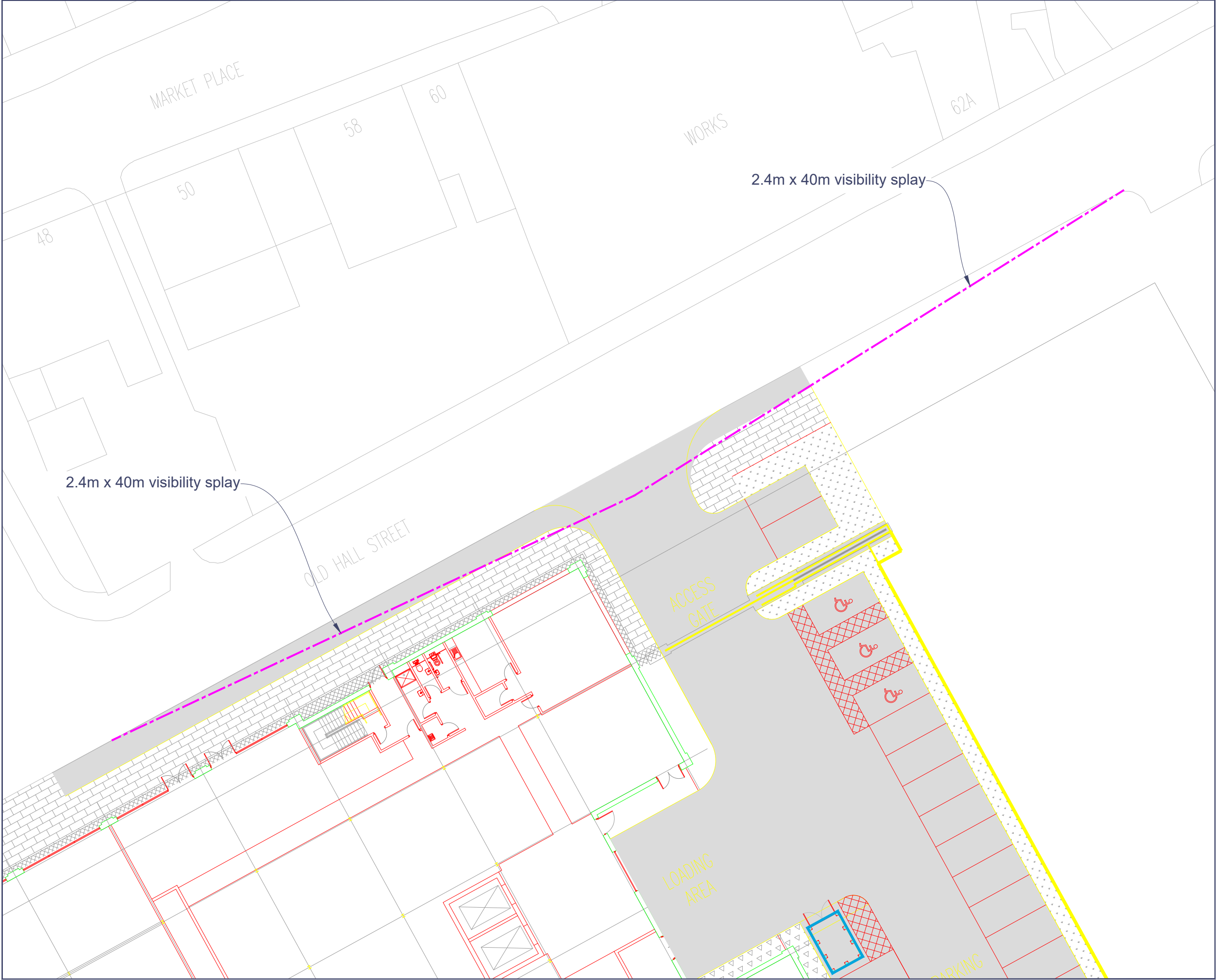
Drawing No. MH1463-SK16 Revision /
Scales 1:200 @ A2 Date JUL '26
Drawn LT Checked GB

This drawing is the copyright of the Architect and may not be reproduced without licence.
DO NOT scale from this drawing.



Appendix B – Drawing No. 5571-D01A: Visibility Splays





Visibility Splays

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axis.co.uk



Client
**Self-Storage Performance
Management International Ltd**
Project

Old Hall Street, Middleton

Drawing Title

Visibility Splays

Scale
1:250 @A3

Date
11.06.26

Dwg no

5571-D01

Status

Prelim

Drawn Checked

JW AB

Rev

A



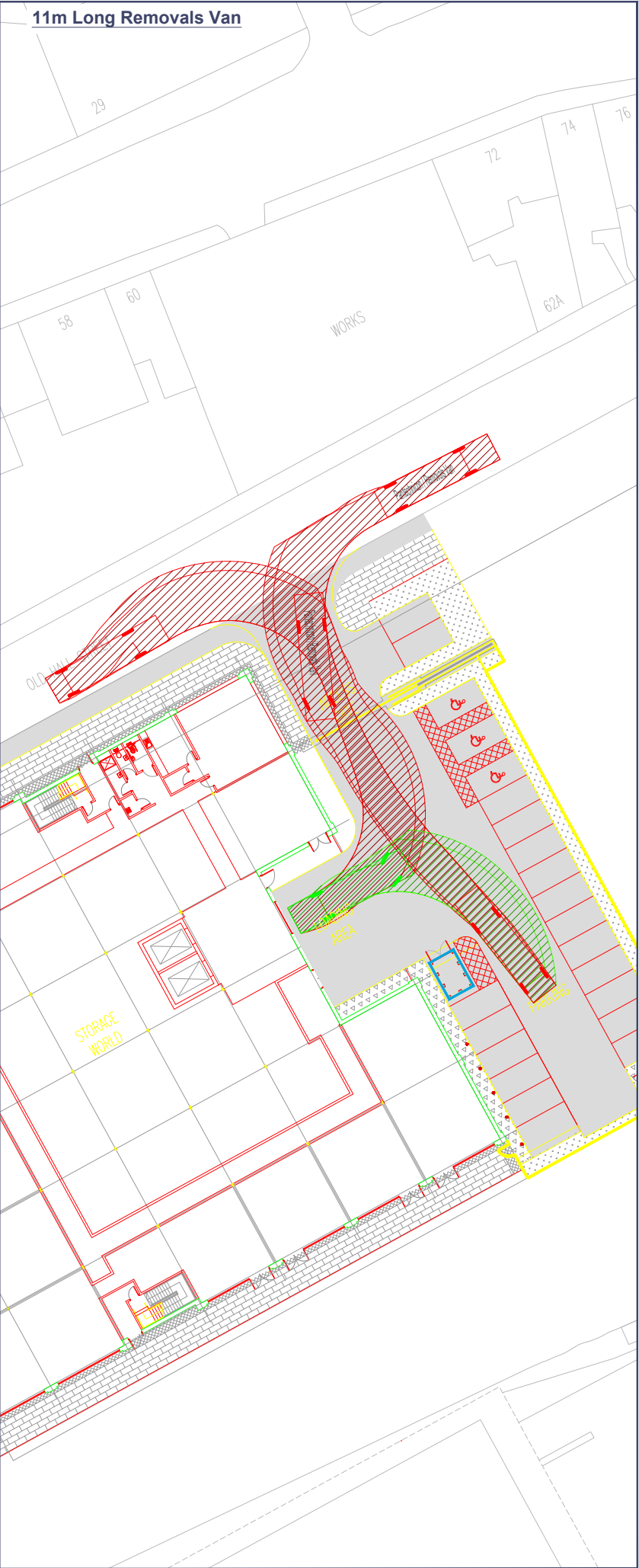
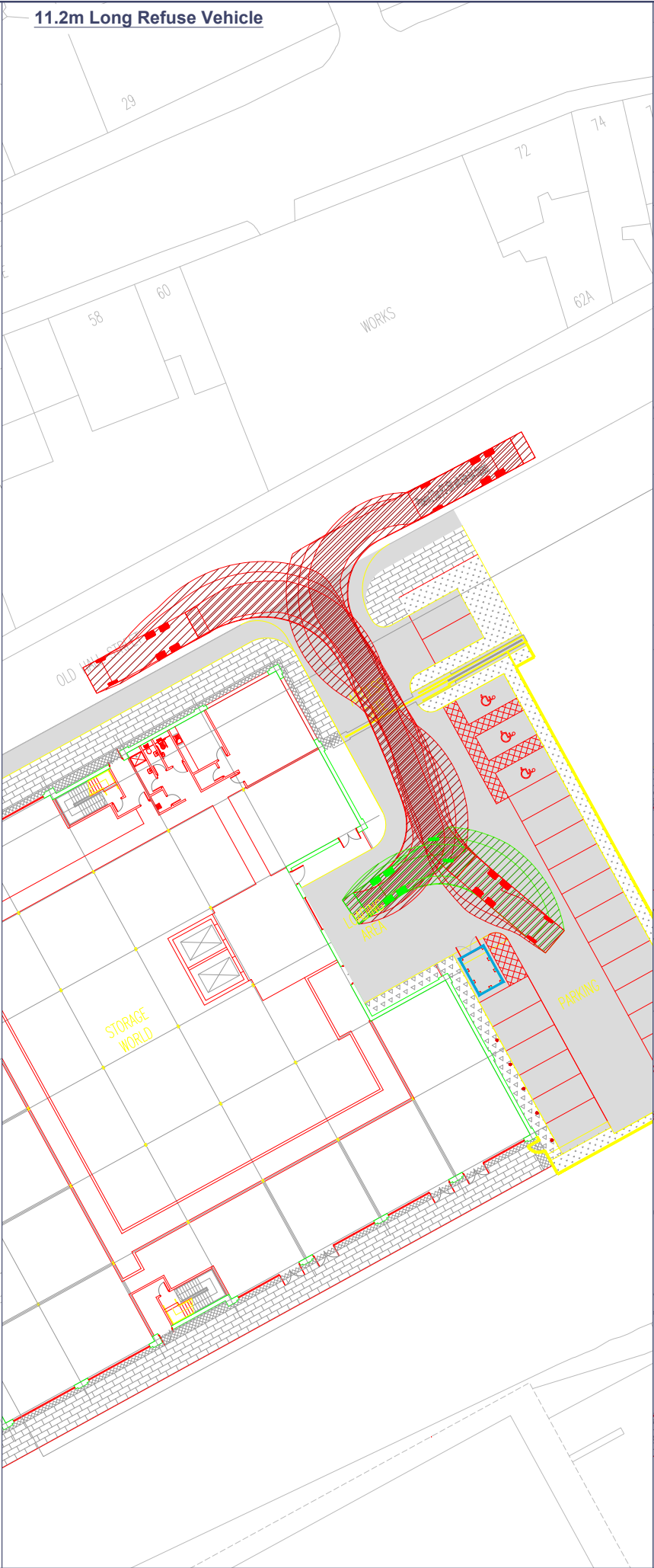
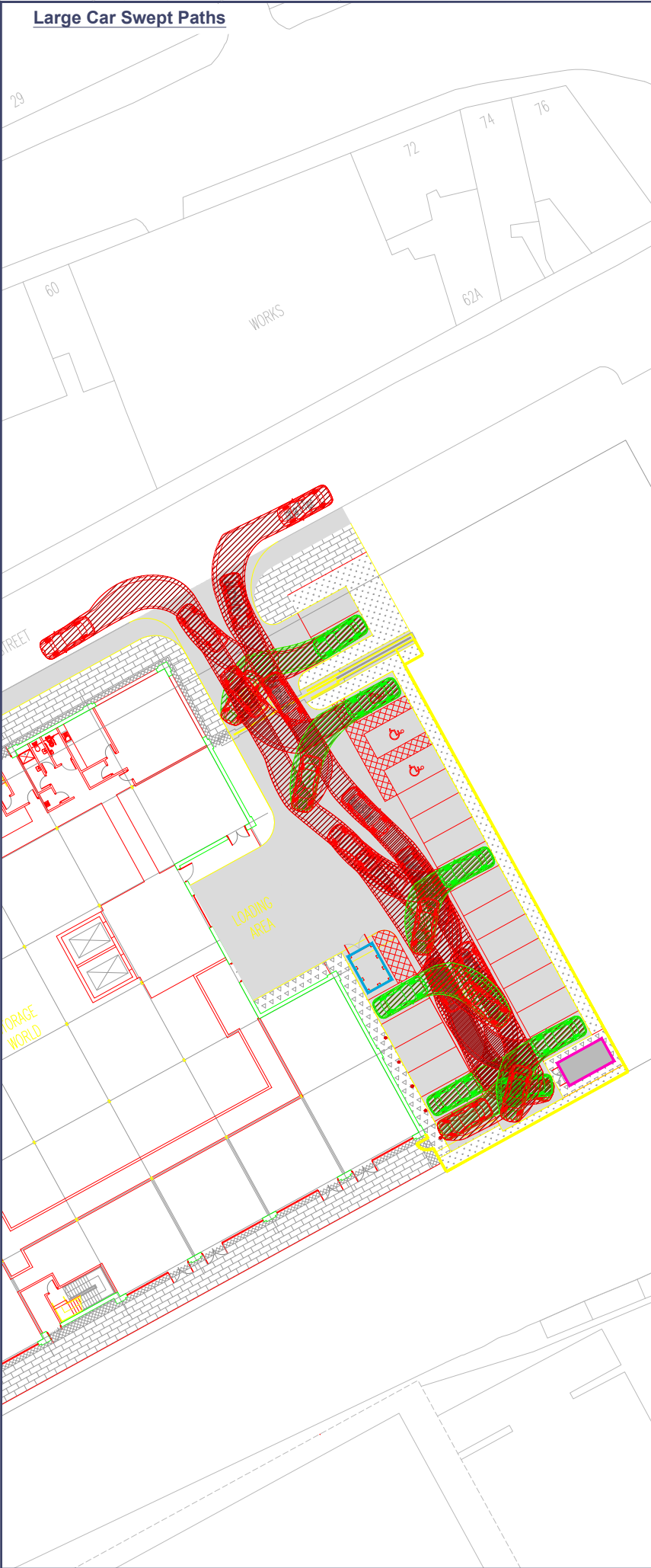
revision: **A** desc: **Revised site layout**

date: **28-07-26**

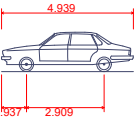


Appendix C – Drawing No. 5571-ATR01A: Swept Path Analysis

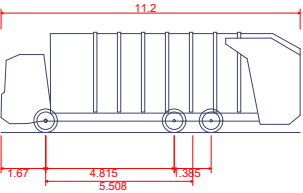




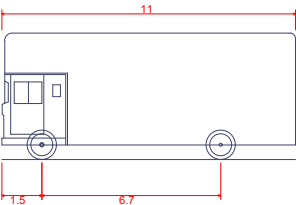
Vehicles Used in Tracking:



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



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m



Pantechnicon / Removals Van
Overall Length 11.000m
Overall Width 2.500m
Overall Body Height 4.730m
Min Body Ground Clearance 0.541m
Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 12.200m

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axis.co.uk



Client
**Self-Storage Performance
Management International Ltd**
Project

Old Hall Street, Middleton

Drawing Title

Swept Path Analysis

Scale
1:250 @A3

Date
11.06.26

Dwg no

5571-ATR01

Status

Prelim

Drawn

JW

Checked

AB

Rev

A



Appendix D – Car Parking Occupancy Analysis



5571 Storage World, Old Hall Street, Middleton

Summary of Employment: Warehousing (Self-storage) sites contained within TRICS

TRICS SELF-STORAGE SITES USED IN TRAFFIC GENERATION ASSESSMENT						
Site Reference	Total GFA	Total Parking Spaces	GFA per Parking Space (sqm)	Maximum Car Parking Occupancy	% Occupancy Rate	Maximum Parking Demand Per GFA
MS-02-E-01	8000	9	889	8	89%	1000
NF-02-E-03	6324	18	351	13	72%	486
NW-02-E-01	4261	35	122	18	51%	237
SD-02-E-01	4925	25	197	13	52%	379
TW-02-E-01	5500	20	275	11	55%	500
WK-02-E-01	5046	66	76	22	33%	229
AVERAGE	5676	29	318	14	59%	472

Application of Average Maximum Parking Demand per GFA applied to Application Site

GFA of Proposed Development	Total Parking Spaces	GFA per Parking Space (sqm)	Maximum Parking Occupancy (based on UK Average Maximum Parking Demand per GFA)
8,038	22	365	17

Appendix E – Car Park Accumulation Exercise



CAR PARK ACCUMULATION ASSESSMENT

Proposed Land Use: Self-storage

Proposed GFA (100sqm): 80.38

No. of required overnight spaces/
Manually adjusted initial occupation no. 0

Hour	Trip Rate In	Trip Rate Out	Vehicle Arrivals	Vehicle Departures	Parking Demand
Time Range					
00:00-01:00	0.000	0.000	0	0	0
01:00-02:00	0.000	0.000	0	0	0
02:00-03:00	0.000	0.000	0	0	0
03:00-04:00	0.000	0.000	0	0	0
04:00-05:00	0.000	0.000	0	0	0
05:00-06:00	0.000	0.000	0	0	0
06:00-07:00	0.000	0.000	0	0	0
07:00-08:00	0.065	0.018	5	1	4
08:00-09:00	0.156	0.073	13	6	10
09:00-10:00	0.150	0.126	12	10	12
10:00-11:00	0.170	0.141	14	11	15
11:00-12:00	0.132	0.150	11	12	13
12:00-13:00	0.159	0.156	13	13	14
13:00-14:00	0.144	0.159	12	13	12
14:00-15:00	0.138	0.156	11	13	11
15:00-16:00	0.106	0.123	9	10	9
16:00-17:00	0.109	0.112	9	9	9
17:00-18:00	0.021	0.109	2	9	2
18:00-19:00	0.018	0.050	1	4	0
19:00-20:00	0.000	0.000	0	0	0
20:00-21:00	0.000	0.000	0	0	0
21:00-22:00	0.000	0.000	0	0	0
22:00-23:00	0.000	0.000	0	0	0
23:00-24:00	0.000	0.000	0	0	0

Maximum Parking Demand: 15

Peak Demand Period: 10:00 - 11:00



Figure: Appendix E
Project Name: Old Hall Street, Middleton
Project Number: 5571
Description: Car Park Accumulation / Demand Assessment - Proposed Self-Storage Use
Date: 12.06.26

Appendix F – TRICS Outputs



Audit Code: 31856112-1b70-43f0-a2b3-e2c9ab30231b

Filtering Summary:

Land Use: 02/E EMPLOYMENT/WAREHOUSING (SELF STORAGE)

Selected Trip Rate Calculation Parameter Range: 4000 - 8000 sqm GFA

Actual Trip Rate Calculation Parameter Range: 4261 - 8000 sqm GFA

Date Range: Minimum: 01/01/2010 Maximum: 28/04/2025

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 605 5186

Days of the week selected:

Monday	2
Wednesday	1
Thursday	1
Friday	2

Main Location Types selected:

Edge of Town Centre	1
Suburban Area	4
Edge of Town	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	5
Servicing Vehicles Included	1

Population <1 Mile ranges selected:

10,001 to 15,000	1
25,001 to 50,000	5

Audit Code: 31856112-1b70-43f0-a2b3-e2c9ab30231b

Population <5 Mile ranges selected:

125,001 to 250,000	3
250,001 to 500,000	1
500,001 or More	2

Car Ownership <5 Mile ranges selected:

0.5 or Less	1
0.6 to 1.0	4
1.1 to 1.5	1

PTAL Rating:

No PTAL Present	6
-----------------	---

Audit Code: 31856112-1b70-43f0-a2b3-e2c9ab30231b

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: E - WAREHOUSING (SELF STORAGE)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	SOUTH WEST		
	SD	SWINDON	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 day
08	NORTH WEST		
	MS	MERSEYSIDE	1 day
09	NORTH		
	TW	TYNE & WEAR	1 day
10	WALES		
	NW	NEWPORT	1 day

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

Audit Code: 31856112-1b70-43f0-a2b3-e2c9ab30231b

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:	GFA
Actual Range:	4261 to 8000 (units:sqm)
Range Selected by User:	4000 to 8000 (units:sqm)
Parking Spaces Range:	9 - 105

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/10 to 28/04/25

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

Selected survey days:	
Monday	2 days
Wednesday	1 days
Thursday	1 days
Friday	2 days

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

Selected survey types:	
Manual count	6
Direction ATC Count	0

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	1 days
Suburban Area	4 days
Edge of Town	1 days

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:	
Built-Up Zone	2 days
Commercial Zone	1 days
Industrial Zone	2 days
No Sub Category	1 days

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 Vehicle Counts:	
Servicing vehicles Included	1 days
Servicing vehicles Unknown	5 days

Audit Code: 31856112-1b70-43f0-a2b3-e2c9ab30231b

Secondary Filtering Selection:

Use Class:

B8	6 surveys
----	-----------

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

Population within 500m Range:

605 - 5186

Population within 1 mile:

10,001 to 15,000	1 surveys
25,001 to 50,000	5 surveys

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

Population within 5 miles:

125,001 to 250,000	3 surveys
250,001 to 500,000	1 surveys
500,001 or More	2 surveys

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

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	4 surveys
1.1 to 1.5	1 surveys

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.

Audit Code: 31856112-1b70-43f0-a2b3-e2c9ab30231b

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 6 surveys

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 6 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No



Audit Code: 31856112-1b70-43f0-a2b3-e2c9ab30231b

1 MILL LANE LIVERPOOL Suburban Area Industrial Zone Gross floor area: 8000.00 sqm Survey date: Thursday 09/09/2010	MS-02-E-01	BIG YELLOW	MERSEYSIDE	Survey Type: Manual
2 CANARY WAY NORWICH Suburban Area Built-Up Zone Gross floor area: 6324.00 sqm Survey date: Friday 04/04/2025	NF-02-E-03	BIG YELLOW SELF STORAGE	NORFOLK	Survey Type: Manual
3 LEEWAY COURT NEWPORT LEEWAY INDUSTRIAL EST. Edge of Town Commercial Zone Gross floor area: 4261.00 sqm Survey date: Friday 22/10/2010	NW-02-E-01	STORAGE GIANT	NEWPORT	Survey Type: Manual
4 DRAKES WAY SWINDON Suburban Area No Sub Category Gross floor area: 4925.00 sqm Survey date: Wednesday 21/09/2016	SD-02-E-01	BIG YELLOW SELF STORAGE	SWINDON	Survey Type: Manual
5 STONEYGATE CLOSE GATESHEAD Suburban Area Industrial Zone Gross floor area: 5500.00 sqm Survey date:	TW-02-E-01	1ST STORAGE	TYNE & WEAR	Survey Type: Manual
6 HOOD STREET COVENTRY Edge of Town Centre Built-Up Zone Gross floor area: 5046.00 sqm Survey date:	WK-02-E-01	SELF STORAGE	WARWICKSHIRE	Survey Type: Manual

Audit Code: 31856112-1b70-43f0-a2b3-e2c9ab30231b

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	5	5546	0.065	0.018	0.083
08:00-09:00	6	5676	0.156	0.073	0.229
09:00-10:00	6	5676	0.150	0.126	0.276
10:00-11:00	6	5676	0.170	0.141	0.311
11:00-12:00	6	5676	0.132	0.150	0.282
12:00-13:00	6	5676	0.159	0.156	0.315
13:00-14:00	6	5676	0.144	0.159	0.303
14:00-15:00	6	5676	0.138	0.156	0.294
15:00-16:00	6	5676	0.106	0.123	0.229
16:00-17:00	6	5676	0.109	0.112	0.221
17:00-18:00	6	5676	0.021	0.109	0.130
18:00-19:00	5	5546	0.018	0.050	0.068
19:00-20:00	1	5046	0.000	0.000	0.000
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.368	1.373	2.741

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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Audit Code: 31856112-1b70-43f0-a2b3-e2c9ab30231b

Parameter Summary:

Trip rate parameter range selected:	4000 - 8000 (units: sqm)
Survey date date range:	09/09/2010 - 04/04/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 31856112-1b70-43f0-a2b3-e2c9ab30231b

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	5	5546	0.004	0.004	0.008
08:00-09:00	6	5676	0.006	0.003	0.009
09:00-10:00	6	5676	0.006	0.009	0.015
10:00-11:00	6	5676	0.003	0.000	0.003
11:00-12:00	6	5676	0.000	0.000	0.000
12:00-13:00	6	5676	0.003	0.003	0.006
13:00-14:00	6	5676	0.003	0.000	0.003
14:00-15:00	6	5676	0.003	0.003	0.006
15:00-16:00	6	5676	0.003	0.006	0.009
16:00-17:00	6	5676	0.000	0.003	0.003
17:00-18:00	6	5676	0.000	0.000	0.000
18:00-19:00	5	5546	0.000	0.000	0.000
19:00-20:00	1	5046	0.000	0.000	0.000
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.031	0.031	0.062

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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Audit Code: 31856112-1b70-43f0-a2b3-e2c9ab30231b

Parameter Summary:

Trip rate parameter range selected:	4000 - 8000 (units: sqm)
Survey date date range:	31/10/2011 - 31/10/2011
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 31856112-1b70-43f0-a2b3-e2c9ab30231b

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

PSVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	5	5546	0.000	0.000	0.000
08:00-09:00	6	5676	0.000	0.000	0.000
09:00-10:00	6	5676	0.000	0.000	0.000
10:00-11:00	6	5676	0.000	0.000	0.000
11:00-12:00	6	5676	0.000	0.000	0.000
12:00-13:00	6	5676	0.000	0.000	0.000
13:00-14:00	6	5676	0.000	0.000	0.000
14:00-15:00	6	5676	0.000	0.000	0.000
15:00-16:00	6	5676	0.000	0.000	0.000
16:00-17:00	6	5676	0.000	0.000	0.000
17:00-18:00	6	5676	0.000	0.000	0.000
18:00-19:00	5	5546	0.000	0.000	0.000
19:00-20:00	1	5046	0.000	0.000	0.000
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 31856112-1b70-43f0-a2b3-e2c9ab30231b

Parameter Summary:

Trip rate parameter range selected:	4000 - 8000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 31856112-1b70-43f0-a2b3-e2c9ab30231b

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	5	5546	0.007	0.004	0.011
08:00-09:00	6	5676	0.015	0.012	0.027
09:00-10:00	6	5676	0.018	0.015	0.033
10:00-11:00	6	5676	0.009	0.012	0.021
11:00-12:00	6	5676	0.009	0.018	0.027
12:00-13:00	6	5676	0.006	0.006	0.012
13:00-14:00	6	5676	0.012	0.012	0.024
14:00-15:00	6	5676	0.009	0.018	0.027
15:00-16:00	6	5676	0.012	0.012	0.024
16:00-17:00	6	5676	0.003	0.003	0.006
17:00-18:00	6	5676	0.000	0.000	0.000
18:00-19:00	5	5546	0.004	0.004	0.008
19:00-20:00	1	5046	0.000	0.000	0.000
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.104	0.116	0.220

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

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Audit Code: 31856112-1b70-43f0-a2b3-e2c9ab30231b

Parameter Summary:

Trip rate parameter range selected:	4000 - 8000 (units: sqm)
Survey date date range:	09/09/2010 - 04/04/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 31856112-1b70-43f0-a2b3-e2c9ab30231b

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

Taxis

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	5	5546	0.000	0.000	0.000
08:00-09:00	6	5676	0.000	0.000	0.000
09:00-10:00	6	5676	0.003	0.003	0.006
10:00-11:00	6	5676	0.006	0.006	0.012
11:00-12:00	6	5676	0.003	0.003	0.006
12:00-13:00	6	5676	0.003	0.003	0.006
13:00-14:00	6	5676	0.000	0.000	0.000
14:00-15:00	6	5676	0.000	0.000	0.000
15:00-16:00	6	5676	0.000	0.000	0.000
16:00-17:00	6	5676	0.006	0.003	0.009
17:00-18:00	6	5676	0.003	0.006	0.009
18:00-19:00	5	5546	0.000	0.000	0.000
19:00-20:00	1	5046	0.000	0.000	0.000
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.024	0.024	0.048

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.

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Audit Code: 31856112-1b70-43f0-a2b3-e2c9ab30231b

Parameter Summary:

Trip rate parameter range selected:	4000 - 8000 (units: sqm)
Survey date date range:	09/09/2010 - 21/09/2016
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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