

Prepared for Harwindar Singh

Proposed Temporary Industrial Use at Former Particular Baptist Church, Rochdale Road, Manchester

Transport Statement and Servicing Management Strategy

240190

APRIL 2024



SCP GENERAL NOTES

Project No.: 240190-TA (0.0)

Title: Proposed Temporary Industrial Use at Former Particular Baptist Church,
Rochdale Road, Manchester, Transport Statement and Servicing Management
Strategy

Client: Prepared for Harwindar Singh

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Office: Manchester

Author	Orla Proffitt / Liam Bessell	Reviewer	Liam Bessell / Mark Devenish
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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

Prepared for Harwindar Singh

Proposed Temporary Industrial Use at Former Particular Baptist Church, Rochdale Road, Manchester, Transport Statement and Servicing Management Strategy

240190-TA (0.0)

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1 INTRODUCTION

General

- 1.1 SCP are instructed by Harwindar Singh to provide highway, traffic and transport advice in connection with a planning application for the temporary change of use at the former Particular Baptist Church, Rochdale Road, Manchester.
- 1.2 The planning application seeks the temporary change of use from a Place of Worship (F1) to General Industrial (B2) & Storage & Distribution (B8) and the installation of a new roller shutter door to the side elevation. Further details on the development proposals are provided in Chapter 3 of this report.

Purpose and Structure of Report

- 1.3 This Transport Statement (TS) has been produced to support the planning application and demonstrate to the Local Planning and Highway Authority that the development is satisfactory from a highway safety, traffic and access perspective.
- 1.4 The TA has been prepared in accordance with the now superseded Department for Transport's (DfT's) March 2007 "Guidance on Transport Assessment" document and gives due regard to the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG).

Structure of Report

- 1.5 The structure of the TA is set out as follows:-
- Chapter 2 - describes in detail the site location and existing uses, surrounding area, local highway network, existing traffic conditions and road safety record;
 - Chapter 3 – defines the development proposals including the proposed access, and car parking arrangements;
 - Chapter 4 – provides the servicing management strategy once the development becomes fully operational;

- Chapter 5 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
- Chapter 6 – estimates the number of multimodal trips generated by the development and presents the anticipated highway impact; and
- Chapter 7 – provides summary and conclusions to this TS derived from the analysis presented in the above Chapters.

2 EXISTING CONDITIONS

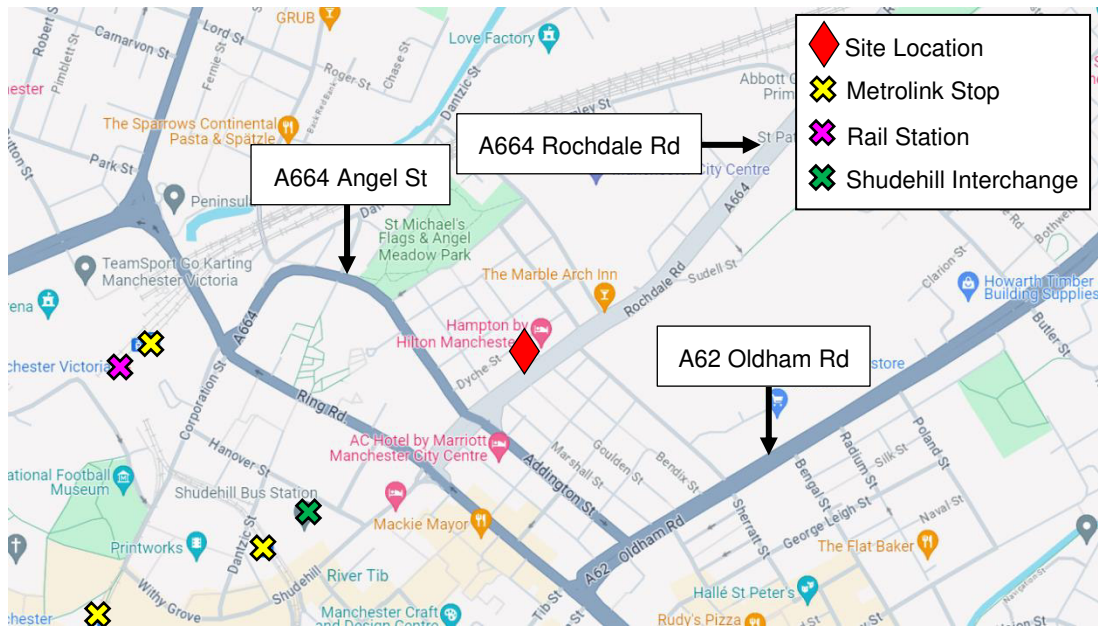
Overview

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

Site location and Composition

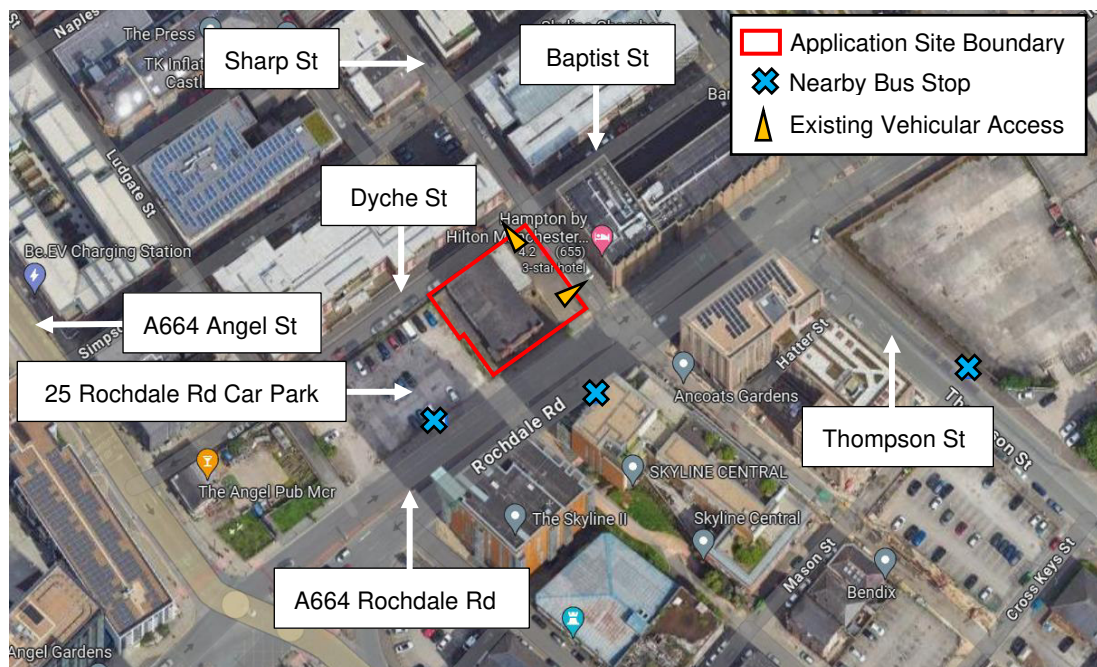
- 2.2 The application site comprises the former Particular Baptist Church, located along Rochdale Road, immediately to the north-east of Manchester city centre and less than 10 minutes' walk from Shudehill Interchange
- 2.3 The site is bounded by Dyche Street to the north-west, Sharp Street to the north-east, the A6644 Rochdale Road to the south-east, and the former '25 Rochdale Road Car Park', pay-and-display parking area which closed in February 2024, to the south-west. At the time of writing this report, the '25 Rochdale Road Car Park' is undergoing construction works associated with an 11 storey 229-bedroom hotel under Local Planning application (LPA) ref. 127537/FO/2020.
- 2.4 The application site includes the existing church building which has a gross floor area (GFA) of 402sq.m and an informal parking area on the eastern section.
- 2.5 The site's location in relation to the wider highway network is shown on **Figure 2.1** below.

Figure 2.1 – Site Location – Wider Highway Network



2.6 The site's location in relation to the local highway network is shown on **Figure 2.1** below.

Figure 2.2 – Site Location Local Highway Network



- 2.7 As shown on **Figure 2.2** above, there are currently two vehicular accesses to the site. The primary access to the site is located along Sharp Street to the east and takes the form of a priority access with a carriageway width of approximately 5.6m.
- 2.8 The secondary access to the site is located along Dyche Street to the north and takes the form of a priority access with a carriageway width of approximately 2.6m.

Local Highway Network

A664 Rochdale Road

- 2.9 The A664 Rochdale Road is located along the south-eastern boundary of the site and forms one of the key arterial routes into Manchester city centre. In the vicinity of the site, the A664 Rochdale Road takes the form of a dual carriageway and benefits from footways along both sides of the carriageway.
- 2.10 In the vicinity of the site, the A664 Rochdale Road is subject to Traffic Regulation Orders (TROs) which prevent parking from occurring along key sections of the highway including the junction with Sharp Street.
- 2.11 In the vicinity of the site, the A664 Rochdale Road benefits from street lighting and is subject to a mandatory 30mph speed limit.

Sharp Street

- 2.12 Sharp Street is located along the north-eastern boundary of the site and provides a link between Naples Street to the north-west and the A664 Rochdale Road to the south-east. In the vicinity of the site, Sharp Street has a carriageway width of approximately 5.5m and benefits from footways along both sides of the carriageway.
- 2.13 In the vicinity of the site, Sharp Street is subject to TROs which prevent parking from occurring along key sections of the highway. Formal on-street parking is located directly opposite the primary site access along Sharp Street. The on-street parking provides space for around 2-3 cars and is restricted to a maximum stay of 2 hours between 8am-6pm on Monday to Friday and between 8am – 12:30pm on Saturdays.
- 2.14 In the vicinity of the site, Sharp Street benefits from street lighting and is subject to a mandatory 20mph speed limit.

Dyche Street

- 2.15 Dyche Street is located along the north-western boundary of the site and provides a link between Sharp Street to the north-east and Angel Street to the south-west. In the vicinity of the site, Dyche Street has a carriageway width of approximately 5.5m and benefits from footways along both sides of the carriageway.
- 2.16 In the vicinity of the site, Dyche Street is subject to TROs which prevent parking from occurring along the northern section of the carriageway and formal-on street parking is provided along the southern section of the carriageway. The on-street parking provides space for around 2-3 cars and is restricted to a maximum stay of 2 hours between 8am-6pm on Monday to Friday and between 8am-12:30pm on Saturdays.
- 2.17 Dyche Street is subject to one-way operation in a south-west bound direction and a pair of chicanes are provided along the road, located immediately to the south-west of the secondary access.
- 2.18 In the vicinity of the site, Sharp Street benefits from street lighting and is subject to a mandatory 20mph speed limit.

Road Safety

- 2.19 The Planning Practice Guidance (PPG) 'Transport evidence bases in plan making and decision taking' document states that, "Critical locations on the road network with poor *accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems*".
- 2.20 In order to identify any critical locations on the network with a poor accident record, the STATS-19 personal injury accident data has been obtained for the most recently available 5-year period ending 31st December 2022 as shown on **Figure 2.3** below.

Figure 2.3 – Road Safety Record



- 2.21 **Figure 2.3** demonstrates that there have been two accidents recorded at the study area of Rochdale Road, with a 'slight' severity;
- 2.22 Having regard to the above analysis and relatively low number of accidents which have occurred over the five-year study period and the low number of trips generated by the development, as detailed later, the existing accident record does not represent a material concern in the context of the proposed development.

3 PROPOSED DEVELOPMENT

Overview

- 3.1 The planning application seeks the temporary change of use of the vacant former Particular Baptist Church from a Place of Worship (F1) to General Industrial (B2) & Storage & Distribution (B8) and the installation of a new roller shutter door to the side elevation.
- 3.2 The proposed site layout plan is provided in [Appendix A](#).

Proposed Access Arrangements

- 3.3 Vehicular access to cars will continue to be provided via the existing accesses along Sharp Street. The existing access along Dyche Street will be temporarily closed to vehicular traffic for the duration of the temporary change of use in order to allow space for car parking.
- 3.4 Vehicular access to delivery vehicles will to be restricted to the access along Sharp Street only, with further details on servicing provided in the following chapter of this report.
- 3.5 Pedestrian and cycle access to the site will continue to be provided at the same location as the vehicular accesses.

Proposed Parking

- 3.6 As mentioned previously, the existing access along Dyche Street will be temporarily closed to vehicular traffic for the duration of the temporary change of use in order to allow space for staff car parking. This will allow informal parking for up to 3no. cars.
- 3.7 An additional informal parking for up to 3-4 cars can be provided on the remaining section of the site when deliveries aren't taking place.
- 3.8 Parking standards for proposed developments are provided in MCC's Core Strategy document. The most appropriate categories are 'General Industry' and 'Storage and Distribution' which are summarised below:-

Table 3.1 – Parking Standards Summary

	Max. Number of Parking Spaces		
	MCC Standard	MCC Requirement	Proposed
B2 General Industry	1 space per 60sq.m	7	7
B8 Storage and Distribution	1 space per 100sq.m	4	

3.9 The proposed parking arrangement is therefore in accordance with MCC's parking requirements. The parking arrangement is also considered acceptable for the following reasons:-

- As detailed later in this report, the site benefits from very high levels of accessibility, being within walking distance of the Manchester city centre including a short walk from the interchanges at Victoria Station and Shudehill;
- The general thrust of National and Local planning policy is to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating developments where there is high quality infrastructure and sustainable transport modes can be maximised. Given the proposed development is highly accessible and the reduced level of parking will help to encourage travel by sustainable modes; and
- As detailed in the TS, the local highway network in the immediate vicinity of the site is well protected by existing TROs. It is clear that the key junctions and critical sections of highway in the vicinity of the site are sufficiently protected by waiting restrictions, which helps to ensure that parking does not result in any road safety or operational issues;

3.10 Based on the above, the car parking provision for the proposed development is considered appropriate.

4 SERVICING STRATEGY

General

- 4.1 This strategy will inform the Local Planning and Highway Authority as to the delivery and servicing strategy to be employed by the operator once the development becomes fully operational.

Servicing and Delivery Area

- 4.2 As shown on the site layout plan provided in [Appendix A](#), the proposed change of use will include the installation of a new roller shutter door to the side elevation located next to the site car park where deliveries and servicing will take place.
- 4.3 The largest typical delivery vehicle associated with the use is expected to be smaller delivery vehicles only. Swept path analysis of a 7.5t box van entering and leaving the car park in forward gear has been undertaken and is shown on drawing number SCP/240190/ATR02 presented in [Appendix B](#). The drawing demonstrates that the internal car parking area can be safely accessed and that the manoeuvring in and out can take place from the adopted highway. The plan demonstrates that this manoeuvre can be carried out without any impact on the on-street parking bays on Sharp Street.

Management

- 4.4 The operator will service the development outside of the busiest hours on the local highway network and avoid peak hours, with the majority of deliveries will therefore be scheduled for morning (between 06:300 and 08:00), and evening (between 18:00 and 22:00) on Mondays – Saturdays and all day Sundays.
- 4.5 Where deliveries are expected, a suitable area of the car park will be coned off prior to the expected arrival time of the delivery.
- 4.6 Deliveries will be managed by the operator and each supplier will have a delivery time slot in order to ensure efficiency and avoid conflict between delivery vehicles.
- 4.7 Each delivery vehicle will have a scheduled route and arrive at the development on the same time and day each week. The time slot will be agreed between the managers and suppliers which must be strictly adhered to by the supplier.

- 4.8 If the time slot cannot be met due to unforeseen circumstances, the supplier is to contact the manager to agree a new time slot.
- 4.9 If the servicing area is occupied at the scheduled time of arrival, the manager will inform the incoming supplier, either instructing the delivery/collection vehicle to wait at a predetermined suitable location until further notice or to agree an alternative time slot.

Service and Delivery Vehicle Routing

- 4.10 Details of the agreed routes will be issued to all suppliers. Verbal briefings will be provided to all suppliers and visitors whilst also making them aware of any restrictions that they should adhere to when accessing the site.
- 4.11 Whilst the suppliers and routes for delivery vehicles are yet to be confirmed, it is anticipated that the majority of vehicles will approach the site from the A664 Rochdale Road via Sharp Street (north).

5 ACCESSIBILITY

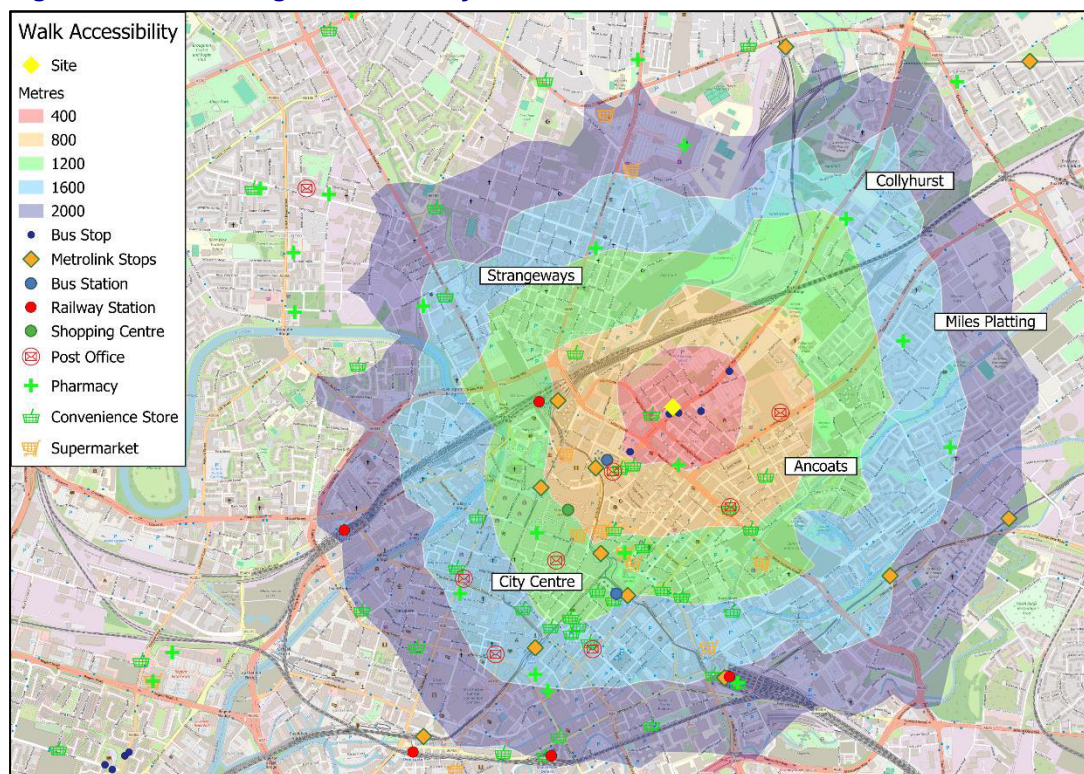
General

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

Access on Foot

- 5.2 Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which staff may access comfortably on foot. However, it goes on to state that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 5.3 Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 5.1** below. The plan shows the reachable areas within 500m coloured bands from the site.

Figure 5.1 – Walking Accessibility 2km Isochrone



- 5.4 The site is within an acceptable walking distance of areas such as Manchester City Centre, Ancoats, Miles Platting, Strangeways and Collyhurst, as well as a number of local facilities surrounding the application site. A selection of the key facilities located within an acceptable walk distance of the site access are summarised in **Table 5.1** below, including transport, retail, education and healthcare.

Table 5.1 - Local Facilities

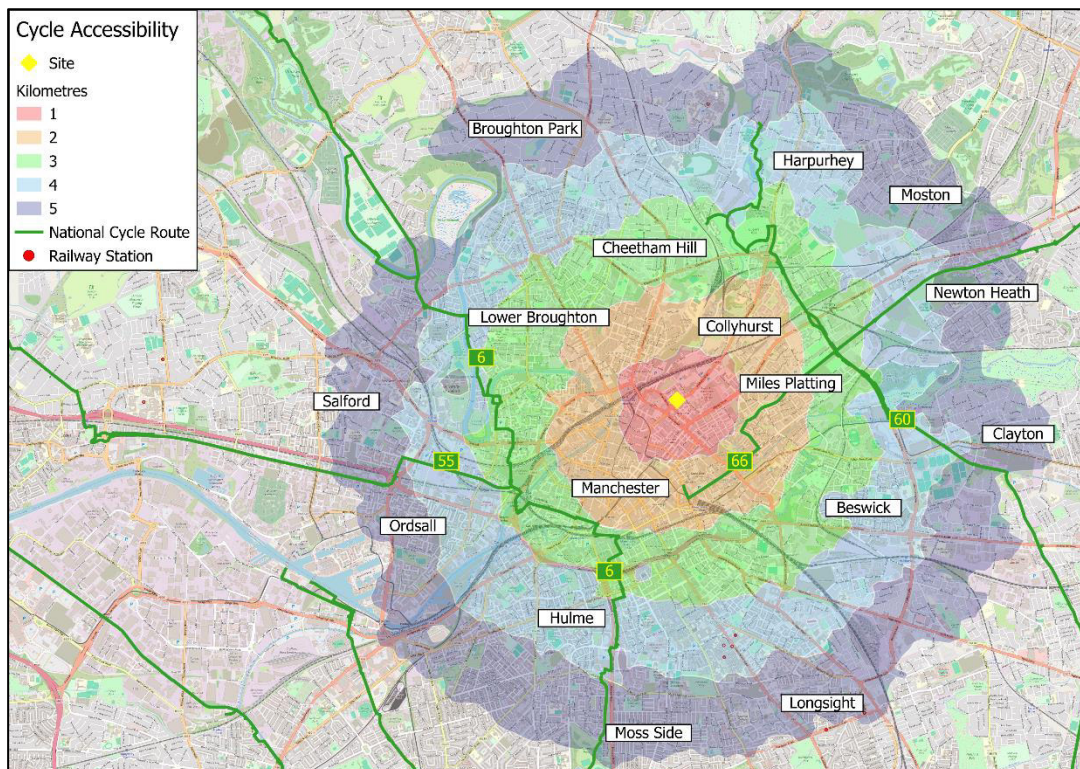
Facility	Details	Distance from Site
Bus Stop	Marshall Street, Manchester	<30m
Café	Pot Kettle Black, Angel Gardens, Rochdale Road	120m
Convenience Store	Co-op Food, Angel Street	160m
Open Space	Angel Meadow Park,	250m
Post Office	Shudehill Post Office	300m
Food Hall	Mackie Mayor, Smithfield Market Hall, Eagle Street	350m
Bus Station	Shudehill Interchange	400m
Metrolink Stop	Shudehill Interchange	450m
Train Station	Manchester Victoria	600m
Supermarket	Aldi, Arndale	750m
Pharmacy	Superdrug Pharmacy, Piccadilly Gardens	900m
Train Station	Piccadilly Train Station	1.5km

- 5.5 The local area benefits from street lighting and natural surveillance from the houses and businesses that abut all the main walking routes.
- 5.6 Overall, the site benefits from high levels of accessibility by foot, with Manchester City Centre, Ancoats, Miles Platting, Strangeways and Collyhurst and numerous local facilities being only a short walk from the site, allowing walking to be a viable alternative to private car use for prospective employees.

Access by Cycle

- 5.7 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 5.8 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 5.2** below.

Figure 5.2 – Cycle Accessibility 5km Isochrone



- 5.9 The plan demonstrates that the nearby areas of Harpurhey, Moston, Clayton, Longsight, Hulme, Lower Broughton and Cheetham Hill, amongst others, are all located within the 5km catchment area from the development site. The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage prospective staff to travel via bicycle.
- 5.10 **Figure 5.2** also shows the sites proximity to a number of National Cycle Routes (NCR), such as NCR 6, 55, 60 and 66.
- 5.11 NCR 6 is located to the south and west of the application site and locally links Whalley Range, Moss Side and Hulme to Lower Broughton and Kersal north of the site.
- 5.12 To the west of the site, NCR 55 links with NCR 6, connecting the application site to Salford, Eccles and Monton.
- 5.13 NCR 66 is located approximately 600m to the south of the application site and links Manchester City Centre to Miles Platting, Newton Heath and Failsworth to the east of the application site. NCR 66 links with NCR 60 which connects links Miles Platting, to areas of Clayton and Openshaw, southeast of the application site.

- 5.14 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective staff.

Access by Public Transport

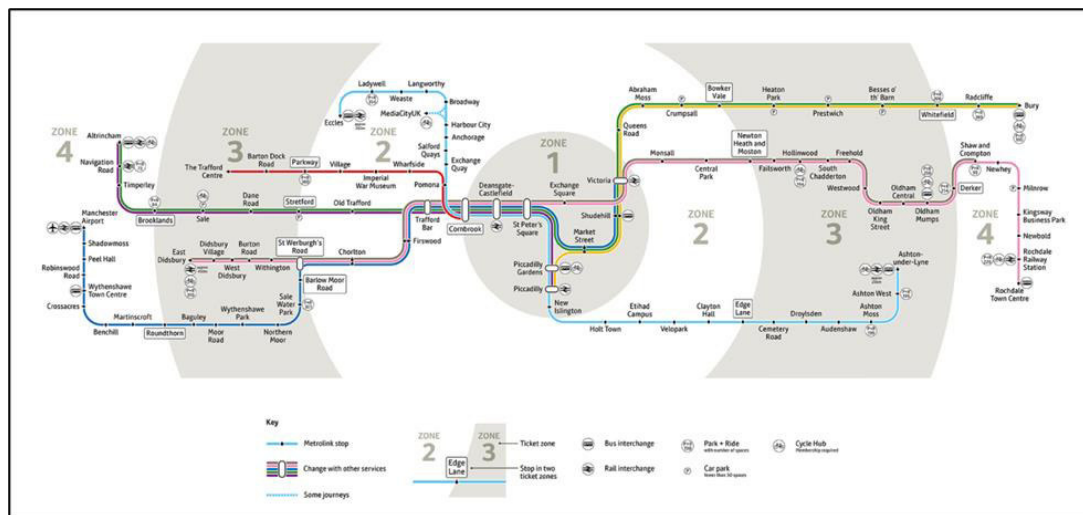
Bus

- 5.15 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments"* document identifies, at section 6.20, that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*
- 5.16 The closest bus stop to the application site is located on Rochdale Road, less than 30m walking distance to the west of the application site which is well within an acceptable walk distance. This stop is served by bus services 17, 17A, 118, 56, 81, 112, 114, 117, 118, 119, 156 and 163. These bus services run from Manchester City Centre to areas further afield such as, Middleton, Rochdale, Oldham, Blackley and Bury, as well as others. Services from this stop run approximately every 10-30 minutes.
- 5.17 In addition to this Shudehill Interchange is located 400m to the west of the application site, which is well within an acceptable walking distance if the site. A number of services are accessible to prospective employees, including bus services to Bolton, Brookhouse, Eccles, Cadishead, Prestwich, Bury and The Trafford Centre.
- 5.18 Having regard to the above, prospective staff of the site will have access to bus services stopping within an acceptable walk distance from the site which provides access to key destinations at a good frequency.

Metrolink

- 5.19 In terms of Metrolink services, Shudehill Metrolink stop is located 450m west of the application site, which is well within an acceptable walking (7 minute) and cycling (3 minute) distance. Shudehill Metrolink Stop is part of the Greater Manchester Tram Network, located on the green, yellow and dark blue lines, located within Zone 1, as shown in **Figure 4.3** below. This tram stop provides services every 12 minutes Monday-Saturday, between 06:00-00:00, and on Sundays between 07:00-00:00 to destinations including Ashton-Under-Lyne, Manchester City Centre, Media City and Eccles etc. Connecting routes can be made to Bury, The Trafford Centre, Rochdale Town Centre, Oldham, East Didsbury, Altrincham and Manchester Airport, amongst others.

Figure 5.3 – Greater Manchester Tram Network Map

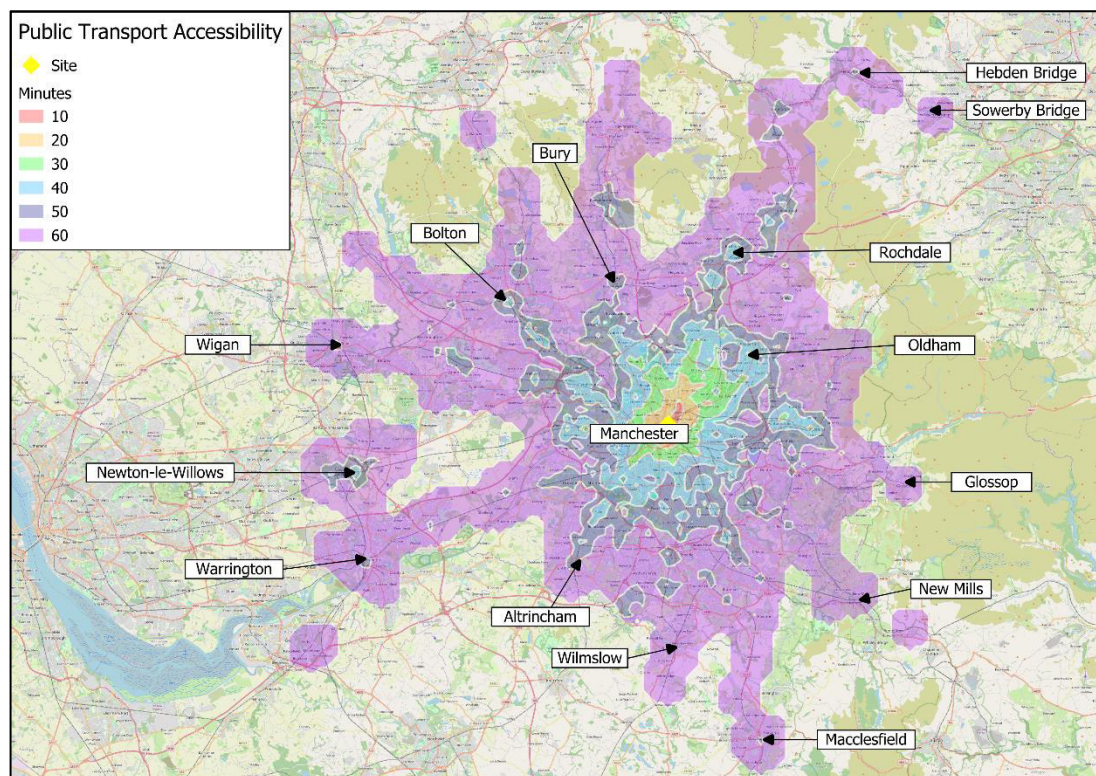


National Rail

- 5.20 In terms of rail services, Manchester Victoria train station is located 600m west of the application site and is therefore within an acceptable walking (10 minute) and cycling (4 minute) distance. Manchester Victoria is managed by Northern and offers regular direct services throughout the week to Chester, Rochdale, Wigan Wallgate, Blackburn, Hull, Leeds, Liverpool Lime Street and Newcastle, as well as a number of other stations.
- 5.21 Services from Manchester Victoria run every 15-60 minutes, depending on the service, calling at a variety of stations.

- 5.22 In addition to this, Manchester Piccadilly train station is located 1.5km to the south of the application site and is therefore within an acceptable walking (22 minute) and cycling (6 minute) distance. Manchester Piccadilly Is managed by Avanti West Coast and offers regular direct services throughout the week to London Euston, New Mills Central, Edinburgh, Sheffield, Bournemouth, Blackpool North, Crewe, Llandudno, Cardiff Central and Stoke-on-Trent, as well as a number of other stations.
- 5.23 Services from Manchester Piccadilly run every 20-60 minutes, depending on the service, calling at a variety of stations.
- 5.24 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 5.4** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 5.4 – Public Transport Accessibility



- 5.25 The above demonstrates that the site is within a close proximity to public transport links, serving both the local area and other destinations further afield. The figure shows that key areas of Bury, Hebden Bridge, Glossop, Macclesfield, Warrington, Bolton, Oldham, Marple, Wigan and Wilmslow, amongst others, are all within an acceptable 60-minute commute time.

Summary

- 5.26 Having regard to the above, it is considered that the site benefits from high levels of accessibility by sustainable modes and has both a large range of local amenities and the city centre within walking distance. Access to the site on foot and by cycle is of a high standard and there are bus, tram and train services within close proximity providing access to a range of local destinations.
- 5.27 These findings demonstrate that prospective employees will not be wholly reliant on the private car.

6 HIGHWAY IMPACT

General

- 6.1 This Chapter provides an estimation and comparison of the trip generating potential of the existing and proposed site uses during the worst-case weekday peak hours.

Trip Generating Potential of the Existing Site Use

- 6.2 In order to estimate the vehicular trip generating potential of the existing use, the multi modal trips have been obtained from the industry-standard TRICS Database. The selection criteria for the TRICS based trip rates is as follows:-

- Leisure / Place of Worship;
- Multi modal surveys;
- Sites in Greater London and Ireland excluded;
- Selection by GFA;
- Weekday surveys only; and
- Sites in 'Town Centre' and 'Edge of Town' locations have been included.

- 6.3 The multi modal TRICS outputs for the existing use are presented in **Appendix C** and are summarised in **Table 6.1** below:-

Table 6.1 Existing Use – Trip Rates (Per 100sq.m)

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.494	0.247	1.605	1.358
Cyclists	0.494	0.864	0.123	0.123
Pedestrians	0.988	0.37	0.617	0.741
Public Transport	0.000	0.000	0.123	0.123

- 6.4 The estimated trip generation associated with the existing use is summarised in **Table 6.2** below:-

Table 6.2 –Existing Use – Trip Generation (Based on 402sq.m)

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	2	1	6	5
Cyclists	2	3	0	0
Pedestrians	4	1	2	3
Public Transport	0	0	0	0

6.5 The above traffic flows are therefore regarded as the other ‘fallback’ position in trip generation terms, against which the impact of the proposed development is assessed in a later section of this Chapter.

Proposed Industrial Use Trip Generation

6.6 As set out in Chapter 3, the proposed development seeks the temporary change of use of the vacant former Particular Baptist Church from a Place of Worship (F1) to General Industrial (B2) & Storage & Distribution (B8). The traffic generation forecasts for these two elements is set out below.

6.7 In order to estimate the vehicular trip generating potential of the existing use, the multi modal trips have been obtained from the industry-standard TRICS Database. The selection criteria for the TRICS based trip rates is as follows:-

- Employment / Industrial Site;
- Multi modal surveys;
- Sites in Greater London and Ireland excluded;
- Selection by GFA;
- Weekday surveys only; and
- Sites in ‘Town Centre’ and ‘Edge of Town’ locations have been included.

6.8 The multi modal TRICS outputs for the existing use are presented in **Appendix D** and are summarised in **Table 6.3** below:-

Table 6.3 – Proposed Use – Trip Rates (Per 100sq.m)

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.514	0.299	0.284	0.46
Cyclists	0.015	0.000	0.000	0.008
Pedestrians	0.015	0.023	0.008	0.015
Public Transport	0.008	0.000	0.000	0.031

- 6.9 The estimated trip generation associated with the proposals is summarised in **Table 6.4** below:-

Table 6.4 – Proposed Use – Trip Generation (Based on 402sq.m)

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	2	1	1	2
Cyclists	0	0	0	0
Pedestrians	0	0	0	0
Public Transport	0	0	0	0

Net Trip Generation

- 6.10 In planning terms, the net peak hour trip generating potential of the scheme is equal to the number of trips that could be generated by the existing uses subtracted from the number of trips that could be generated by the proposed scheme.
- 6.11 The net trip generation is summarised in **Table 6.4** below-

Table 6.4 – Net Trip Generation

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0	0	-5	-4
Cyclists	-2	-3	0	0
Pedestrians	-4	-1	-2	-3
Public Transport	0	0	0	0

- 6.12 As shown above, it is estimated that the proposed scheme would generate the same amount of traffic during the AM peak hour and around 9 two-way trips fewer during the PM peak hour.
- 6.13 Having regard to this, it is therefore considered that no further detailed assessment of the local highway network is required and that the traffic impact of the scheme is acceptable in planning terms.

7 SUMMARY AND CONCLUSIONS

- 7.1 SCP are instructed by Harwindar Singh to provide highway, traffic and transport advice in connection with a planning application for the temporary change of use at the former Particular Baptist Church, Rochdale Road, Manchester.
- 7.2 The planning application seeks the temporary change of use of the vacant former Particular Baptist Church from a Place of Worship (F1) to General Industrial (B2) & Storage & Distribution (B8) and the installation of a new roller shutter door to the side elevation.
- 7.3 Vehicular access to cars will continue to be provided via the existing accesses along Sharp Street. The existing access along Dyche Street will be temporarily closed to vehicular traffic for the duration of the temporary change of use in order to allow space for staff car parking. Vehicular access to delivery vehicles will be restricted to the access along Sharp Street only. Pedestrian and cycle access to the site will continue to be provided at the same location as the vehicular accesses.
- 7.4 This report includes a servicing strategy which informs the Local Planning and Highway Authority as to the delivery and servicing strategy to be employed by the operator once the development becomes fully operational.
- 7.5 It is considered that the site benefits from high levels of accessibility by sustainable modes and has both a large range of local amenities and the city centre within walking distance. Access to the site on foot and by cycle is of a high standard and there are bus, tram and train services within close proximity providing access to a range of local destinations. These findings demonstrate that prospective employees will not be wholly reliant on the private car.
- 7.6 The trip generating potential of the existing and proposed uses of the site have been estimated using survey data at the site access and trip rates from the industry standard TRICS Database. This analysis demonstrates that the proposed scheme would generate the same amount of traffic during the AM peak hour and around 9 two-way trips fewer during the PM peak hour.
- 7.7 Having regard to this, no further detailed assessment of the local highway network is required and that the traffic impact of the scheme, including the use of the existing access, is acceptable in planning terms.

- 7.8 It is concluded that there is no highway-related reason to withhold planning permission for the scheme and the proposed development is therefore commended for approval.

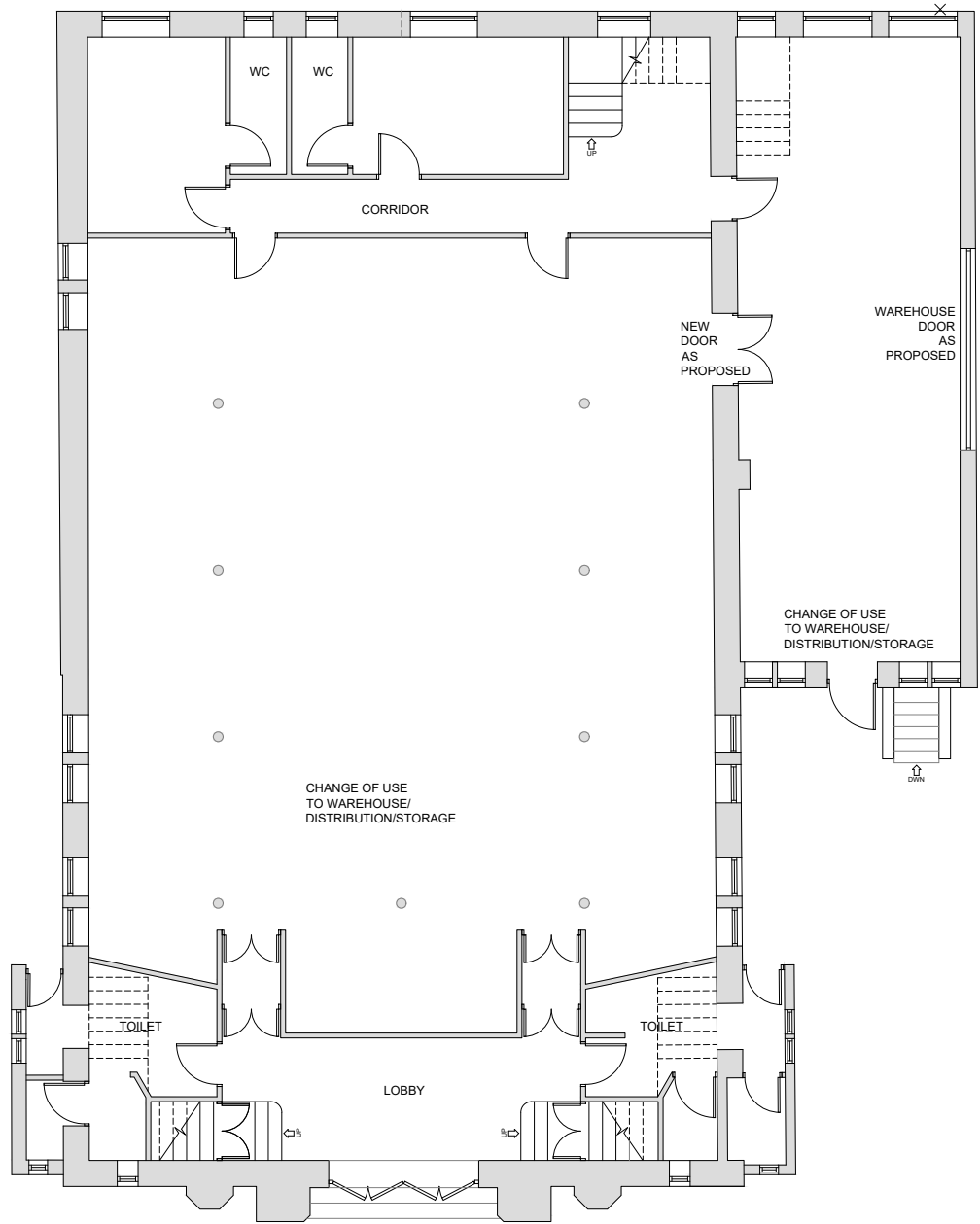
S|C|P

APPENDIX A

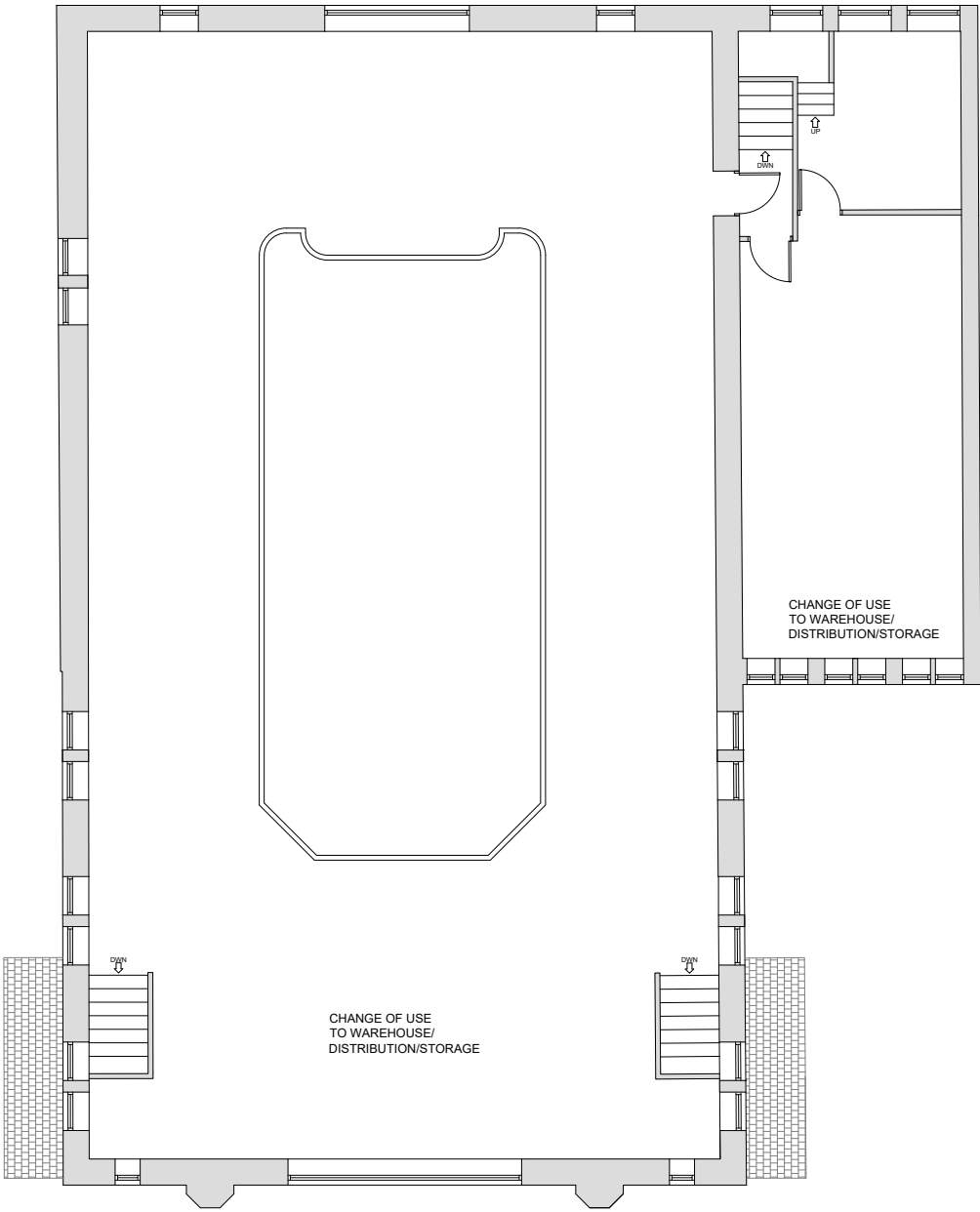
This drawing is not intended to be used for contract pricing or fabrication purposes. All content subject to survey and to change.

DRAFT

Ground floor plan



First floor plan



A	FIRST ISSUE	II	15.01.24
REV	DESCRIPTION	BY	DATE



HOWARD & SEDDON A.R.I.B.A.
CHARTERED ARCHITECTS
64 WASHWAY ROAD
SALE, CHESHIRE, M33 7RE
TEL NO. 0161 - 973 8296
FAX NO. 0161 - 962 3485
E-MAIL : ADMIN@HOWARDANDEDSON.CO.UK

PROJECT
PROPOSED DEVELOPMENT
FORMER PARTICULAR BAPTIST CHURCH
ROCHDALE ROAD, MANCHESTER, M4 4HT
CLIENT
DR NOMAN ESHAN

TITLE
PLANS AS PROPOSED

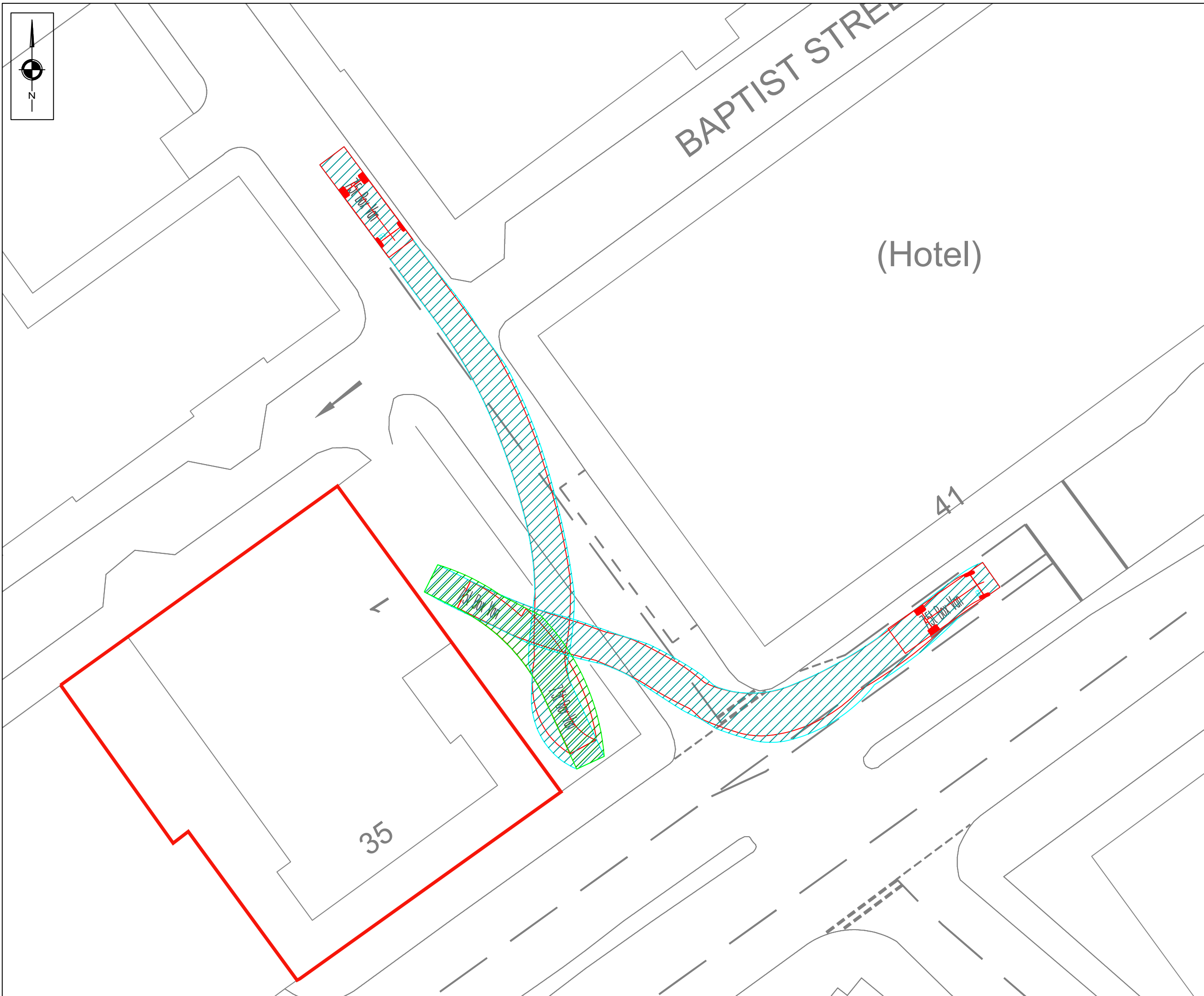
DRAWN
II
DATE
15/01/24
SCALE
1:150 @ A3

DRG No.
15,538
04
AMENDMENT
A

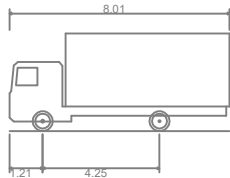
S|C|P

APPENDIX B

M:\Job Library\2024\240190 - Former Particular Baptist Church, Rochdale Road, Manchester\Drawings in Progress



NOTES



7.5t Box Van	8.010m
Overall Length	2.100m
Overall Width	3.556m
Overall Body Height	0.351m
Min Body Ground Clearance	2.064m
Track Width	4.00s
Lock to lock time	7.400m
Kerb to Kerb Turning Radius	

-	-	-	-
REV	DESCRIPTION	DATE	BY

REVISIONS

SCP

an RSK company

Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

Client Name:

HARWINDAR SINGH

Project Title:

FORMER PARTICULAR BAPTIST CHURCH,
ROCHDALE ROAD, MANCHESTER

Drawing Title:

SWEPT PATH ANALYSIS
- 7.5t Box Van

Drawn By:

LD

Date:

04/04/2024

Checked:

LB

Scale@A3:

1:250

Approved:

-

Status:

PLANNING

Drawing No.

SCP/240190/ATR02

Rev.

-

S|C|P

APPENDIX C

Calculation Reference: AUDIT-726001-240319-0346

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : T - PLACE OF WORSHIP
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days

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

SCP York Street Manchester

Licence No: 726001

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: 360 to 450 (units: sqm)
 Range Selected by User: 240 to 1265 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 07/06/18

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:

Wednesday 1 days
 Thursday 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:

Town Centre 1
 Edge of Town Centre 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:

High Street 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 X days - Selected
 Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:Use Class:

F1(f) 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®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 1 days
 15,001 to 20,000 1 days

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

SCP York Street Manchester

Licence No: 726001

Secondary Filtering selection (Cont.):Population within 5 miles:

25,001 to 50,000

2 days

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

0.6 to 1.0

1 days

1.1 to 1.5

1 days

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

No

2 days

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

No PTAL Present

2 days

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

LIST OF SITES relevant to selection parameters

1	CA-07-T-02 HIGH STREET CAMBOURNE	CATHOLIC CHURCH	CAMBRIDGESHIRE
	Edge of Town Centre High Street Total Gross floor area:	360 sqm	
	Survey date: THURSDAY	07/06/18	Survey Type: MANUAL
2	DC-07-T-02 HIGH WEST STREET DORCHESTER	CHURCH	DORSET
	Town Centre High Street Total Gross floor area:	450 sqm	
	Survey date: WEDNESDAY	26/03/14	Survey Type: MANUAL

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

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

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

Total People to Total Vehicles ratio (all time periods and directions): 2.38

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	405	0.123	2	405	0.123	2	405	0.246
08:00 - 09:00	2	405	0.494	2	405	0.247	2	405	0.741
09:00 - 10:00	2	405	1.111	2	405	1.235	2	405	2.346
10:00 - 11:00	2	405	1.728	2	405	1.358	2	405	3.086
11:00 - 12:00	2	405	0.741	2	405	0.741	2	405	1.482
12:00 - 13:00	2	405	0.370	2	405	0.247	2	405	0.617
13:00 - 14:00	2	405	0.123	2	405	0.123	2	405	0.246
14:00 - 15:00	2	405	0.370	2	405	0.494	2	405	0.864
15:00 - 16:00	2	405	1.358	2	405	1.481	2	405	2.839
16:00 - 17:00	2	405	2.099	2	405	1.728	2	405	3.827
17:00 - 18:00	2	405	1.605	2	405	1.358	2	405	2.963
18:00 - 19:00	1	360	0.833	1	360	0.278	1	360	1.111
19:00 - 20:00	1	360	2.222	1	360	3.611	1	360	5.833
20:00 - 21:00	1	360	0.000	1	360	1.389	1	360	1.389
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.177			14.413			27.590

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:	360 - 450 (units: sqm)
Survey date date range:	01/01/07 - 07/06/18
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:	0

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

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

MULTI-MODAL CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	405	0.370	2	405	0.000	2	405	0.370
08:00 - 09:00	2	405	0.494	2	405	0.864	2	405	1.358
09:00 - 10:00	2	405	0.000	2	405	0.000	2	405	0.000
10:00 - 11:00	2	405	0.000	2	405	0.000	2	405	0.000
11:00 - 12:00	2	405	0.000	2	405	0.000	2	405	0.000
12:00 - 13:00	2	405	0.000	2	405	0.000	2	405	0.000
13:00 - 14:00	2	405	0.000	2	405	0.000	2	405	0.000
14:00 - 15:00	2	405	0.000	2	405	0.000	2	405	0.000
15:00 - 16:00	2	405	0.000	2	405	0.000	2	405	0.000
16:00 - 17:00	2	405	0.000	2	405	0.000	2	405	0.000
17:00 - 18:00	2	405	0.123	2	405	0.123	2	405	0.246
18:00 - 19:00	1	360	0.000	1	360	0.000	1	360	0.000
19:00 - 20:00	1	360	0.000	1	360	0.000	1	360	0.000
20:00 - 21:00	1	360	0.000	1	360	0.000	1	360	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.987			0.987			1.974

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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

MULTI-MODAL PEDESTRIANS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	405	0.247	2	405	0.123	2	405	0.370
08:00 - 09:00	2	405	0.988	2	405	0.370	2	405	1.358
09:00 - 10:00	2	405	1.605	2	405	0.617	2	405	2.222
10:00 - 11:00	2	405	1.235	2	405	1.728	2	405	2.963
11:00 - 12:00	2	405	0.741	2	405	0.864	2	405	1.605
12:00 - 13:00	2	405	0.494	2	405	0.741	2	405	1.235
13:00 - 14:00	2	405	0.123	2	405	1.111	2	405	1.234
14:00 - 15:00	2	405	0.247	2	405	0.123	2	405	0.370
15:00 - 16:00	2	405	0.988	2	405	0.988	2	405	1.976
16:00 - 17:00	2	405	0.988	2	405	0.741	2	405	1.729
17:00 - 18:00	2	405	0.617	2	405	0.741	2	405	1.358
18:00 - 19:00	1	360	2.500	1	360	2.222	1	360	4.722
19:00 - 20:00	1	360	1.389	1	360	3.056	1	360	4.445
20:00 - 21:00	1	360	0.000	1	360	0.556	1	360	0.556
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.162			13.981			26.143

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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	405	0.000	2	405	0.000	2	405	0.000
08:00 - 09:00	2	405	0.000	2	405	0.000	2	405	0.000
09:00 - 10:00	2	405	0.000	2	405	0.000	2	405	0.000
10:00 - 11:00	2	405	0.000	2	405	0.988	2	405	0.988
11:00 - 12:00	2	405	0.123	2	405	0.123	2	405	0.246
12:00 - 13:00	2	405	0.247	2	405	0.000	2	405	0.247
13:00 - 14:00	2	405	0.494	2	405	0.000	2	405	0.494
14:00 - 15:00	2	405	0.988	2	405	0.000	2	405	0.988
15:00 - 16:00	2	405	0.000	2	405	0.123	2	405	0.123
16:00 - 17:00	2	405	0.000	2	405	0.000	2	405	0.000
17:00 - 18:00	2	405	0.123	2	405	0.123	2	405	0.246
18:00 - 19:00	1	360	0.000	1	360	0.000	1	360	0.000
19:00 - 20:00	1	360	0.000	1	360	0.000	1	360	0.000
20:00 - 21:00	1	360	0.000	1	360	0.000	1	360	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.975			1.357			3.332

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.

S|C|P

APPENDIX D

Calculation Reference: AUDIT-726001-240319-0358

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	BB BLACKBURN WITH DARWEN	1 days
10	WALES	
	CM CARMARTHENSHIRE	1 days
11	SCOTLAND	
	EA EAST AYRSHIRE	1 days
	FA FALKIRK	1 days

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

SCP York Street Manchester

Licence No: 726001

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: 552 to 7020 (units: sqm)
 Range Selected by User: 552 to 150564 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 18/04/23

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

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	5
---------------------	---

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
Commercial Zone	1
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:Use Class:

Not Known	5 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

SCP York Street Manchester

Licence No: 726001

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

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

25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 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	5 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	5 days
-----------------	--------

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

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters

1	BB-02-D-01	INDUSTRIAL ESTATE	BLACKBURN WITH DARWEN
	APPLEBY STREET		
	BLACKBURN		
	Edge of Town Centre		
	Industrial Zone		
	Total Gross floor area:	7020 sqm	
	Survey date: TUESDAY	04/06/13	Survey Type: MANUAL
2	CM-02-D-03	WORKSHOPS	CARMARTHENSHIRE
	PARK STREET		
	AMMANFORD		
	BETWS		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	2900 sqm	
	Survey date: TUESDAY	14/10/14	Survey Type: MANUAL
3	EA-02-D-02	INDUSTRIAL EST.	EAST AYRSHIRE
	JAMES LITTLE STREET		
	KILMARNOCK		
	Edge of Town Centre		
	Industrial Zone		
	Total Gross floor area:	552 sqm	
	Survey date: WEDNESDAY	11/06/08	Survey Type: MANUAL
4	FA-02-D-03	INDUSTRIAL ESTATE	FALKIRK
	LADYSMILL		
	FALKIRK		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	1250 sqm	
	Survey date: FRIDAY	31/05/13	Survey Type: MANUAL
5	WM-02-D-04	INDUSTRIAL ESTATE	WEST MIDLANDS
	HORNCHURCH CLOSE		
	COVENTRY		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	1320 sqm	
	Survey date: FRIDAY	18/11/22	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.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.28

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1320	0.152	1	1320	0.000	1	1320	0.152
06:00 - 07:00	1	1320	0.455	1	1320	0.000	1	1320	0.455
07:00 - 08:00	5	2608	0.429	5	2608	0.207	5	2608	0.636
08:00 - 09:00	5	2608	0.514	5	2608	0.299	5	2608	0.813
09:00 - 10:00	5	2608	0.429	5	2608	0.253	5	2608	0.682
10:00 - 11:00	5	2608	0.452	5	2608	0.437	5	2608	0.889
11:00 - 12:00	5	2608	0.452	5	2608	0.360	5	2608	0.812
12:00 - 13:00	5	2608	0.353	5	2608	0.491	5	2608	0.844
13:00 - 14:00	5	2608	0.376	5	2608	0.399	5	2608	0.775
14:00 - 15:00	5	2608	0.414	5	2608	0.337	5	2608	0.751
15:00 - 16:00	5	2608	0.353	5	2608	0.460	5	2608	0.813
16:00 - 17:00	5	2608	0.429	5	2608	0.721	5	2608	1.150
17:00 - 18:00	5	2608	0.284	5	2608	0.460	5	2608	0.744
18:00 - 19:00	5	2608	0.069	5	2608	0.199	5	2608	0.268
19:00 - 20:00	1	1320	0.076	1	1320	0.076	1	1320	0.152
20:00 - 21:00	1	1320	0.000	1	1320	0.076	1	1320	0.076
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.237			4.775			10.012

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:	552 - 7020 (units: sqm)
Survey date range:	01/01/00 - 18/04/23
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1320	0.000	1	1320	0.000	1	1320	0.000
06:00 - 07:00	1	1320	0.000	1	1320	0.000	1	1320	0.000
07:00 - 08:00	5	2608	0.008	5	2608	0.000	5	2608	0.008
08:00 - 09:00	5	2608	0.015	5	2608	0.000	5	2608	0.015
09:00 - 10:00	5	2608	0.015	5	2608	0.000	5	2608	0.015
10:00 - 11:00	5	2608	0.000	5	2608	0.000	5	2608	0.000
11:00 - 12:00	5	2608	0.000	5	2608	0.000	5	2608	0.000
12:00 - 13:00	5	2608	0.000	5	2608	0.000	5	2608	0.000
13:00 - 14:00	5	2608	0.000	5	2608	0.000	5	2608	0.000
14:00 - 15:00	5	2608	0.000	5	2608	0.015	5	2608	0.015
15:00 - 16:00	5	2608	0.000	5	2608	0.008	5	2608	0.008
16:00 - 17:00	5	2608	0.000	5	2608	0.008	5	2608	0.008
17:00 - 18:00	5	2608	0.000	5	2608	0.008	5	2608	0.008
18:00 - 19:00	5	2608	0.000	5	2608	0.000	5	2608	0.000
19:00 - 20:00	1	1320	0.000	1	1320	0.000	1	1320	0.000
20:00 - 21:00	1	1320	0.000	1	1320	0.000	1	1320	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.038			0.039			0.077

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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL PEDESTRIANS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1320	0.000	1	1320	0.000	1	1320	0.000
06:00 - 07:00	1	1320	0.000	1	1320	0.000	1	1320	0.000
07:00 - 08:00	5	2608	0.046	5	2608	0.023	5	2608	0.069
08:00 - 09:00	5	2608	0.015	5	2608	0.023	5	2608	0.038
09:00 - 10:00	5	2608	0.031	5	2608	0.023	5	2608	0.054
10:00 - 11:00	5	2608	0.008	5	2608	0.008	5	2608	0.016
11:00 - 12:00	5	2608	0.046	5	2608	0.038	5	2608	0.084
12:00 - 13:00	5	2608	0.023	5	2608	0.107	5	2608	0.130
13:00 - 14:00	5	2608	0.092	5	2608	0.054	5	2608	0.146
14:00 - 15:00	5	2608	0.015	5	2608	0.031	5	2608	0.046
15:00 - 16:00	5	2608	0.015	5	2608	0.008	5	2608	0.023
16:00 - 17:00	5	2608	0.038	5	2608	0.046	5	2608	0.084
17:00 - 18:00	5	2608	0.008	5	2608	0.015	5	2608	0.023
18:00 - 19:00	5	2608	0.000	5	2608	0.008	5	2608	0.008
19:00 - 20:00	1	1320	0.000	1	1320	0.000	1	1320	0.000
20:00 - 21:00	1	1320	0.000	1	1320	0.000	1	1320	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.337			0.384			0.721

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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1320	0.000	1	1320	0.000	1	1320	0.000
06:00 - 07:00	1	1320	0.000	1	1320	0.000	1	1320	0.000
07:00 - 08:00	5	2608	0.046	5	2608	0.000	5	2608	0.046
08:00 - 09:00	5	2608	0.008	5	2608	0.000	5	2608	0.008
09:00 - 10:00	5	2608	0.023	5	2608	0.000	5	2608	0.023
10:00 - 11:00	5	2608	0.008	5	2608	0.000	5	2608	0.008
11:00 - 12:00	5	2608	0.000	5	2608	0.000	5	2608	0.000
12:00 - 13:00	5	2608	0.000	5	2608	0.000	5	2608	0.000
13:00 - 14:00	5	2608	0.000	5	2608	0.000	5	2608	0.000
14:00 - 15:00	5	2608	0.000	5	2608	0.000	5	2608	0.000
15:00 - 16:00	5	2608	0.000	5	2608	0.008	5	2608	0.008
16:00 - 17:00	5	2608	0.000	5	2608	0.038	5	2608	0.038
17:00 - 18:00	5	2608	0.000	5	2608	0.031	5	2608	0.031
18:00 - 19:00	5	2608	0.000	5	2608	0.000	5	2608	0.000
19:00 - 20:00	1	1320	0.000	1	1320	0.000	1	1320	0.000
20:00 - 21:00	1	1320	0.000	1	1320	0.000	1	1320	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.085			0.077			0.162

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.