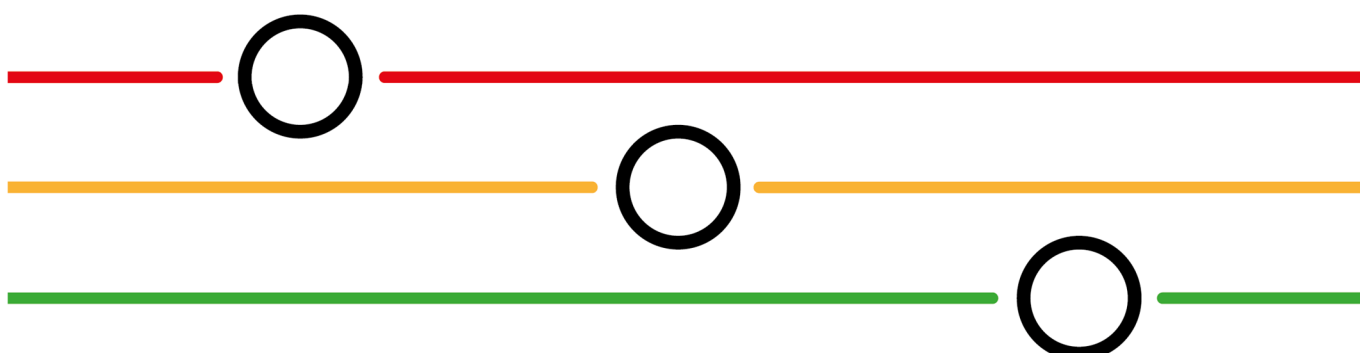




GFIC Investments Ltd

Proposed Industrial Estate Redevelopment,
Warth Industrial Park, Warth Road, Bury

Technical Note

3708924



OCTOBER 2024

Note Details

Report Number:	3708924-TN
Report Title:	Technical Note, Proposed Industrial Estate Redevelopment, Warth Industrial Park, Warth Road, Bury
Client:	GFIC Investments Ltd
Date:	25 October 2024
Status:	-

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1 Introduction

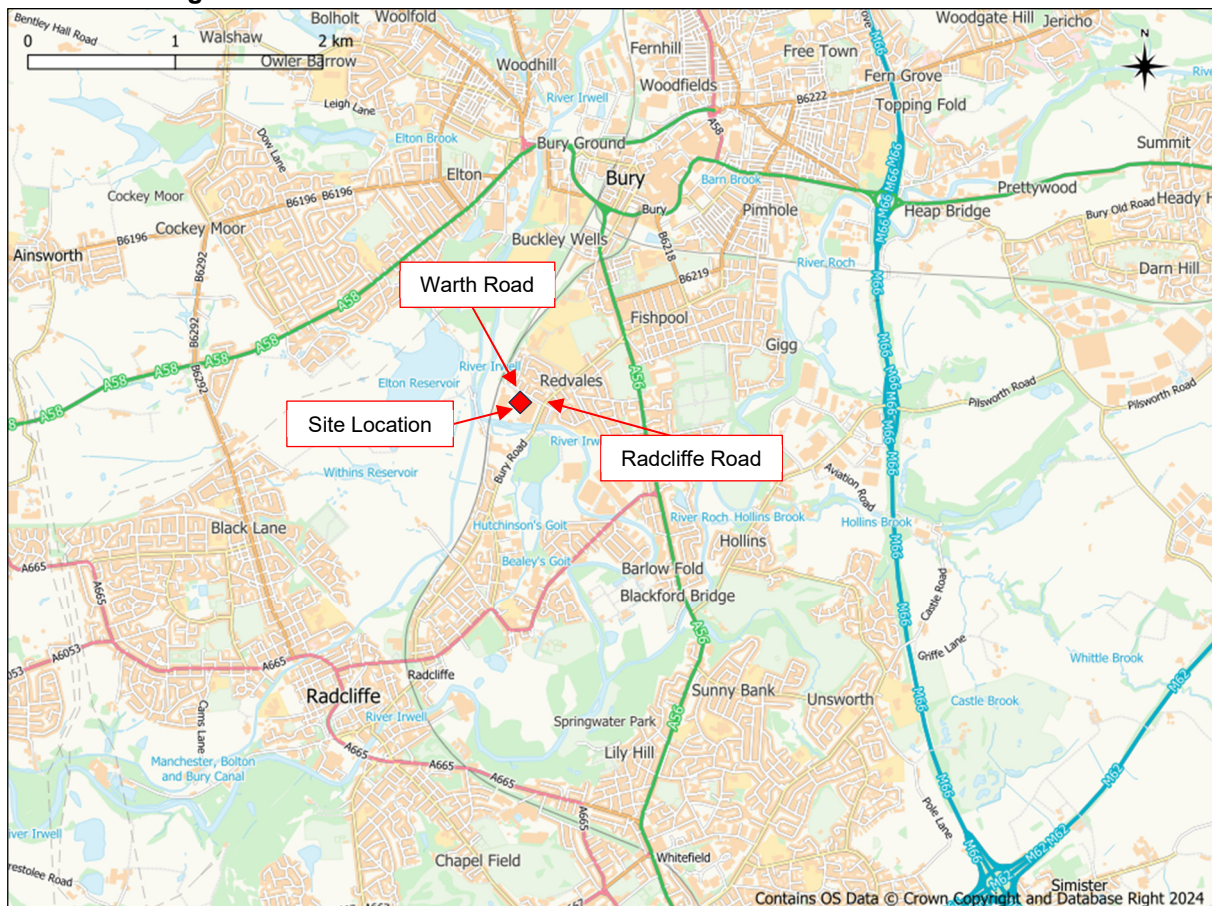
General

- 1.1 Dynamic Transport Planning Ltd is instructed by GFIC Investments Ltd to report on the highways and transportation considerations related with a proposed industrial estate redevelopment at Warth Industrial Park, off Warth Road, Bury.
- 1.2 This Technical Note (TN) has been produced to advise Bury Metropolitan Borough Council (BMBC) as the Local Planning and Highway Authority on the transport planning considerations associated with the proposed development.

Site Location

- 1.3 The application site is located around 2km to the south-west of Bury Town Centre, 3km south-west of the M66 J10 and approximately 2km north-east of Radcliffe Town Centre.
- 1.4 The location of the proposed development site is illustrated at **Figure 1.1**:

Figure 1.1 - Site Location Plan



Planning History and Context

- 1.5 The application site is subject to a live planning application submitted on 26th July 2024, (Application Reference: 70993) for the demolition of existing class B2/B8 industrial buildings and class E(g) offices, the recladding and refurbishment of retained class B2/B8 industrial buildings and change of use of the retained E(g) and Sui Generis to Class B2/B8. It is noted that there was no highways support included in the original application.
- 1.6 BMBC provided highways consultation comments regarding the application, dated 20th August 2024, these comments are summarised below:
- *The proposals appear to restrict the existing access point;*
 - *A swept path analysis of the sites access/egress and internal layout should be undertaken;*
 - *Clarification is needed regarding the use of the additional existing access points;*
 - *Clarification is required regarding the use of the 'shared area' and use of the proposed parking areas on the site; and*
 - *A Construction Traffic Management Plan (CTMP) will be required.*
- 1.7 Correspondence between the applicant and the LHA has confirmed that the required CTMP will be undertaken as part of a condition associated with any approval at the site.
- 1.8 Therefore, this TN reviews the highways considerations in the context of the application site, with regard to the LHA consultation comments.

2 Existing Conditions

General

- 2.1 The application site comprises the existing Warth Industrial Park, located around 2km to the south-west of Bury Town Centre.
- 2.2 The site is bounded to the north by Warth Road, with Radcliffe Road to the east. The River Irwell is situated to the south of the site, with the Manchester Metrolink Line located along the site's western boundary.
- 2.3 The area surrounding the site is mixed-use in nature, with further commercial/industrial units to the south-east, undeveloped land to the south-west and residential dwellings to the north and east.
- 2.4 The existing Warth Industrial Estate comprises several mixed-use units with a total Gross Floor Area (GFA) of approximately 29,710m².
- 2.5 Currently, three existing priority-controlled access points are located along the northern aspect of the site, off Warth Road. The main access and egress point to the site is located to the north-west of the site, with an additional gated access point to the north-east. The central access junction is currently closed.

Existing Highway Network

- 2.6 Warth Road is formed of a single carriageway which runs along the northern boundary of the site in an east/west direction. To the west of the site the road terminates, and to the east the road meets Radcliffe Road and Kendal Drive at a priority-controlled crossroad junction.
- 2.7 Warth Road is approximately 6m in width, subject to a 30mph speed limit, and supported by streetlighting. Within the vicinity of the primary site access junction, double yellow-line parking restrictions are in place along the southern aspect of the road, with single yellow-line parking restrictions along the northern aspect of the road.
- 2.8 Pedestrian footways run along both sides of Warth Road, with dropped kerb crossing points in place across the existing site access junctions.

Road Safety

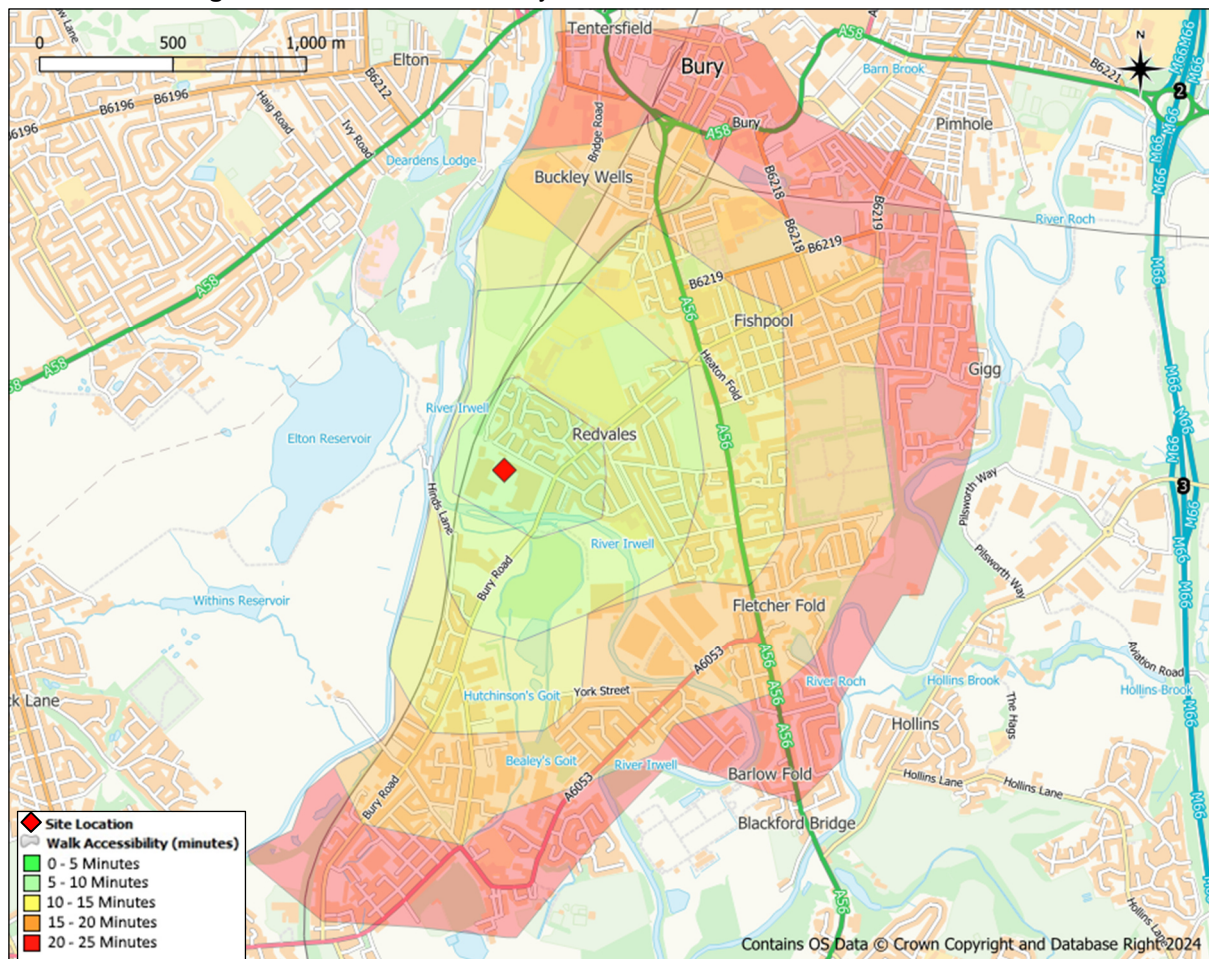
- 2.9 Accident statistics have been obtained for the local highway network in the vicinity of the application site for the three years data covering 2021 to 2023 from the Department for Transport (DfT).

- 2.10 A review of the highway accident data has been undertaken and confirmed that there were no recorded incidents at or within the vicinity of the site, along Warth Road or at the junction with Radcliffe Road and Kendal Drive, within the assessment period.
- 2.11 Due to the absence of any recorded accidents, it is clear that there are no pre-existing patterns or trends of incidents in the vicinity of the proposed development.

Accessibility by Non-Car Modes

- 2.12 Relevant guidance provided in Manual for Streets (MfS) states that walking offers the greatest potential to replace short car trips, particularly those under 2km, as illustrated in **Figure 2.1**.

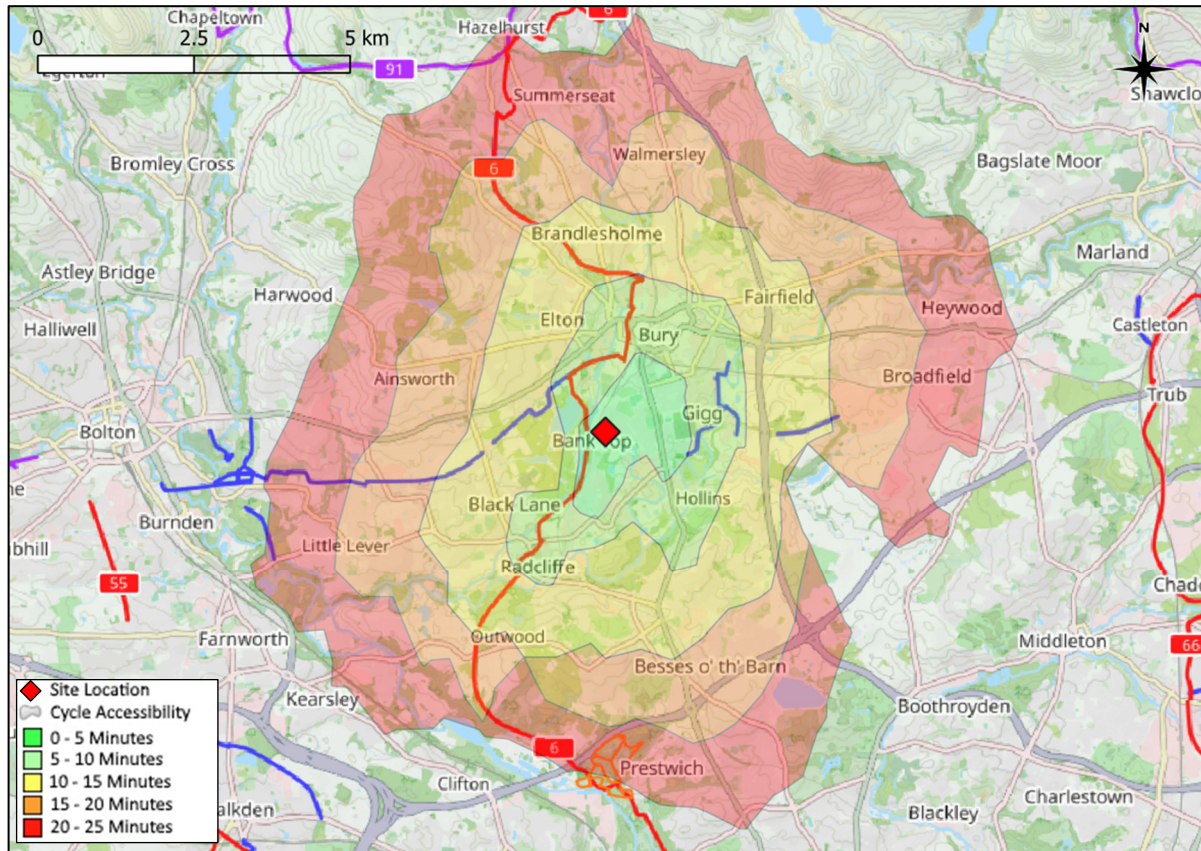
Figure 2.1 – Walk Accessibility Plan



- 2.13 As the plan shows majority of south-west Bury is accessible within a 25-minute walking distance, including a portion of the town centre. The residential areas of Redvales and Fishpool to the north and north-west of the site are also accessible within a five- to 15-minute walking journey.

- 2.14 It is widely recognised that cycling has the potential to substitute shorter car journeys for work and leisure purposes. **Figure 2.2** illustrates the areas located within a 25-minute cycle journey of the site.

Figure 2.2 – Cycle Accessibility Plan.



Source: OpenStreetMap (2024)

- 2.15 This plan shows that the entirety of Bury is accessible within a 15-minute cycling journey. Several residential areas including Radcliffe, Elton, Fairfield and Heywood are accessible within a 25-minute cycling journey of the site.
- 2.16 National Cycling Network (NCN) Route 6 is accessible within around a five-minute cycling journey to the west of the site. Locally, Route 6 runs south to Manchester City Centre and north to Accrington, via Bury Town Centre.
- 2.17 The nearest bus stop is located approximately 250m to the north-east of the site, along Radcliffe Road, equating to around a five-minute walking journey from the site. The available service operating from this site is summarised in **Table 2.2**.

Table 2.2 – Bus Service Summary

Service	Route Description	Core Weekday Frequency
513	Bury - Farnworth	Hourly

- 2.18 Bury Metrolink Tram Stop is located around 1.5km to the north-east of the site, the stop can be reached by a nine-minute cycling journey.

- 2.19 This station sits on the Green and Yellow Lines. The Green Line is serviced every 10-minutes from Bury – Altrincham and the Yellow Line provides a connection between Bury – Piccadilly every 10-minutes.
- 2.20 Overall, it can be summarised that the site offers potential for journeys to be undertaken by modes other than car.

3 Development Proposals

General

- 3.1 The proposals comprise the redevelopment of the existing Warth Industrial Park, including the demolition of some existing units that are in too poor a condition to be retained and the recladding/refurbishment of a number of retained buildings.
- 3.2 As a result of the redevelopment, four mixed B2/B8 units with ancillary office facilities, totalling approximately 17,360m² GFA will be retained on the site, resulting in around 12,350m² reduction in the total floor area.
- 3.3 Each retained unit will have its own dedicated delivery area. Parking provisions will be provided within the vicinity of each unit, supported by a shared car parking area to the north of the site.
- 3.4 As part of the proposals the existing access junction to the north-west of the site will be retained to serve the development. The proposed site layout is included in **Appendix 1** of this report.

Proposed Site Access and Servicing Arrangements

- 3.5 The main vehicular and pedestrian access point to the site will be provided via the existing priority-controlled junction to the north-west of the site, off Warth Road.
- 3.6 The existing disused access point to the centre of the three existing access points will be closed, with the gated access junction to the north-east of the site will be retained as an emergency access point.
- 3.7 The main access junction, situated to the north-west of the site will be subject to minor modifications, including the removal of the disused weighbridge and narrowing of the junction to provide defined routes for all vehicles accessing the site.
- 3.8 A parcel of land within the application site is shown as a 'shared area', where information provided by the applicant indicates that this land will be subject to future development, in the intervening period will be made available to tenants for additional external storage.
- 3.9 Pedestrian footways and access routes will be clearly marked throughout the site, to facilitate safe movement to all of the units and parking areas at the site. The pedestrian entrance gate will be retained to the east of the site access junction, connecting the new internal links to the existing footways along Warth Road.

- 3.10 A swept path analysis has been undertaken of the site access and internal arrangements for a 16.5m articulated vehicle, as the largest delivery vehicle anticipated to access the site. The vehicle tracking is shown on the plan included in **Appendix 2**.

Parking Provision

- 3.11 A total of 368 parking spaces will be provided across the wider site, inclusive of 27 mobility impaired standard bays, and 18 Electric Vehicle (EV) charging bays. The EV charging bays and mobility impaired provision will be split between the four units and shared parking area, where the mobility impaired accessible bays will be located within the vicinity of the unit access points.
- 3.12 The parking provision will be split across the site as shown in **Table 3.1**.

Table 3.1: Proposed Parking Provision

Location	Number of Spaces
Adjacent to Unit A	53
Adjacent to Unit B	41
Adjacent to Unit C	46
Adjacent to Unit D	123
Shared Parking*	105

- 3.13 Local parking standards are provided by BMBC within the document 'Development Control Policy Guidance Note 11 – Parking Standards in Bury' (2007), where the land uses associated with the proposed development and required standards are shown in **Table 3.2**.

Table 3.2: Local Parking Standards

Land Use Category	Local Standard	Site Requirements (Maximum)
General Industry (B2)	1 space per 60m ²	144 Spaces
Storage and Distribution (B8)	1 space per 100m ²	87 Spaces

- 3.14 The above table shows the required parking provision for each land use applied to 50% of the total proposed GFA of the industrial units (8,680m²) representing the mixed B2/B8 uses. Therefore, the proposed development would require 231 standard parking spaces across the site.
- 3.15 As part of the proposals 323 standard parking spaces will be provided across the site, where the proposed parking provision will also ensure that there would be no vehicles parking along Warth Road, outside of the site. The proposed levels of parking at the site will serve to futureproof the development, where the B2/B8 ratio across the site may fluctuate according to the needs of future tenants at the site and in relation to future development phases.

- 3.16 The development proposals will also incorporate staff cycle parking provision in the form of 30 Sheffield cycle stands located throughout the site in order to encourage staff access by bike.

Trip Generation

- 3.17 A trip generation assessment has been undertaken for the proposed B2/B8 redevelopment in order to provide an estimation of the likely levels of trips resulting from the proposals on the adjacent highway network.
- 3.18 The TRICS Database has been used to estimate the likely numbers of trips expected to be generated by the existing Warth Industrial Estate site when previously operational and the likely number of expected trips generated by the proposed redevelopment. The selection criteria applied to derive the comparative sites from the TRICS database are listed below:
- Land use – ‘Employment’, sub-category – ‘Industrial Estate’;
 - All London and Ireland sites excluded;
 - Weekday surveys only;
 - Free Standing Sites Removed; and
 - Selection by GFA.
- 3.19 A summary of the trip rates is shown in **Table 3.3** with the full TIRCS output provided in **Appendix 3**.

Table 3.3: Trip Rates – Industrial Estate Trip Rates (per 100m²)

Time Range	Arrivals	Departures	Total
05:00-06:00	0.069	0.021	0.09
06:00-07:00	0.123	0.049	0.172
07:00-08:00	0.365	0.1	0.465
08:00-09:00	0.46	0.211	0.671
09:00-10:00	0.369	0.3	0.669
10:00-11:00	0.332	0.315	0.647
11:00-12:00	0.309	0.304	0.613
12:00-13:00	0.315	0.364	0.679
13:00-14:00	0.336	0.339	0.675
14:00-15:00	0.291	0.333	0.624
15:00-16:00	0.235	0.31	0.545
16:00-17:00	0.286	0.418	0.704
17:00-18:00	0.177	0.432	0.609
18:00-19:00	0.089	0.17	0.259
19:00-20:00	0.079	0.092	0.171
20:00-21:00	0.029	0.053	0.082
Daily Trip Rate	3.864	3.811	7.675

- 3.20 The above trip rates have been applied to the existing industrial estate site, totalling 29,710m², resulting in the following estimated vehicle movements, as shown in **Table 3.4**.

Table 3.4: Estimated Trip Generation – Existing Industrial Estate (per 29,710m²)

Time Range	Arrivals	Departures	Total
05:00-06:00	20	6	27
06:00-07:00	36	15	51
07:00-08:00	108	30	138
08:00-09:00	136	62	199
09:00-10:00	109	89	198
10:00-11:00	98	93	192
11:00-12:00	91	90	182
12:00-13:00	93	108	201
13:00-14:00	99	100	200
14:00-15:00	86	99	185
15:00-16:00	70	92	161
16:00-17:00	85	124	208
17:00-18:00	52	128	180
18:00-19:00	26	50	77
19:00-20:00	23	27	51
20:00-21:00	9	16	24
Daily Trip Rate	1144	1128	2273

- 3.21 The results show that during that during the traditional AM and PM peak hour periods the existing site, when operational could have lawfully generated around 199 and 180 two-way vehicle trips. This equates to around three vehicles either arriving or departing the site each minute during the busiest hour.
- 3.22 The trip rates shown in **Table 3.3** have also been applied to the total GFA of the proposed redevelopment (17,360m²), resulting in the following estimated vehicle movements, as shown in **Table 3.5**.

Table 3.5: Estimated Trip Generation – Proposed Industrial Estate (per 17,360m²)

Time Range	Arrivals	Departures	Total
05:00-06:00	12	4	15
06:00-07:00	21	8	29
07:00-08:00	62	17	78
08:00-09:00	78	36	113
09:00-10:00	62	51	113
10:00-11:00	56	53	109
11:00-12:00	52	51	103
12:00-13:00	53	61	114
13:00-14:00	57	57	114
14:00-15:00	49	56	105
15:00-16:00	40	52	92
16:00-17:00	48	70	119
17:00-18:00	30	73	103
18:00-19:00	15	29	44
19:00-20:00	13	16	29
20:00-21:00	5	9	14
Daily Trip Rate	652	643	1294

- 3.23 The data shows that during that during the traditional AM and PM peak hour periods, the proposed redevelopment site will generate around 113 and 103 two-way vehicle trips, respectively. This equates to less than two vehicles either arriving or departing the site each minute during the busiest hour.

Trip Generation Comparison

- 3.24 The net trip generating potential resulting from the proposed redevelopment at the site is shown in **Table 3.6**.

Table 3.6: Trip Generation – Net Change

	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Existing Site	136	62	52	128
Proposed Redevelopment	78	36	30	73
Net Change	-59	-27	-23	-55

- 3.25 The table shows that the proposed redevelopment of the site would result in 86 and 78 fewer two-way trips than what could have been previously generated during the AM and PM peak hours, respectively.

Summary

- 3.26 Based on the above trip generation assessment, it is considered that the proposed B2/B8 industrial redevelopment would result in significantly fewer two-way vehicle to the site and therefore, would have a beneficial impact on the operation of the local highway network.

4 Summary and Conclusions

- 4.1 Dynamic Transport Planning is instructed by GFIC Investments to report on the anticipated highways and transportation considerations related with the proposed industrial estate redevelopment at Warth Industrial Park, off Warth Road, Bury.
- 4.2 The proposed redevelopment site is subject to a live planning application and has received comments from the LHA requesting clarification on a number of matters, which have been addressed in this TN.
- 4.3 The proposed development comprises the redevelopment of the existing Warth Industrial Park, including the demolition of some of the existing units and the recladding/refurbishment of the retained buildings. The redevelopment will result in four retained mixed B2/B8 units with ancillary office facilities totalling approximately 17,360m² Gross Floor Area (GFA), resulting in around a 12,350m² reduction in the total floor area.
- 4.4 The existing north-western access will be retained as part of the proposed development. A review of the highway accident data of the local highway network has been undertaken which found no pre-existing patterns or trends of incidents that could be impacted by the development proposals.
- 4.5 A swept path analysis has been undertaken of the site access and revised internal arrangements for a 16.5m articulated vehicle as the largest anticipated delivery vehicle to access the site.
- 4.6 The accessibility of the site for non-car modes of travel has been assessed. It is considered that the site is located to allow potential for journeys to be undertaken by modes other than private car.
- 4.7 The TRICS database has been used to assess the anticipated trip generation resulting from the existing site, when previously operational and the proposed redevelopment. The assessment found that the application proposals would lead to a reduction of around 86 and 78 two-way trips compared to the existing lawful use of the site.
- 4.8 Therefore, it is considered that the proposed redevelopment would have a beneficial impact on the operation of the highway network.
- 4.9 On the basis of this TN, it is concluded that the matters raised by the LHA have been addressed and there are no outstanding reasons why the proposed development of the site should not be granted planning permission on highways grounds.

Appendix 1

Site Layout Plan

revision notes		
rev	date	description
01:		original issue
02:	27/06/24	lg updated to suit tank layouts
03:	27/06/24	lg building labelling updated
04:	27/07/24	lg site entrance notes updated, secondary access retained



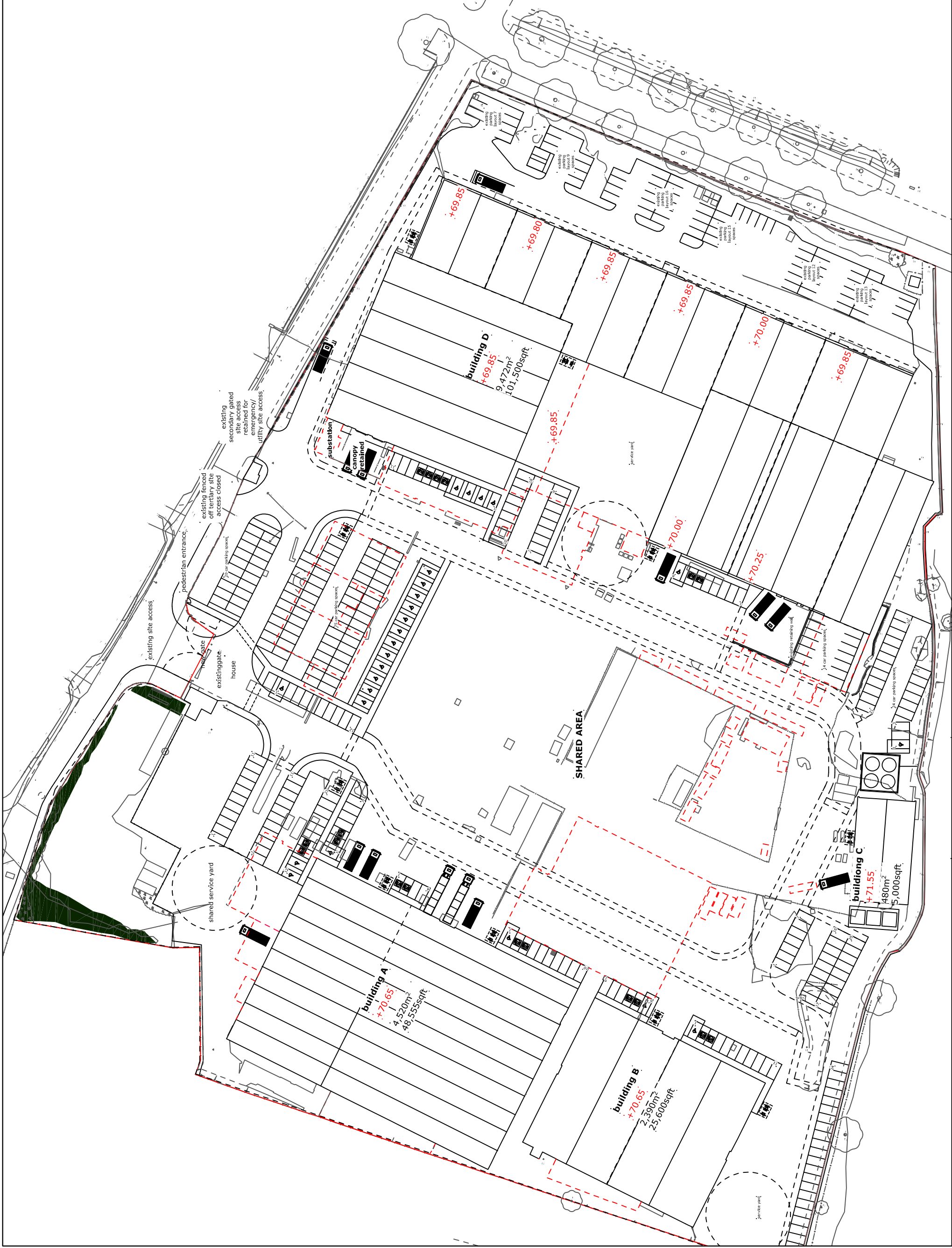


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client:	gfc investments
project:	warth industrial park redevelopment
	warth road, bury, BL9 9TB
sheet:	phase 1 site plan
drawing no:	24.100.00-CDP-00-DR-A-1007
scale:	1:500 @ A1
date:	30.01.24
drawn by:	lg
checked by:	WJP
project no:	P04

Appendix 2

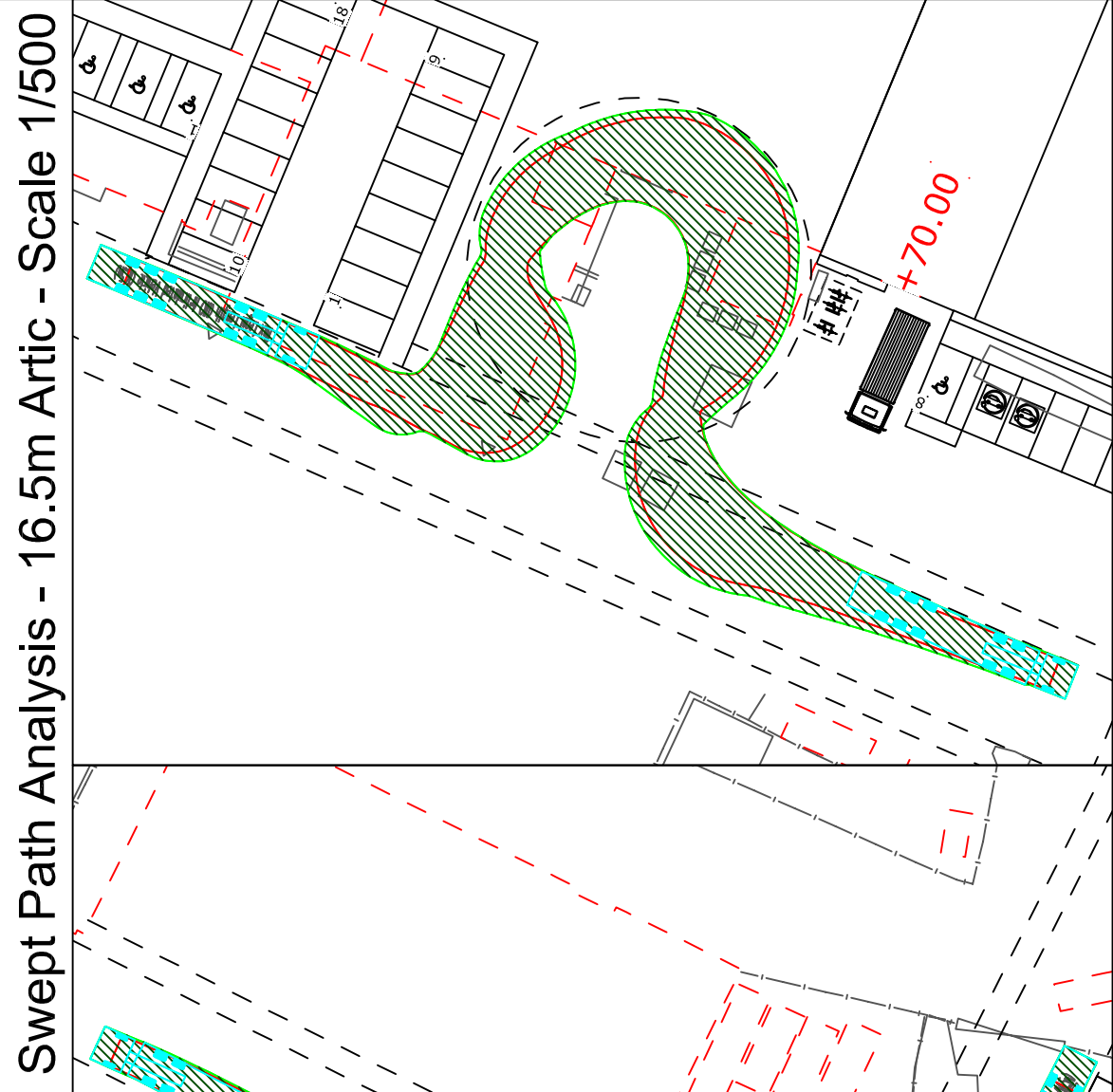
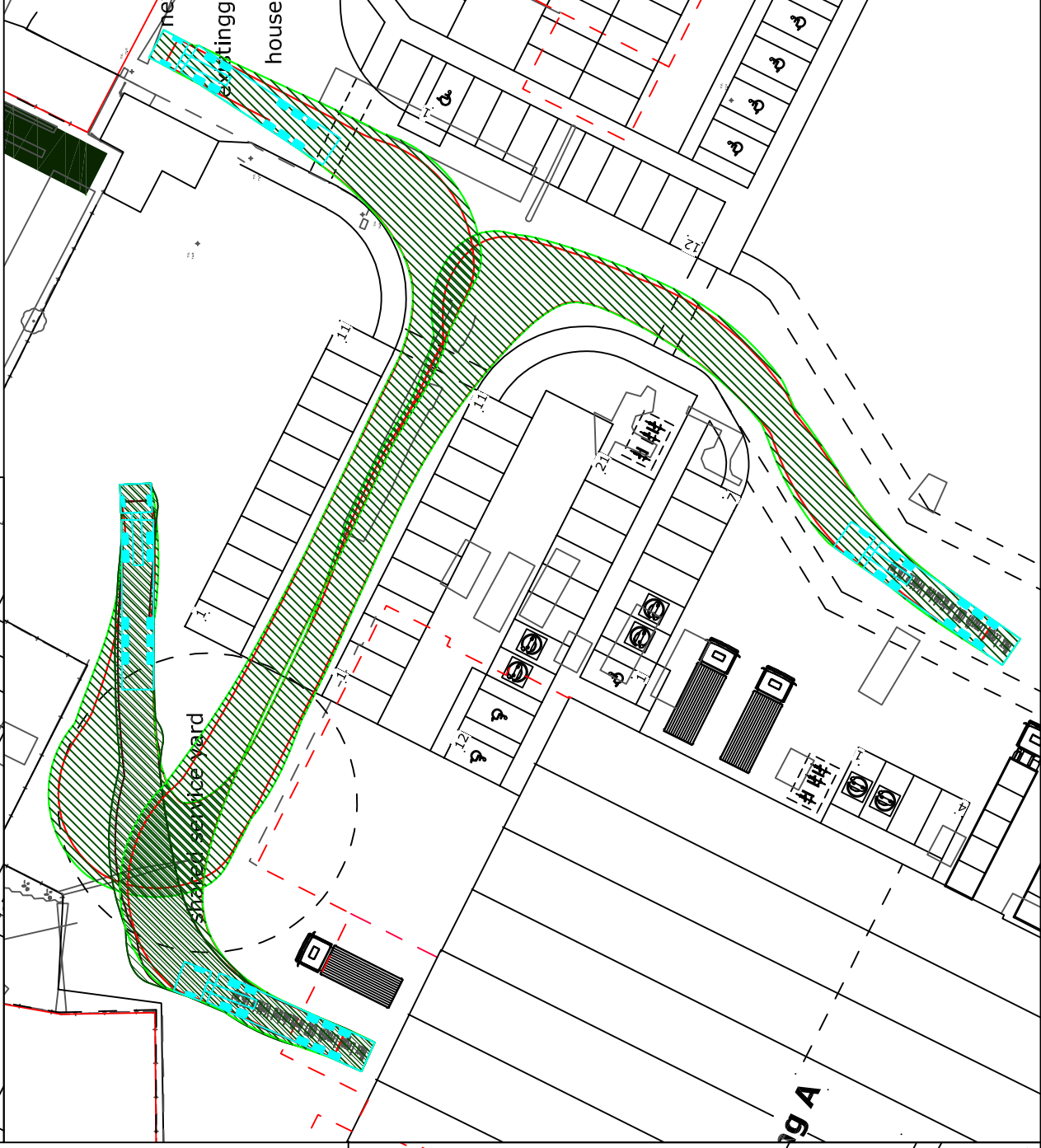
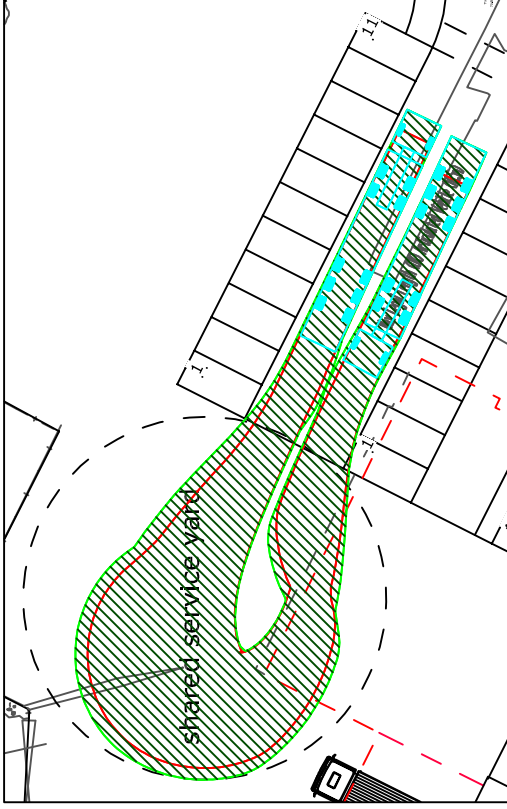
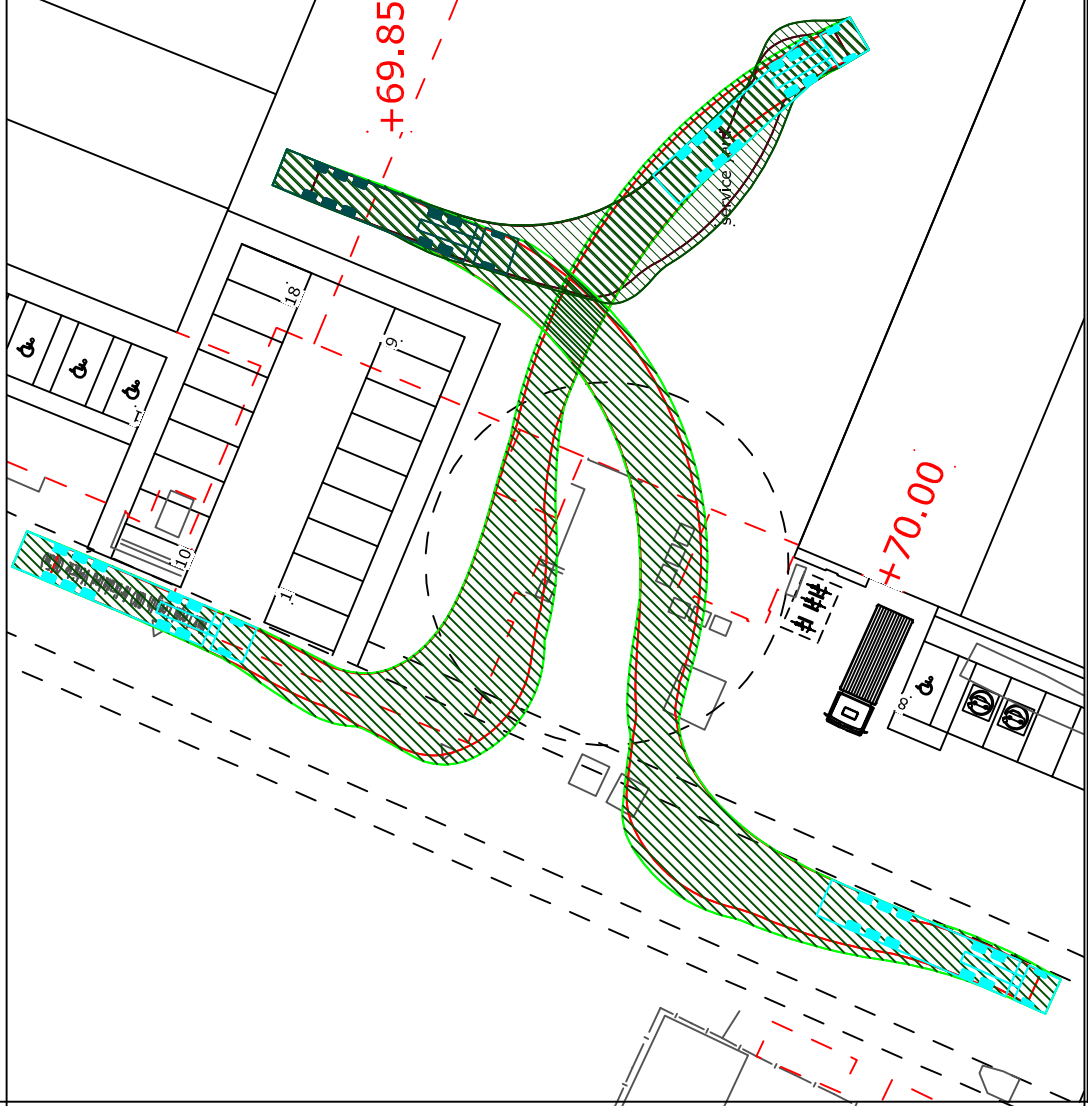
Swept-Path Analysis



Proposed Site Layout - Scale 1/1000



Swept Path Analysis - 16.5m Artic - Scale 1/250



Swept Path Analysis - 16.5m Artic - Scale 1/500

Notes

A	22/10/24 09/10/24	Minor Site Update First Issue	BF BF
Rev.	Date	Revisions	Drawn

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Client

GFIC Investments Ltd

Project

Proposed Industrial Estate
Redevelopment,
Warth Industrial Park, Bury

Drawing Title

Proposed Site Layout
Swept Path Analysis
16.5m Artic

Date	October 2024	Scale	As Specified @ A1
Drawn	BF	Approved	GS
Drawing Number	DTP/3708924/ATR001		
Rev.	A		

Appendix 3

TRICS Output Reports

Calculation Reference: AUDIT-262601-241009-1054

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	NS NORTH SOMERSET	1 days
	SD SWINDON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LN LINCOLNSHIRE	1 days
	NM WEST NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	2 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AL CALDERDALE	1 days
	KS KIRKLEES	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 9300 to 27000 (units: sqm)
Range Selected by User: 8431 to 33724 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 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:

Monday	2 days
Tuesday	2 days
Wednesday	5 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	15 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	1
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	12

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	5
Residential Zone	3
No Sub Category	7

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	1 days - Selected
Servicing vehicles Excluded	14 days - Selected

Secondary Filtering selection:

Use Class:

n/a	1 days
Not Known	14 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

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

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	2 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	8 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	9 days
1.6 to 2.0	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	15 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	15 days
-----------------	---------

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

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

LIST OF SITES relevant to selection parameters

1	AL-02-D-01	INDUSTRIAL ESTATE	CALDERDALE
	MILL LANE HALIFAX		
	Edge of Town No Sub Category		
	Total Gross floor area:	11305 sqm	
	Survey date: WEDNESDAY	17/10/18	Survey Type: MANUAL
2	DY-02-D-01	INDUSTRIAL ESTATE	DERBY
	SHAFTESBURY STREET DERBY		
	ROSE HILL Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	10100 sqm	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
3	EX-02-D-02	INDUSTRIAL ESTATE	ESSEX
	CHELMSFORD ROAD DUNMOW		
	Edge of Town Centre Residential Zone		
	Total Gross floor area:	9300 sqm	
	Survey date: FRIDAY	08/07/16	Survey Type: MANUAL
4	HI-02-D-04	INDUSTRIAL ESTATE	HIGHLAND
	FORRES ROAD NAIRN		
	Edge of Town No Sub Category		
	Total Gross floor area:	17000 sqm	
	Survey date: TUESDAY	18/04/23	Survey Type: MANUAL
5	KS-02-D-02	INDUSTRIAL ESTATE	KIRKLEES
	LAW STREET CLECKHEATON		
	Edge of Town Industrial Zone		
	Total Gross floor area:	23226 sqm	
	Survey date: THURSDAY	15/09/16	Survey Type: MANUAL
6	LN-02-D-03	INDUSTRIAL ESTATE	LINCOLNSHIRE
	DEACON ROAD LINCOLN		
	Edge of Town Industrial Zone		
	Total Gross floor area:	11265 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
7	NF-02-D-04	INDUSTRIAL ESTATE	NORFOLK
	DRAYTON HIGH ROAD NORWICH		
	Edge of Town No Sub Category		
	Total Gross floor area:	10673 sqm	
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL
8	NM-02-D-01	INDUSTRIAL ESTATE	WEST NORTHAMPTONSHIRE
	CORNHILL CLOSE NORTHAMPTON		
	LODGE FARM IND. ESTATE Edge of Town		
	Industrial Zone		
	Total Gross floor area:	12670 sqm	
	Survey date: WEDNESDAY	21/10/20	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NS-02-D-01	INDUSTRIAL ESTATE	NORTH SOMERSET
	WINTERSTOKE ROAD		
	WESTON-SUPER-MARE		
	OLDMIXON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	27000 sqm	
	Survey date: THURSDAY	15/09/22	Survey Type: MANUAL
10	SD-02-D-01	INDUSTRIAL ESTATE	SWINDON
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	10000 sqm	
	Survey date: TUESDAY	20/09/16	Survey Type: MANUAL
11	TW-02-D-10	INDUSTRIAL ESTATE	TYNE & WEAR
	ELEVENTH AVENUE		
	GATESHEAD		
	TEAM VALLEY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	21500 sqm	
	Survey date: WEDNESDAY	18/05/22	Survey Type: MANUAL
12	VG-02-D-01	INDUSTRIAL ESTATE	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	13091 sqm	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
13	WK-02-D-03	INDUSTRIAL ESTATE	WARWICKSHIRE
	EASTBORO WAY		
	NUNEATON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	20860 sqm	
	Survey date: THURSDAY	26/09/19	Survey Type: MANUAL
14	WK-02-D-04	INDUSTRIAL ESTATE	WARWICKSHIRE
	ABELES WAY		
	ATHERSTONE		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	17500 sqm	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
15	WO-02-D-02	INDUSTRIAL ESTATE	WORCESTERSHIRE
	WEIR LANE		
	WORCESTER		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	9500 sqm	
	Survey date: MONDAY	14/11/16	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.

Dynamic Transport Planning DTP Durham

Licence No: 262601

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	8	17163	0.022	8	17163	0.010	8	17163	0.032
05:30 - 06:00	8	17163	0.047	8	17163	0.011	8	17163	0.058
06:00 - 06:30	9	16508	0.032	9	16508	0.016	9	16508	0.048
06:30 - 07:00	9	16508	0.092	9	16508	0.033	9	16508	0.125
07:00 - 07:30	15	14999	0.131	15	14999	0.036	15	14999	0.167
07:30 - 08:00	15	14999	0.234	15	14999	0.065	15	14999	0.299
08:00 - 08:30	15	14999	0.239	15	14999	0.096	15	14999	0.335
08:30 - 09:00	15	14999	0.220	15	14999	0.115	15	14999	0.335
09:00 - 09:30	15	14999	0.206	15	14999	0.152	15	14999	0.358
09:30 - 10:00	15	14999	0.163	15	14999	0.148	15	14999	0.311
10:00 - 10:30	15	14999	0.179	15	14999	0.168	15	14999	0.347
10:30 - 11:00	15	14999	0.153	15	14999	0.148	15	14999	0.301
11:00 - 11:30	15	14999	0.146	15	14999	0.145	15	14999	0.291
11:30 - 12:00	15	14999	0.164	15	14999	0.159	15	14999	0.323
12:00 - 12:30	15	14999	0.155	15	14999	0.185	15	14999	0.340
12:30 - 13:00	15	14999	0.160	15	14999	0.180	15	14999	0.340
13:00 - 13:30	15	14999	0.168	15	14999	0.183	15	14999	0.351
13:30 - 14:00	15	14999	0.168	15	14999	0.156	15	14999	0.324
14:00 - 14:30	15	14999	0.145	15	14999	0.166	15	14999	0.311
14:30 - 15:00	15	14999	0.145	15	14999	0.167	15	14999	0.312
15:00 - 15:30	15	14999	0.119	15	14999	0.147	15	14999	0.266
15:30 - 16:00	15	14999	0.116	15	14999	0.163	15	14999	0.279
16:00 - 16:30	15	14999	0.155	15	14999	0.199	15	14999	0.354
16:30 - 17:00	15	14999	0.131	15	14999	0.219	15	14999	0.350
17:00 - 17:30	15	14999	0.092	15	14999	0.266	15	14999	0.358
17:30 - 18:00	15	14999	0.085	15	14999	0.166	15	14999	0.251
18:00 - 18:30	15	14999	0.048	15	14999	0.100	15	14999	0.148
18:30 - 19:00	15	14999	0.041	15	14999	0.070	15	14999	0.111
19:00 - 19:30	9	16508	0.053	9	16508	0.055	9	16508	0.108
19:30 - 20:00	9	16508	0.026	9	16508	0.037	9	16508	0.063
20:00 - 20:30	9	16508	0.015	9	16508	0.034	9	16508	0.049
20:30 - 21:00	9	16508	0.013	9	16508	0.020	9	16508	0.033
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.863			3.815			7.678

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:	9300 - 27000 (units: sqm)
Survey date date range:	01/01/16 - 18/04/23
Number of weekdays (Monday-Friday):	15
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.