



Faith in Nature

Miller Street, Higher Ainsworth, Radcliffe

Transport Statement (RIBA Stage 3)

December 2021



Faith in Nature

Miller Street, Higher Ainsworth, Radcliffe

Transport Statement (RIBA Stage 3)

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1. Introduction

1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by Faith in Nature (the 'Applicant'), to provide transport and highways advice in relation to the expansion of an existing industrial and warehouse development off Miller Street in Radcliffe, Greater Manchester.
- 1.1.2 The development proposals comprise the demolition of 2no. single storey extensions to the existing factory building within the north courtyard and the construction of a 906sqm infill warehouse.
- 1.1.3 This Transport Statement (TS) has been prepared in support of the planning application to assess the development proposals, with particular consideration to expected trip generation and local highway impact, accessibility by sustainable modes of travel and servicing arrangements.
- 1.1.4 In addition to this TS, a Framework Travel Plan has been prepared in accordance with BREEAM requirements.

1.2 Methodology

- 1.2.1 The methodology for the TS adopts the guidance set out within the Ministry of Housing, Communities & Local Government document, 'Transport Evidence Bases in Plan Making and Decision Taking' (2014), which superseded the Department for Transport's (DfT) 'Guidance on Transport Assessment' (2007).
- 1.2.2 Although the 2007 guidance has been superseded, it nonetheless remains instructive and has been used to inform the overall structure of the TS.

1.3 Report Structure

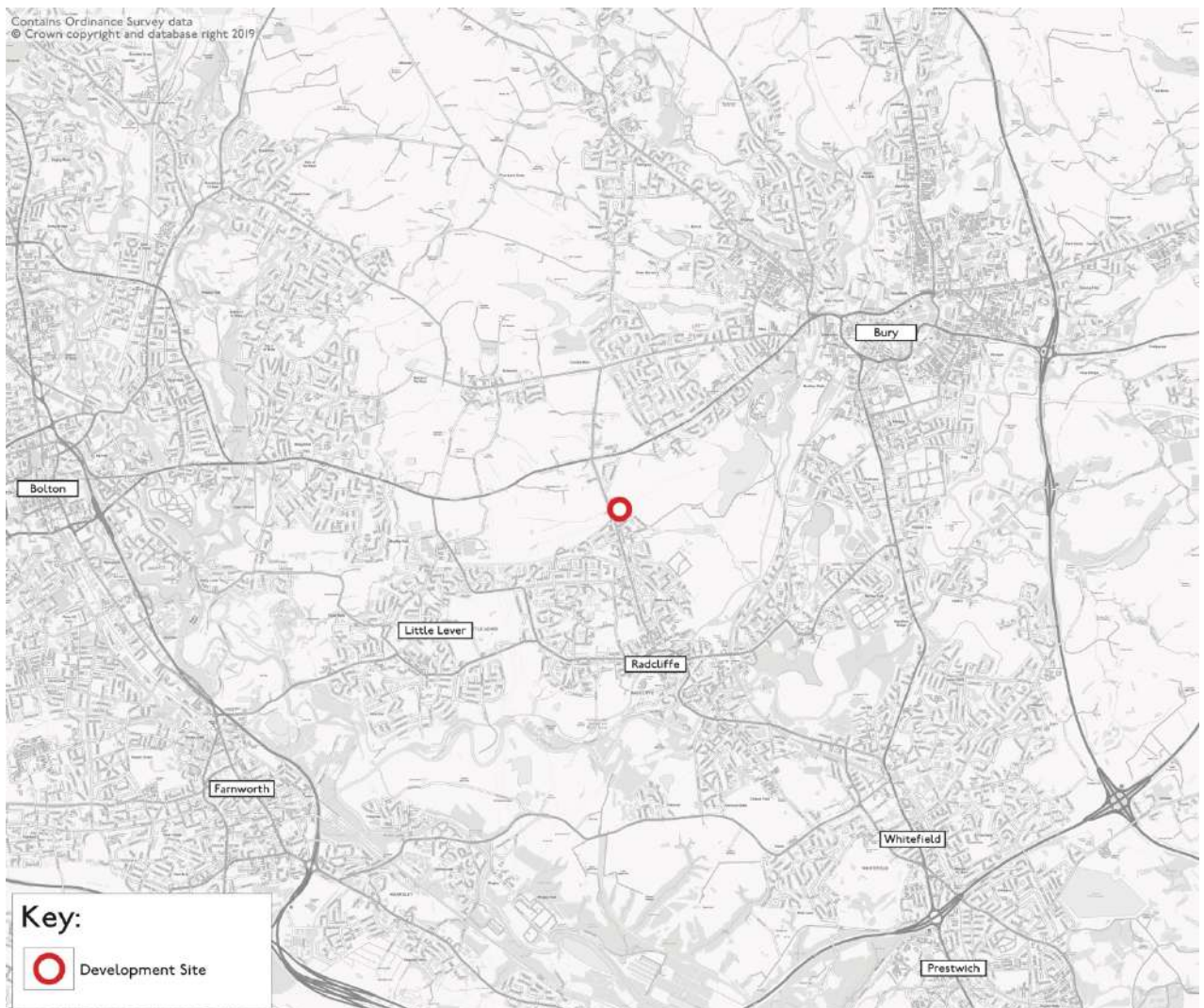
- 1.3.1 Following the introduction, the TS has been structured as follows:
 - Chapter 2 describes the site location, local highway network and collision data;
 - Chapter 3 describes accessibility by sustainable non-car modes of travel;
 - Chapter 4 outlines the development proposals;
 - Chapter 5 outlines the trip generation and traffic impact; and
 - Chapter 6 summarises and concludes the findings of the report.

2. Existing Conditions

2.1 Site Location and Existing Use

- 2.1.1 The development site is located on Miller Street in Radcliffe c.2km north of Radcliffe town centre and c.3km west of Bury. The location of the site in the wider context of the area is shown in [Figure 2.1](#).

Figure 2.1 – Strategic Site Location



- 2.1.2 There are a number of vehicle accesses to the site directly off Miller Street serving various areas of the site, two of which will be retained.
- 2.1.3 Pedestrian access to the site is currently via the southern footway on Miller Street. This connects to a marked pedestrian crossing point within the site for access to buildings on the west of the site. The footway along Miller Streets ends prior to the access for the buildings on the east of the site, therefore pedestrians are required to walk within the carriageway to access these areas.

2.1.4 The extents of footpath on Miller Street are shown in [Photograph 2.1](#) and [Photograph 2.2](#).

Photograph 2.1 – Miller Street Footway (westbound)



Photograph 2.2 – Miller Street (Eastbound)



2.2 Local Highway Network

2.2.1 The location of the development site in the context of the local highway network is shown in [Figure 2.2](#).

Miller Street

2.2.2 Miller Street is a two-way single carriageway road connecting the site and number of small residential roads to Higher Ainsworth Road to the west.

2.2.3 The road consists of a c.6m wide carriageway with a c.2-3m wide footway on the southern side and a c.1m wide footway on the northern side. The road benefits from a single street lighting column close to the junction with Higher Ainsworth Road.

2.2.4 The existing site access locations on Miller Street do not include dropped crossings or tactile paving.

2.2.5 There are no traffic regulation orders along the length of Miller Street as it is unadopted according to BMBC online mapping. The extents of adopted boundary are shown in [Figure 2.3](#).

Figure 2.2 – Local Highway Network



Figure 2.3 – Local Highway Network



- 2.2.6 Higher Ainsworth Road is a two-way single carriageway road extending on a broadly north-south alignment connecting Radcliffe Town Centre to the south and to Bury and Bolton Road (A58) to the north.
- 2.2.7 In the vicinity of the site the road is subject to a 30mph speed limit and consists of a c.7.3m carriageway with a c.1.7m footway on the eastern side and a c.2m footway on the western side. To the north of the site the eastern footway narrows to c.1m for a distance of c. 90m.
- 2.2.8 The road benefits from streetlighting columns and 'no-waiting at any-time' traffic regulation orders on both sides of the carriageway.
- 2.2.9 Due to the lack of footway to the north, the road markings for the Miller Street junction are extended into the southbound carriageway with an area of hatching to the north in order to improve visibility at the junctions. The road markings are shown in [Photograph 2.3](#).
- 2.2.10 To the south of the site there is a signalised pedestrian crossing which has recently been constructed at the crest of the hill, as shown in [Photograph 2.4](#).

Photograph 2.3 – Miller Street/ Higher Ainsworth Road Junction Markings



Photograph 2.4 – Higher Ainsworth Road Signalised Crossing (under construction)



2.3 Road Safety

2.3.1 Personal Injury Collision (PIC) data has been obtained from Crashmap (crashmap.co.uk) for the most recently available 5-year period between 2016 and 2020. The study area includes Miller Street and Higher Ainsworth Road.

2.3.2 The PIC study area is shown in [Figure 2.4](#) and summarised by year and severity in [Table 2.1](#).

Figure 2.4 – Personal Injury Collision Map (source:crashmap.co.uk)

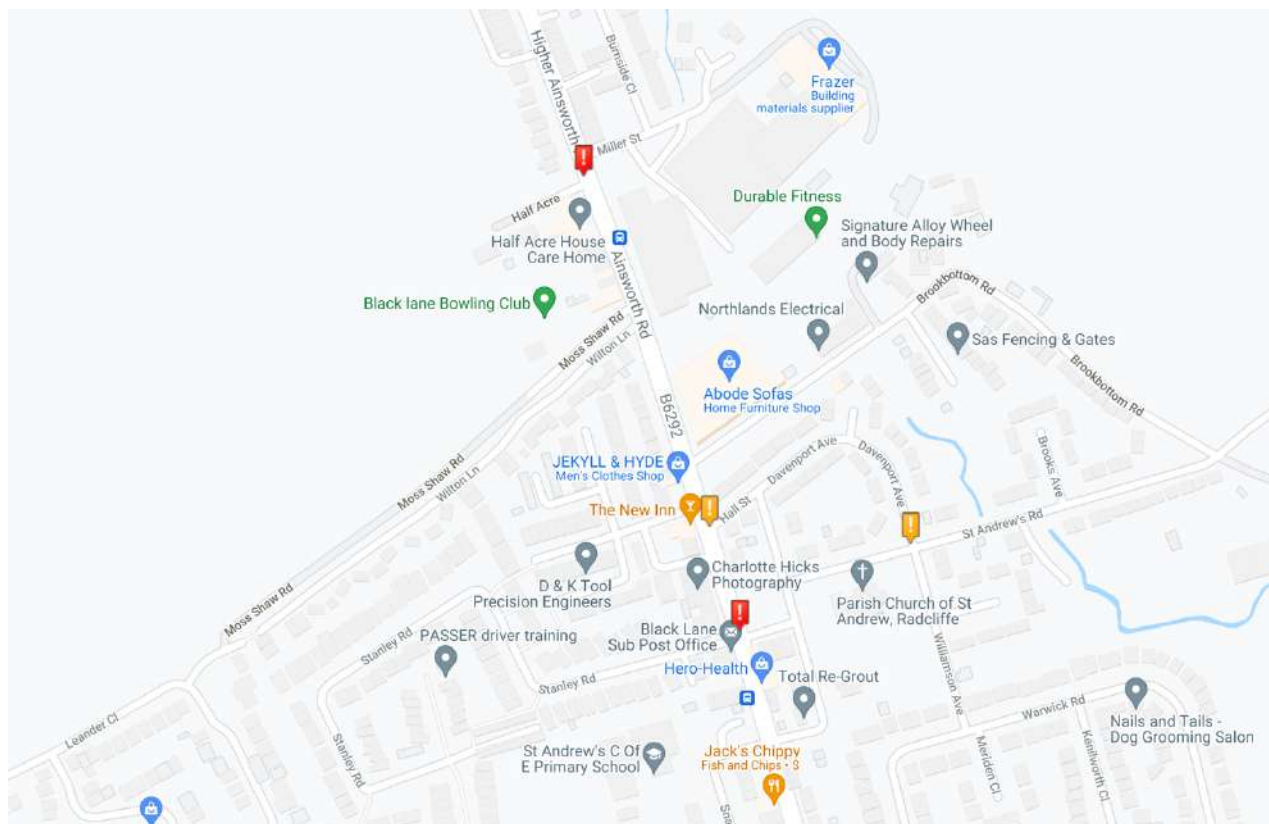


Table 2.1 – Road Collision Summary

Year	Location	Severity	Involved
2016	Higher Ainsworth Road	Slight	Motorcycle/ Car
2017	Higher Ainsworth Road	Serious	Motorcycle/ Car
2019	Higher Ainsworth Road	Serious	Pedestrian/ Car

- 2.3.3 The PIC data shows that there has been 1 slight collision and 2 serious collisions recorded in the study area.
- 2.3.4 One of the collisions involved a young driver. One of the collisions involved pedestrians prior to the introduction of the new signalised crossing facility.
- 2.3.5 Analysis of the PIC data demonstrates that there are no significant collision clusters within proximity of the site. Based on the frequency of collisions recorded, there is no evidence to suggest that the highway layout, design or condition are significant factors in PIC records on the local highway network.

- 2.3.6 There is also no evidence to suggest that the proposed development would increase risks of PICs in the surrounding area or have a detrimental impact on highway safety

3. Sustainable Accessibility Appraisal

3.1 Introduction

- 3.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.
- 3.1.2 NPPF sets out the Government's planning policies for England and outlines the important role that transport policies have to play in facilitating sustainable development.
- 3.1.3 Paragraph 105 states that *"significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making"*.
- 3.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

3.2 Pedestrian Accessibility

- 3.2.1 It is widely recognised that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km.
- 3.2.2 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document *'Guidelines for Providing for Journeys on Foot (2000)'* are shown in [Table 3.1](#).

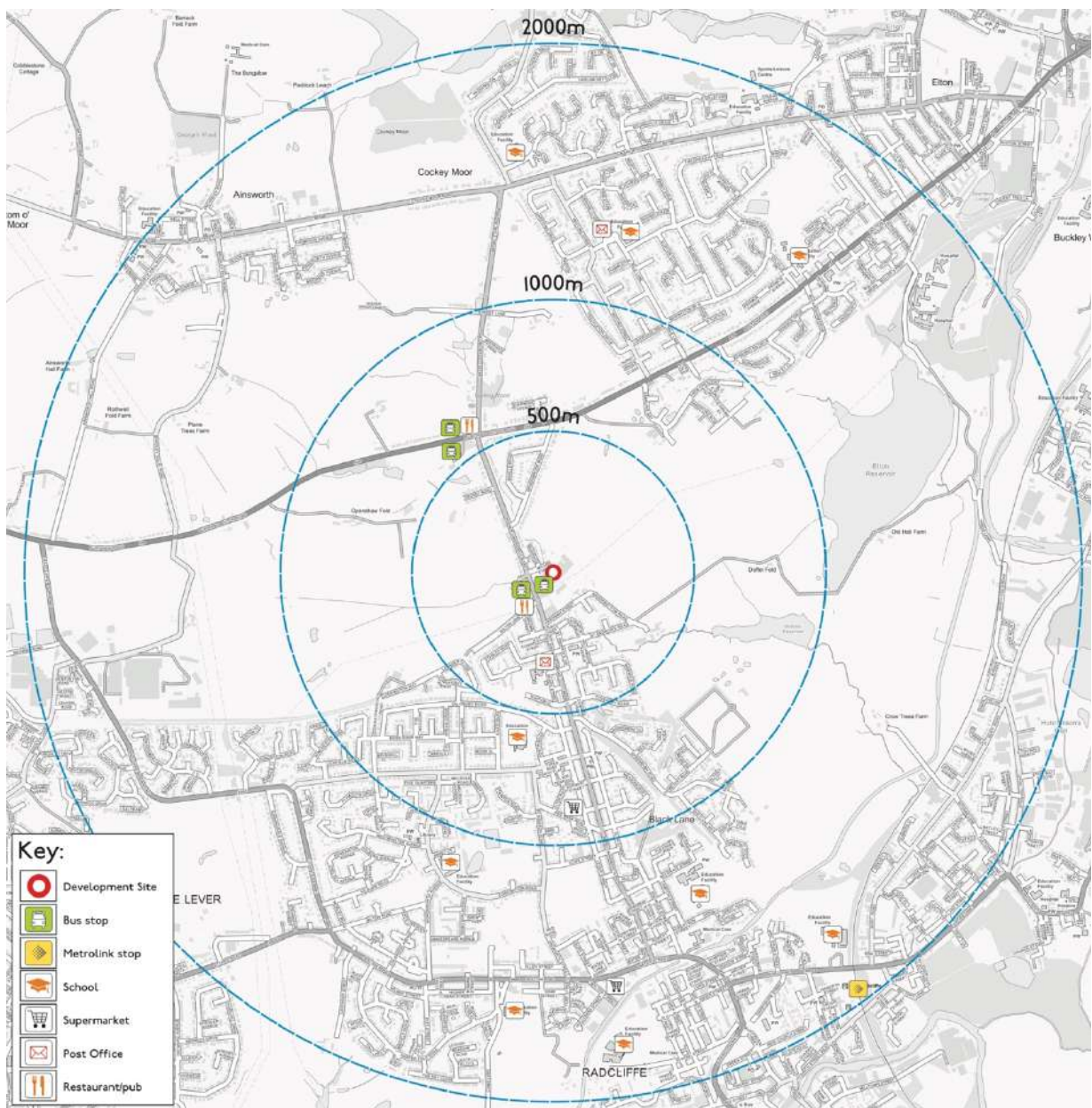
Table 3.1 – CIHT Guideline Acceptable Walking Distances

Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000	1,200m

- 3.2.3 The CIHT guidelines shown in [Table 3.1](#) suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.

- 3.2.4 Appropriate walking distances are dependent upon the location of the specific development. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high- quality pedestrian footways, crossings and pedestrianised areas.
- 3.2.5 As specified within CIHT guidance, walking catchment areas from the centre of the site have been produced to show local amenities within a 500m, 1000m and 2000m catchment area. The results are shown in Figure 3.1.

Figure 3.1 – Walking Catchment Area and Amenity Plan



3.2.6 As shown in [Figure 3.1](#), the site is surrounded by a range of key amenities, including bus stops, schools and a Metrolink station. Local residential areas such as Starling and Radcliffe are within a 2,000m catchment area of the site and therefore within the preferred maximum walking distance of the site.

3.2.7 [Table 3.2](#) provides an indication of the distances and approximate walking times to local amenities. The distances have been measured from the site, and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 3.2 – Local Amenities – Distance and Walking Times

Amenity	Distance (m)	Average Walking Time (mins)
Bus Stops – Higher Ainsworth Road	150m	2 minutes
Railway Hotel Restaurant	200m	3 minutes
Post Office	450m	5 minutes
Bus Stops – Bury and Bolton Road	700m	9 minutes
Toby Carvery Restaurant	700m	9 minutes
Convenience Store	1.1km	13 minutes
Supermarket	1.7km	20 minutes
Radcliffe Tram Stop	2.1km	25 minutes

3.2.8 As summarised in [Table 3.2](#), the site is located within a **10-minute** walk of two bus stops. Two restaurants, a post office, and a convenience are located within a **13-minute** walk of the site, and Radcliffe Metrolink Station is located within a **25-minute** walk of the site.

3.2.9 In summary, it has been demonstrated that the site complies with CIHT guidance for commuting walking distances. The site is well-placed in terms of pedestrian connectivity, with walking representing a realistic alternative to car trips. Based on the site's location, proximity to local bus service, local Metrolink Stations and connectivity to local footways, walking can be considered to be a realistic method of travel for commuting trips, particularly as an alternative to private car trips.

3.2.10 The BREEAM 2018 Tra02 'proximity to amenities' tool has been utilised to determine the key amenities within 500m of the site. The development building type is categorized as Type 1 – Offices, Retail, Industrial or Court. The results of the 'proximity to amenities' are shown in Table 3.3.

Table 3.3 – BREEAM 2018 Accessible Amenities

Amenity	Distance (m)	Average Walking Time (mins)
Food Outlet	200m	2 minutes
Access to cash (post office)	450m	5 minutes
Access to an outdoor open space (St Andrews Park)	500m	6 minutes
Access to a recreation/leisure facility (Durable Fitness)	350m	4 minutes
Publicly available postal facility	450m	5 minutes
Over the counter services associated with pharmacy	-	-
Childcare facility or school (St Andrews School)	500m	6 minutes

3.2.11 In accordance with BREEAM 2018, the development is required to be within 500m of three amenities. The data in Table 3.3 demonstrates that the development will be located within 500m of six amenities, and therefore receives **1 BREEAM Credit**.

3.3 Cycle Accessibility

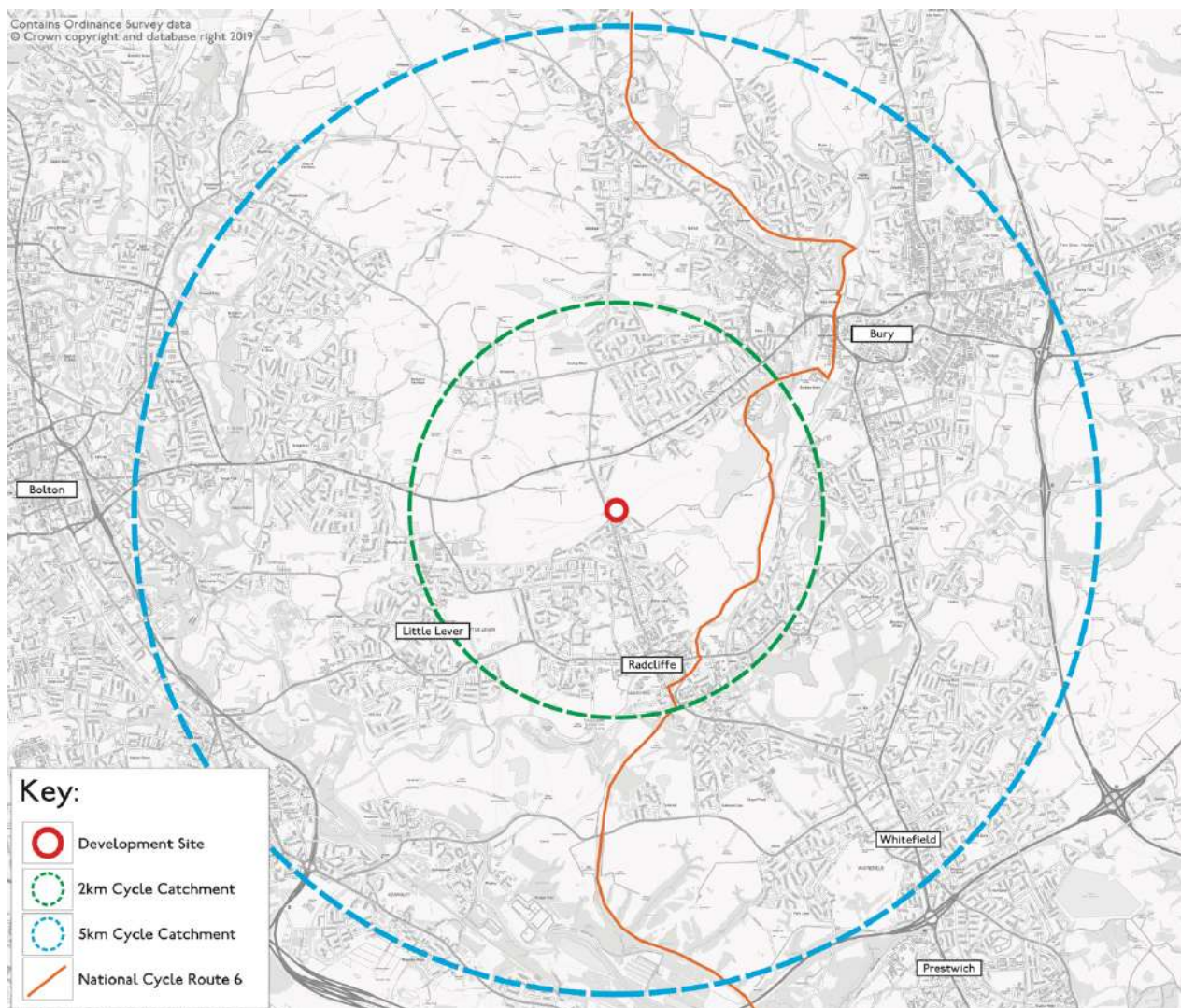
3.3.1 It is generally accepted that cycling has the potential to replace short car journeys, particularly those under 5km.

3.3.2 In respect of acceptable cycle distances, '*Local Transport Note 1/20: Cycle Infrastructure Design*', published by DfT, states that '*two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people*'.

3.3.3 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that the cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

3.3.4 Figure 3.2 presents the cycling catchment area around the proposed development site for 2km and 5km.

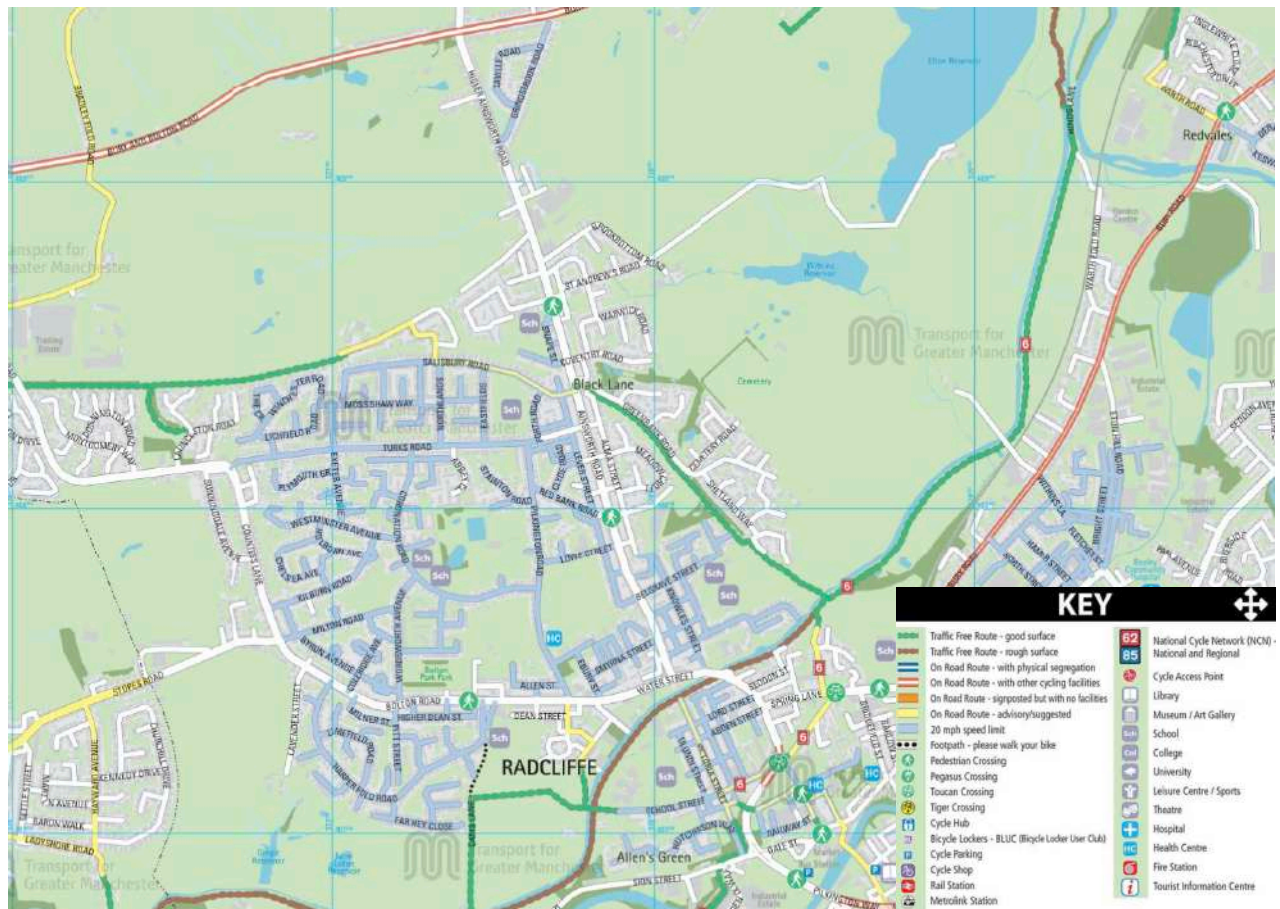
Figure 3.2 – Cycling Catchment Area



3.3.5 A review of cycle routes shows that National Cycle Route (NCR) 6 can be accessed within a 2km radius of the site, and therefore has the potential to be utilised by the site. Bury is located within a 5km catchment area of the site and therefore has the potential for commuting by cycling to the site.

3.3.6 The local cycle routes which are available in the vicinity of the site, including traffic free routes and advisory cycle routes are shown in Figure 3.3.

Figure 3.3 – Local Cycle Routes (Source: TfGM)



3.3.7 As demonstrated, there is a very good network of cycle routes and infrastructure in vicinity of the site, which will facilitate and encourage cycling with an off-road route connecting to National Cycle Route 6, an on-road cycle route on Bury and Bolton Road and a network of 20mph streets.

3.3.8 Greater Manchester's recently proposed 'Bee Network' scheme will expand on the existing cycle infrastructure in the region by providing 1,800 miles of cycling and walking network. The scheme will create safe routes to be used by two modes of sustainable transport; walking and cycling.

3.3.9 In terms of cyclist facilities (Tra02) there are two credits available to the site in accordance with BREEAM 2018. The two credits can be achieved through the following:

- Cycle storage
 - 1 space per 10 staff
- Cyclist facilities (at least 2 of the following are required)
 - Showers; changing facilities; lockers; and drying Spaces.

3.3.10 The development site will provide cycle storage for staff and visitors to the site, as well as providing all the facilities mentioned. Cycle parking conforms with the adopted parking standards which are more onerous than the BREEAM requirements. The site receives **2 BREEAM Credits** for Tra02 Cyclist Facilities.

3.4 Public Transport Services

Local Bus Services

3.4.1 The nearest bus stops are located adjacent to the site on Higher Ainsworth Road and serve the No. 98 bus service. The bus stops in both directions consists of a flag and pole with bus cage markings. The bus stops are shown in [Photograph 3.1](#).

Photograph 3.1 – Higher Ainsworth Road Bus Stops



3.4.2 In addition to the bus stops on Higher Ainsworth Road, the 471 service is available from bus stops on Bury and Bolton Road c.700m to the north of the site. Details of the services from both stops are shown in [Table 3.4](#).

Table 3.4 – Local Bus Services

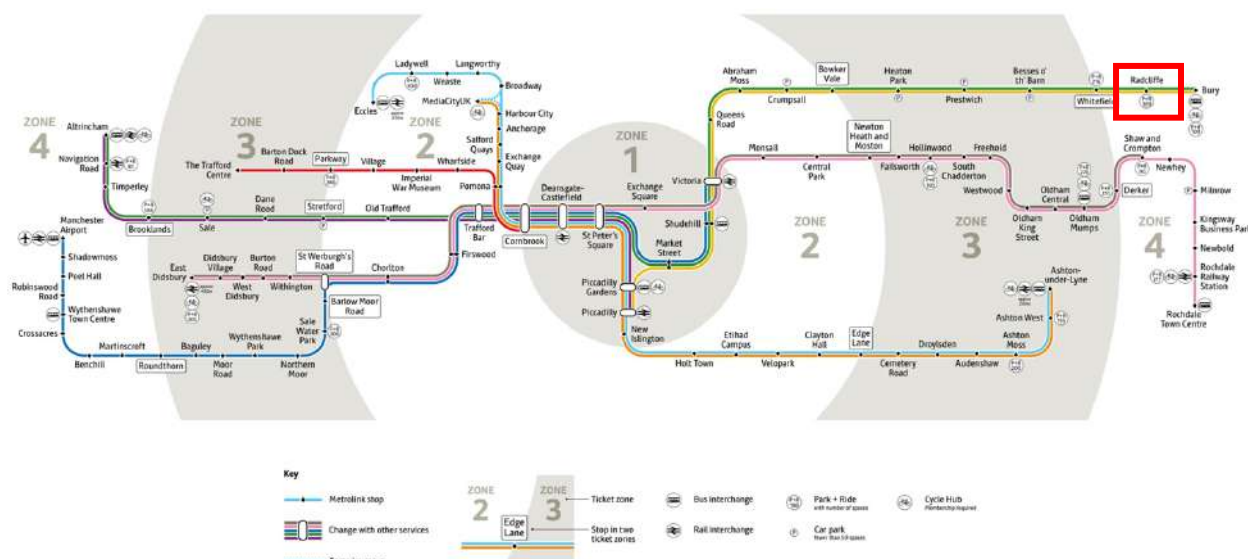
Service No.	Route	Weekday			Weekend	
		AM Peak	PM Peak	Inter Peak	Saturday	Sunday
98	Bury – Radcliffe – Prestwich – Manchester	30mins	30mins	30mins	30mins	30mins
471	Rochdale – Heywood – Bury – Bolton	10mins	10mins	12 mins	12mins	30mins

3.4.3 The BREEAM 2018 Tra01 Accessibility Index (AI) calculator tool has been utilised to demonstrate the 'AI' of the bus service within 650m of the site. The 'AI' calculator tool provides local bus services on Ainsworth Road with an 'AI' of 1.59. The 'AI' calculations are attached in [Appendix A](#).

Metrolink Services

3.4.4 The nearest Metrolink Station is Radcliffe which is located c.2.1km from the site. The Metrolink services which operate here are: Green Line (Bury – Altrincham) and Yellow Line (Bury – Piccadilly), other lines can be accessed within Manchester City Centre. [Figure 3.4](#) presents the Greater Manchester Metrolink Tram network.

Figure 3.4 – Metrolink Tram Network (Source: TfGM)



3.4.5 Each available tram service operates on a 10-minute frequency throughout the day, resulting in a tram every 5 minutes in each direction at Radcliffe. All tram stops have step-free access to all platforms, help points, tactile edges and security camera coverage.

3.4.6 Radcliffe Stop has 5 cycle stands and 5 cycle lockers which would support multi-modal journeys.

3.5 Summary

3.5.1 In summary, it has been shown that the site location benefits from access to a range of sustainable modes of travel, including travel by public transport, cycling and on-foot, thereby offering a usable and realistic alternative to single occupancy car journeys.

3.5.2 The site is therefore compliant with the (NPPF) which states in paragraph 110 that: *'in assessing sites that may be allocated for development in plans, or specific application for development, it should be ensured that: a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location'.*

4. Development Proposals

4.1 Proposed Use

- 4.1.1 The development proposals comprise the demolition of 2no. single storey extensions to the existing factory building within the north courtyard and the construction of a 906sqm infill warehouse. A total of 80 car parking spaces will be provided.
- 4.1.2 The overall floor area for the site is 8,042sqm with a net increase of 668sqm as part of the development proposals.
- 4.1.3 The proposed layout is shown in [Figure 4.1](#) and attached in [Appendix B](#).

Figure 4.1 – Proposed Layout



4.2 Site Access Arrangement

- 4.2.1 Two of the three existing site accesses will be retained as part of the proposals. The eastern access will be retained as the access to the primary parking area. The western access will serve the loading areas and some car parking. The existing middle access which is currently fenced off will be removed.
- 4.2.2 A continuous pedestrian footway along Miller Street will be provided into the site to serve the proposed building. Dropped kerbs and tactile paving will be provided across the service access.

4.3 Servicing and Deliveries

- 4.3.1 Loading docks are located around a service yard with 2 docks on both Units 4 and 5 capable of accommodating a 16.5m articulated HGV. There is a single loading dock on Unit 1 capable of accommodating a 7.5t panel van.
- 4.3.2 Refuse storage is located to the south of Unit 2.
- 4.3.3 Swept path analysis for a 16.5m articulated HGV and a refuse collection vehicle is shown in [Figure 4.2](#) and in [Drawing J325535-PS-001](#) attached in [Appendix C](#).

Figure 4.2 – Swept Path Analysis



4.4 Parking

Cycle Parking

- 4.4.1 As indicated in Chapter 3, cycle parking will be provided at levels sufficient to achieve a BREEAM credit (1 per 10 staff).
- 4.4.2 BMBC's adopted parking standards for cycle parking are:
- B2 General Industry – 1 per 700m² (10% short stay/90% long stay)
 - B8 Storage or Distribution – 1 per 850m² (10% short stay/90% long stay)
- 4.4.3 B2 parking standards require a minimum of 12 cycle parking spaces. There are anticipated to be a maximum of 60 staff on-site at any time, therefore the BREEAM parking requirement is 6 spaces.
- 4.4.4 As Parking provision onsite will need to be the higher of the adopted standards or BREEAM requirements a minimum of 12 spaces will be required. A cycle shelter is proposed to the northeast corner of unit two containing 10 Sheffield stands which can accommodate 20 cycle parking spaces.

Car Parking

- 4.4.5 BMBC's adopted maximum parking standards are:
- B2 General Industry – 1 per 60m²
 - B8 Storage or Distribution – 1 per 100m²
- 4.4.6 The maximum car parking provision for B2 use is 134 spaces whilst the maximum provision for B8 use is 80 spaces. The proposed provision of 80 spaces confirms with the B2 and B8 maximums.
- 4.4.7 Based on a provision of 80 spaces a minimum of 4 DDA compliant spaces will be required, with 7 provided close to building entrances.
- 4.4.8 10 electric vehicle charging points will be provided to ensure that 10% of the parking provision will include electric charging apparatus. The site receives **1 BREEAM Credit** for Tra02 Private Transport Measures.
- 4.4.9 In co-ordination with measures identified in the Framework Travel Plan, namely the promotion of CarShareGM, 5% of the parking provision, 4 spaces, will need to be identified as car sharing spaces, as shown on the scheme drawing 5 spaces have been provided. The site receives **1 BREEAM Credit** for Tra02 Private Transport Measures.

Motorcycle Parking

- 4.4.10 BMBC's adopted parking standards for motorcycle parking are:

- B2 General Industry – 1 per 2800m²
- B8 Storage or Distribution – 1 per 4000m²

4.4.11 3 motorcycle parking spaces will be provided to conform with the minimum B2 standard.

5. Trip Generation and Traffic Impact

5.1 Introduction

- 5.1.1 In order to assess the traffic impact of the development proposals, a trip comparison exercise has been undertaken for the proposed development.
- 5.1.2 The trip generation exercise is based on trip rates derived from the TRICS database to establish the existing anticipated traffic movements generated by the net additional floor area created by development proposals.

5.2 Trip Generation

- 5.2.1 Trips generated by the proposed development and areas of demolition have been derived from TRICS database using the '02 - Employment, C – Industrial Unit category. In order to establish representative trips rates, sites within Greater London, Scotland and Ireland have been excluded from the dataset.
- 5.2.2 The industrial trip rates and resulting trips for the weekday AM peak hour and PM peak hour are shown in [Table 5.1](#), with the full TRICS outputs attached in [Appendix D](#).

Table 5.1 – Industrial TRICS Trip Rates and Trips

	AM 07:00-08:00			PM 16:00-17:00		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rates (vehicles per 100m ²)	0.291	0.052	0.343	0.04	0.363	0.403
New Trips (668sqm)	2	0	2	0	3	3

- 5.2.3 The trip generation exercise demonstrates that there is anticipated to be an additional 2 two-way trips in the AM Peak and 3 additional two-way trips in the PM peak.

5.3 Summary

- 5.3.1 In summary, the proposed residential development is expected to generate a relatively low number of vehicular movements during both the AM and PM peak hours, equivalent to approximately 1 trip every 20 minutes when averaged over the peak hour.

5.3.2 It can therefore be concluded that the proposed development will have negligible traffic impact on the local highway network, and the residual cumulative impact of the development will be minimal and certainly not 'severe', which according to paragraph 111 of the NPPF is the threshold under which development should not be prevented or refused on highway grounds.

6. Summary

6.1.1 Mode Transport Planning has been appointed by Faith in Nature, to provide transport and highways advice in relation to the expansion of an existing industrial and warehouse development off Miller Street in Radcliffe, Greater Manchester.

6.1.2 The analysis and methodology set out in this RIBA Stage 3 Transport Statement report has been carried out in accordance with current policy guidance and best practice. In summary, the following has been established:

- Following a review of Personal Injury Collisions records, there is no evidence to show the proposed development will have a detrimental impact on highway safety;
- The site is located to take full advantage of the sustainable transport modes, with easy access by walking, cycling, bus, and light rail;
- Servicing can be safely accommodated within the proposed development;
- Secure cycle parking and facilities will be provided within the development in accordance with BREEAM and BMBC's adopted standards;
- Car parking will be provided in line with BMBC's adopted parking standards, with electric charging points and car sharing spaces provided in accordance with BREEAM;
- The proposed use is expected to generate an additional 2 two-way trips during the AM peak and 3 additional two-way trips in the PM peak hour, equivalent to an average of 1 trip every 20 minutes; and
- Considering the low number of trips generated, the proposed development will have a low traffic impact on the local highway network.

6.2 Conclusion

6.2.1 In conclusion, based on the evidence and analysis within this report, there should be no highways or transport planning reasons that prevents this planning application from being approved.

APPENDICES

APPENDIX A

BREEAM AI Calculator

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

No. nodes required

Select

NODE 1

Public transport type	Bus										
Distance to node (m)	150										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
Average frequency per hour	2										

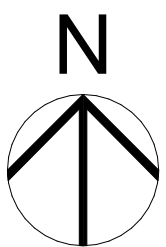
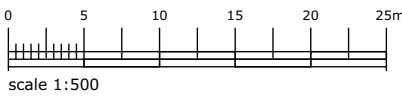
Accessibility Index 1.59

APPENDIX B

Site Layout



proposed site plan 1:500



campbelldriverpartnership
architects

client: M stone property and development

project: Faith in Nature

miller street, higher ainsworth, radcliffe

sheet: proposed site plan

job no:	20.173	dwg no:	005	J
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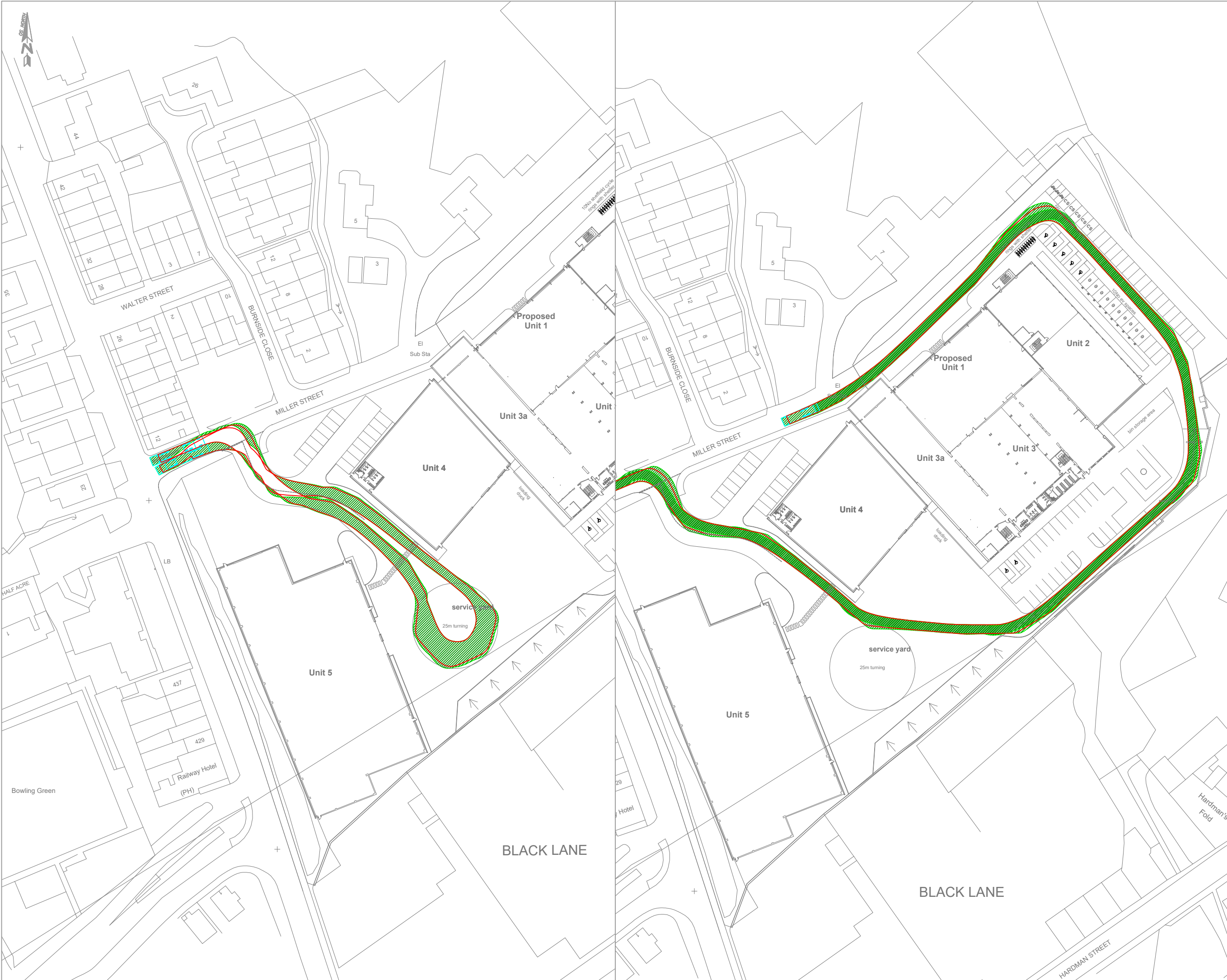
scale: 1:500 @ A1
date: 26.01.21
drawn: SR
capricorn park
blackwater road
blackburn bb1 5qr
t: 01254 297700
e: design@cdpartnership.co.uk

APPENDIX C

Swept Path Analysis

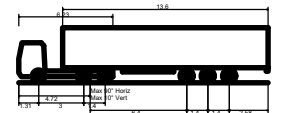
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Last saved by: LUKE WHEELER Last Plotted: 2021-12-15

Project Management Initials: Designer: LCW Checked: MA Approved: ME ISO A3 297mm x 420mm

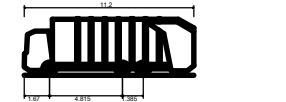


transport planning

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Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.832m
Min Body Ground Clearance 0.396m
Max Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.870m



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

- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
 2. all dimensions to be checked before commencement of work on site.
 3. all dimensions in metres unless otherwise stated.
 4. the design is subject to approval of bury metropolitan borough council.
 5. drawing based on os mapping .

issue/revision		
-	13/12/2021	issued
l/r	date	description

client: faith in nature
project: miller street, radcliffe
project number: J325535
scale: 1:1000@A3
drawing title: swept path analysis
drawing number: J32-5535-PS-001

APPENDIX D

TRICS Outputs

Calculation Reference: AUDIT-754101-210302-0308

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	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: 950 to 20000 (units: sqm)
 Range Selected by User: 150 to 80000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 04/09/20

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	3 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	3

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	7
Commercial Zone	1
Development Zone	1

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.

Secondary Filtering selection:

Use Class:

B2

7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Use Class Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	5 days

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

Travel Plan:

No

9 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

9 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	CH-02-C-03 BRUNEL ROAD MACCLESFIELD LYME GREEN BUS. PARK Edge of Town Development Zone Total Gross floor area: 6658 sqm Survey date: MONDAY 19/09/16	OFFICE FURNITURE	CESHIRE	Survey Type: MANUAL
2	DS-02-C-02 PONTEFRAC STREET DERBY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 2600 sqm Survey date: THURSDAY 25/06/15	ENGINEERED PRODUCTS	DERBYSHIRE	Survey Type: MANUAL
3	DV-02-C-01 PLYMBRIDGE ROAD PLYMOUTH ESTOVER Edge of Town Industrial Zone Total Gross floor area: 20000 sqm Survey date: TUESDAY 17/07/12	TUBE MANUFACTURE	DEVON	Survey Type: MANUAL
4	DV-02-C-02 GRACE ROAD SOUTH EXETER MARSH BARTON TRAD. EST. Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 3513 sqm Survey date: THURSDAY 06/07/17	ENERGY RECOVERY FACILITY	DEVON	Survey Type: MANUAL
5	HE-02-C-02 COLLEGE ROAD HEREFORD BURCOTT Edge of Town Commercial Zone Total Gross floor area: 1880 sqm Survey date: TUESDAY 22/10/13	THERMAL PROCESSING	HEREFORDSHIRE	Survey Type: MANUAL
6	TV-02-C-02 PARKVIEW ROAD WEST HARTLEPOOL Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1050 sqm Survey date: FRIDAY 04/09/20	FLUID ENGINEERING	TEES VALLEY	Survey Type: MANUAL
7	TW-02-C-01 SHAFTESBURY AVENUE JARROW TYNE POINT IND. ESTATE Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 950 sqm Survey date: THURSDAY 15/11/12	INDUSTRIAL UNIT	TYNE & WEAR	Survey Type: MANUAL
8	WM-02-C-04 STOURVALE ROAD STOURBRIDGE LYE Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 4324 sqm Survey date: TUESDAY 21/11/17	FOUNDRY	WEST MIDLANDS	Survey Type: MANUAL
9	WY-02-C-02 BROWN LANE WEST LEEDS HOLBECK Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 13350 sqm Survey date: MONDAY 19/10/15	FLUID SYSTEMS	WEST YORKSHIRE	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/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	13350	0.457	1	13350	0.000	1	13350	0.457
07:00 - 08:00	9	6036	0.291	9	6036	0.052	9	6036	0.343
08:00 - 09:00	9	6036	0.186	9	6036	0.046	9	6036	0.232
09:00 - 10:00	9	6036	0.105	9	6036	0.088	9	6036	0.193
10:00 - 11:00	9	6036	0.070	9	6036	0.044	9	6036	0.114
11:00 - 12:00	9	6036	0.074	9	6036	0.068	9	6036	0.142
12:00 - 13:00	9	6036	0.123	9	6036	0.144	9	6036	0.267
13:00 - 14:00	9	6036	0.171	9	6036	0.081	9	6036	0.252
14:00 - 15:00	9	6036	0.088	9	6036	0.156	9	6036	0.244
15:00 - 16:00	9	6036	0.083	9	6036	0.191	9	6036	0.274
16:00 - 17:00	9	6036	0.040	9	6036	0.363	9	6036	0.403
17:00 - 18:00	9	6036	0.013	9	6036	0.134	9	6036	0.147
18:00 - 19:00	9	6036	0.013	9	6036	0.024	9	6036	0.037
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.714			1.391			3.105

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:	950 - 20000 (units: sqm)
Survey date date range:	01/01/12 - 04/09/20
Number of weekdays (Monday-Friday):	9
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.



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