



Dwyer Asset Management Ltd

Dumers Lane, Bury

Transport Statement

August 2022



Dwyer Asset Management Ltd

Dumers Lane, Bury

Transport Statement

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APPENDIX B Proposed Exit-Only Access Junction

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APPENDIX D Local Bus Timetables

APPENDIX E TRICS Output – Industrial Unit

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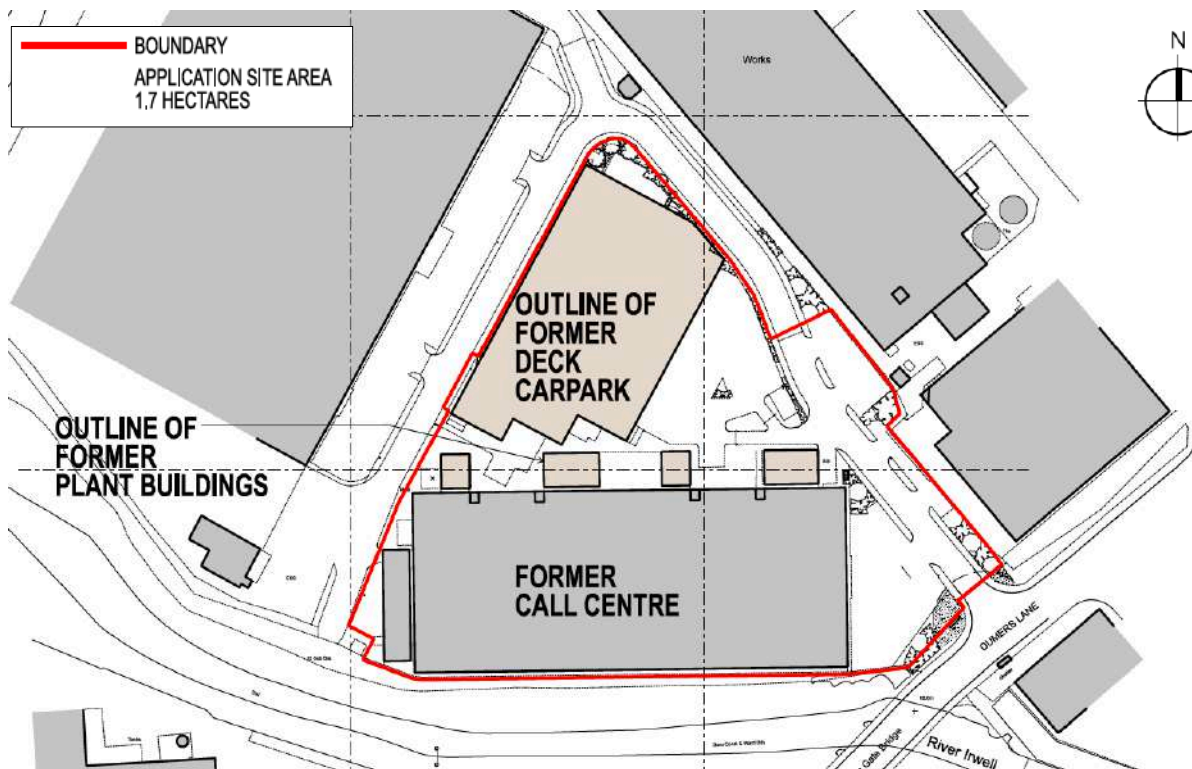
APPENDIX G TRICS Output - Office

1. Introduction

1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by Dwyer Asset Management Ltd (the 'Applicant') to provide transport planning and highways advice in relation to a change of use planning application at Dumers Lane, Bury.
- 1.1.2 The development proposals comprise a change of use from an existing call centre (Use Class E) to an industrial/ warehouse unit (Use Class B2/ B8). The existing unit was originally constructed for use as a warehouse in the late 90s but has since been used for call centre purposes. The existing multi-storey car park will be removed (as part of a separate planning application) to provide an area for servicing and parking.
- 1.1.3 The development site boundary is shown in [Figure 1.1](#).

Figure 1.1 : Planning Application Site Boundary (source: RGP Architects)



- 1.1.4 This Transport Statement (TS) has been prepared to assess the development proposals, including consideration to proposed parking and servicing arrangements, accessibility by sustainable modes of travel, expected net trip generation and local highway impact.
- 1.1.5 A Framework Travel Plan has also been prepared as a separate document for submission with the planning application.

1.2 Relevant Planning History

1.2.1 Following the unit's original construction for use as a warehouse, a brief summary of the site's relevant planning history is summarised below:

- Planning Reference: 99/35273 – Change of use from a warehouse to a Cellnet call centre (formally Class B1). Permitted April 1999.
- Planning Reference: 99/335284 – Single and two storey car park on land off Dumers Lane (Cellnet). Permitted April 1999.
- Planning Reference: 68468 – Prior approval for demolition of single and two storey car park and four free standing plant room buildings to enable future redevelopment plans for the wider site. Application submitted May 2022 – awaiting decision.

1.3 Methodology and Scope

1.3.1 The methodology of the TS adopts the guidance set out within the Department for Transport (DfT) 'Transport Evidence Bases in Plan Making and Decision Taking' (2014), which superseded 'Guidance on Transport Assessment' (2007).

1.3.2 While the 2014 guidance places a focus on agreeing a scope of works with the Local Highway Authority, the 2007 guidance nonetheless remains instructive and therefore informs the general structure of the TS.

1.4 Report Structure

1.4.1 Following this introductory chapter, the TS has been structured as follows:

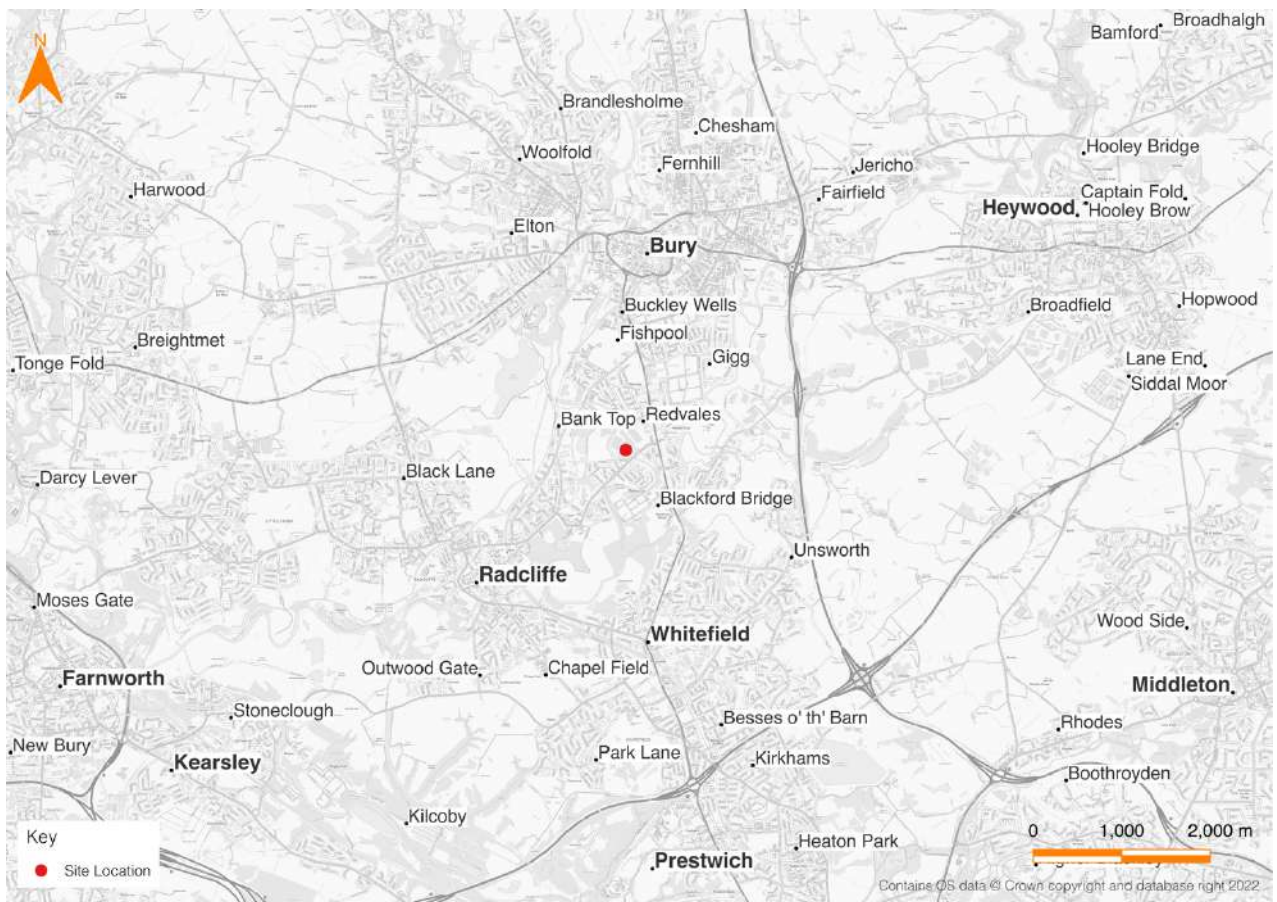
- Chapter 2 describes the site location, local highway network and collision data;
- Chapter 3 outlines the development proposals, vehicular access and parking;
- Chapter 4 details accessibility by non-car modes, including public transport, cycle and on foot;
- Chapter 5 details the expected net trip 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 As shown in Figure 2.1, the development site is located approximately 2km to the south of Bury Town Centre, 1.5km to the west of Pilsworth and 2.5km to the northeast of Radcliffe.

Figure 2.1 : Site Location Plan



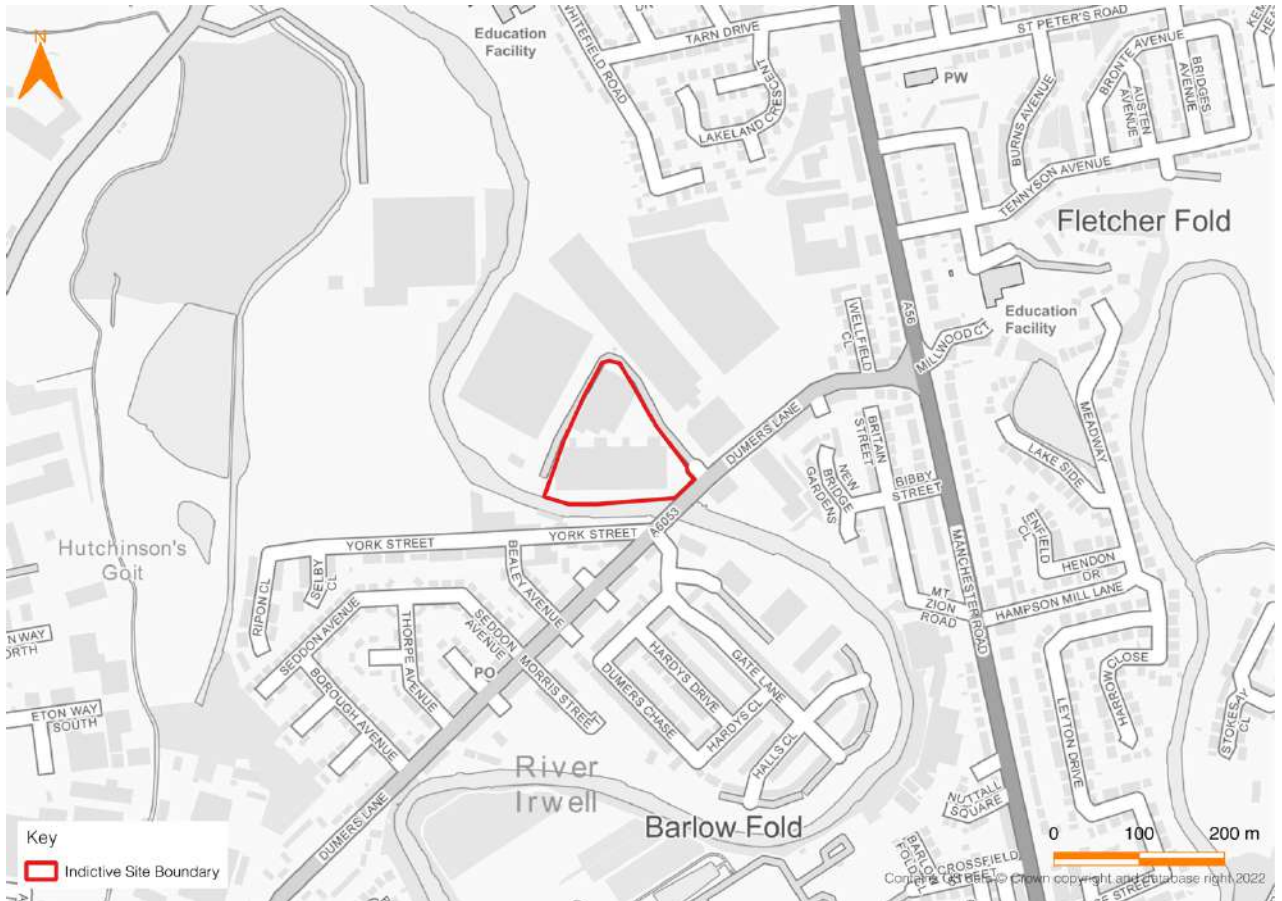
- 2.1.2 The existing unit is currently vacant although has recently accommodated a Tesco Mobile Customer Care call centre (Use Class E), with on-site parking provision provided within a surface and multi-storey car park. As described previously, the existing unit was originally constructed for use as a warehouse in the late 90s, prior to changing to a call centre.

2.2 Local Highway Network

- 2.2.1 The development site is bound to the west, north and east by an unadopted access road that also serves the industrial unit to the west. To the south, the development site abuts the River Irwell. The access road connects with Dumers Lane (A6053) to the east of the development site.

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

Figure 2.2 : Local Highway Network



Access Road

2.2.3 The unadopted existing access road is a two-way single carriageway with one lane in each direction, extending around the development site's eastern, northern and western boundaries. The access road comprises a c.7.3m with c.2.0m wide footway provision and street-lighting columns on both sides of the road, as shown in [Photograph 2.1](#) and [Photograph 2.2](#).

Photograph 2.1 : Access Road (northbound)



Photograph 2.2 : Access Road (northbound)



2.2.4 The existing multi-storey car park and areas of surface car parking adjacent to the unit are served via two priority junctions on the western side of the access road. The access road also serves an area of existing surface car parking to the east of the road. The access road continues around the northern tip of the development site, serving the industrial unit to the west of the development site.

Dumers Lane

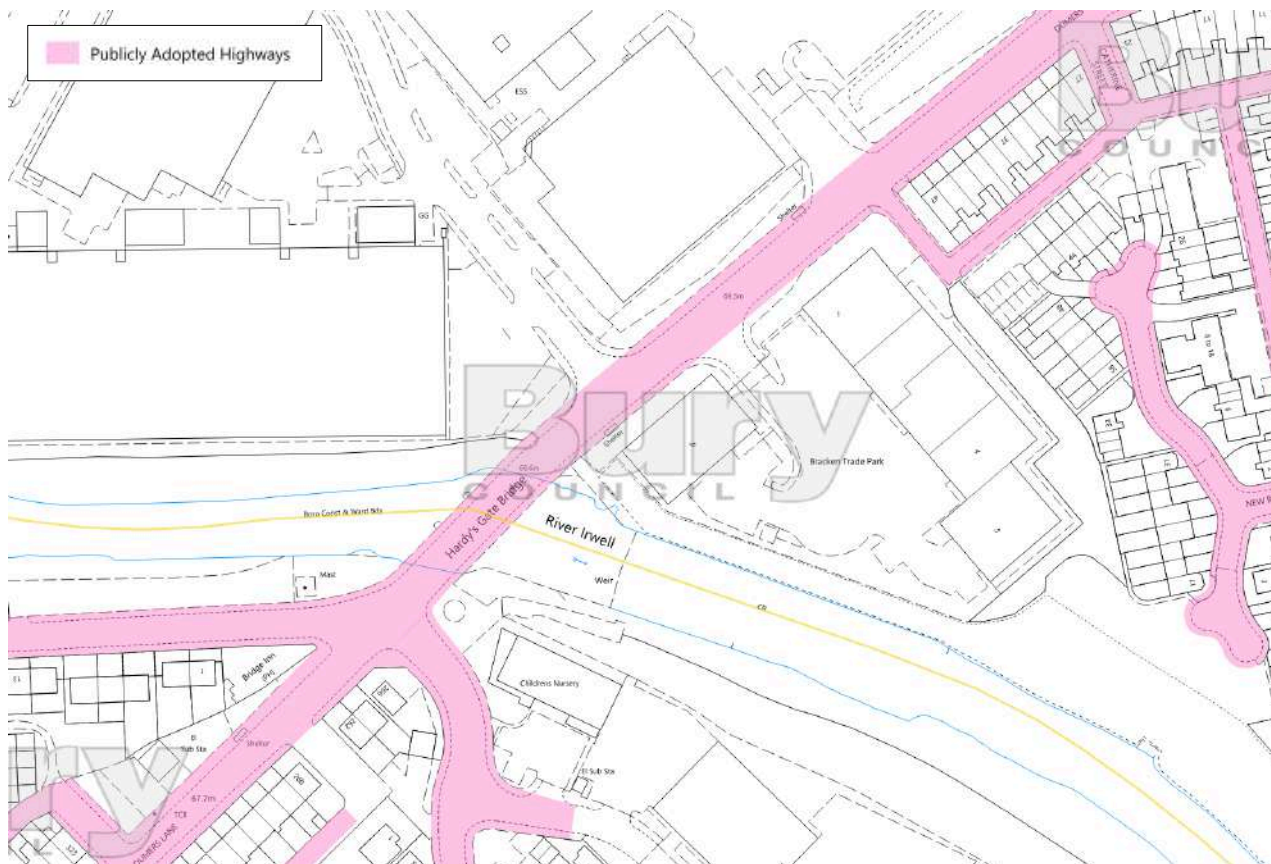
- 2.2.5 The access road forms the minor arm of a priority junction with Dumers Lane, which includes a right-turn ghost island and tactile paving on the access road arm, as shown in [Photograph 2.3](#).

Photograph 2.3 : Access Road / Dumers Lane Junction (westbound)



- 2.2.6 Dumers Lane is a two-way single carriageway, extending on a broadly northeast to southwest alignment to the south of the development site. Dumers Lane is subject to a 30mph speed limit and includes a network of street lighting columns.
- 2.2.7 Approximately 80m to the southwest of the access junction, Dumers Lane forms a four-arm signalised junction with York Street and Gate Lane. To the northeast, Dumers Lane extends for approximately 280m before forming a three-arm signalised junction with Manchester Road (A56).
- 2.2.8 Dumers Lane forms part of the Bury Metropolitan Borough Council's (BMBC) adopted highway network, as shown in [Figure 2.3](#).

Figure 2.3 : Adopted Highway Network (source: BMBC Interactive Online Mapping)



2.2.9 Existing bus stops are located on Dumers Lane, including a southwest-bound bus stop located opposite the access road (Photograph 2.4) and a northeast-bound bus stop located approximately 60m to the northeast of the access road (Photograph 2.5). Both bus stops comprise a shelter, flag pole, timetable display board, raised kerbing and bus cage road markings.

Photograph 2.4 : Bus Stop on Dumers Lane (southwest-bound)



Photograph 2.5 : Bus Stop on Dumers Lane (northeast-bound)

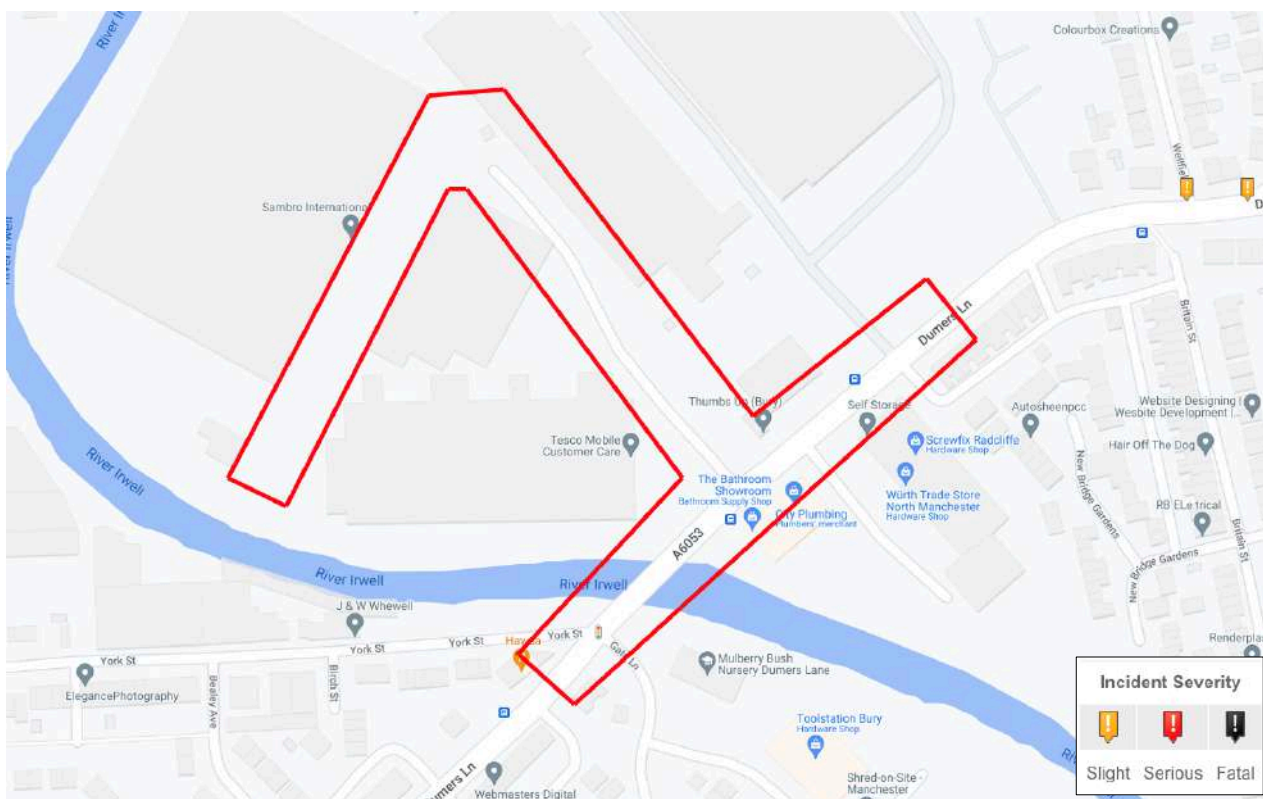


2.3 Road Safety

- 2.3.1 Collision data in the vicinity of the development site has been obtained from the CrashMap Pro database for the most recent 5.5-year period from January 2016 to June 2021. The study area includes the access road and a c.200m section of Dumers Lane.

2.3.2 Figure 2.4 shows the extent of the study area and the location of Personal Injury Collisions (PIC) reported during the five-year study period.

Figure 2.4 : Personal Injury Collision Data (source: Crashmap)



2.3.3 As shown in Figure 2.3, there were no collisions of any severity reported in the study area during the 5.5-year period.

2.3.4 Based on the existing collision record, there is no evidence to suggest that the highway layout, design or condition are significant factors in PIC records on the local highway network. There is also no evidence to suggest that the proposed development would increase the risk of PICs occurring or have a detrimental impact on highway safety.

2.4 Public Rights of Way

2.4.1 There are no Public Rights of Way (PRoW) within the site boundary or within the area immediately surrounding the site that would need to be stopped up or diverted to facilitate the development.

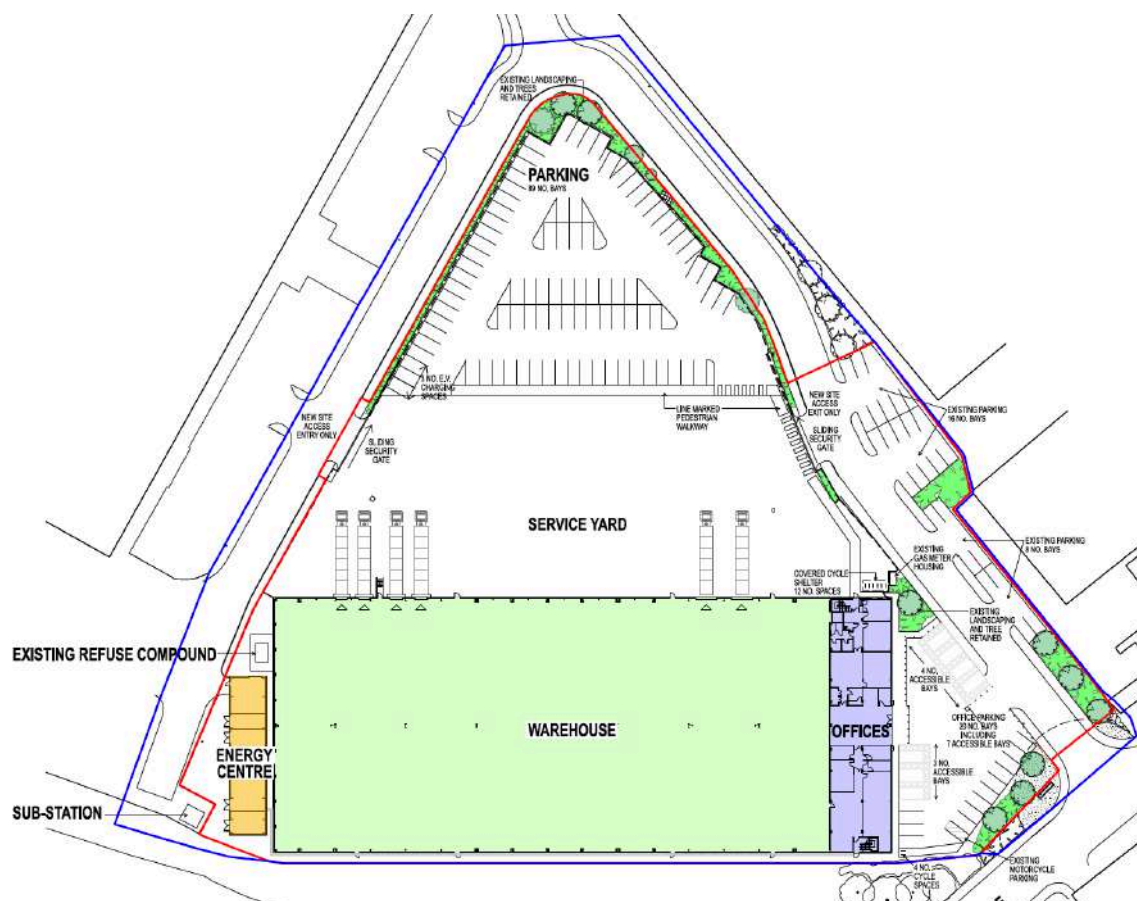
3. Development Proposals

3.1 Proposed Use

3.1.1 The development proposals at Dumers Lane in Bury comprise a change of use from an existing call centre (Use Class E) to an industrial/ warehouse unit (Use Class B2/ B8). The existing unit was originally constructed for use as a warehouse in the late 90s but has since been used for call centre purposes. The existing multi-storey car park will be removed (as part of a separate planning application) to provide an area for servicing and parking.

3.1.2 The proposed site layout is shown in [Figure 3.1](#), with the full drawing attached in [Appendix A](#).

Figure 3.1 : Proposed Site Layout (source: RGP Architects)



3.1.3 The proposed unit comprises 5,290 sqm of industrial/ warehouse space and 1,625 sqm of office space. The office space is divided over three floors.

3.2 Site Access Arrangement

3.2.1 Vehicle access to the existing areas of car parking located to the east of the unit and to the east of the access road, are accessed via the existing access junctions.

- 3.2.2 Vehicular access to the service yard and car parking to the north of the service yard will be accessed via an In-Out arrangement from the access road. The entrance to the site will be provided via a new gated entrance-only junction on the western boundary of the site, and the exit will be provided via a new gated exit-only junction to the east of the site.
- 3.2.3 Analysis shows that a 2.4m x 47m visibility splay can be achieved in both directions along the access road from the exit-only junction, in accordance with Manual for Street 2 (MfS2) for roads with >5% HGV movements. Vegetation near the entry and exit junctions will be kept at a low level to maintain visibility splays and ensure good visibility between vehicles and pedestrians.
- 3.2.4 The visibility splays achievable at the exit-only access junction is shown in **Drawing J32-6839-PS-001** attached in **Appendix B**.
- 3.2.5 Swept path analysis has been undertaken for a 16.5m articulated HGV, which is the largest vehicle expected to regularly visit the site. The analysis shows that a 16.5m articulated HGV vehicle can enter and exit via the site access in a forward gear and manoeuvre safely when accessing the loading bays.
- 3.2.6 Swept path analysis for a 16.5m articulated HGV is shown in **Drawing J32-6839-PS-002** attached in **Appendix C**.
- 3.2.7 The existing footway provision along the access road connects with pedestrian routes within the site. The development proposals include a pedestrian route connecting the parking area to the north to the unit entrance, via the service yard.

3.3 Parking Provision

- 3.3.1 BMBC's adopted car, cycle and motorcycle parking standards for offices (formally B1), general industry (B2) and storage/ distribution (B8) development, as set out in SPD 11, are summarised in **Table 3.1**. The standards for car parking spaces are maximum standards and the standard for cycle and motorcycle parking spaces are minimum standards.

Table 3.1 : BMDC Parking Standards

Development Type	Car Parking (max)	Disabled (min)	Cycle (min)	Motorcycle (min)
Office (formally B1)	1 space / 35 sqm (excluding disabled spaces)	2 spaces or 5%	1 space / 400 sqm (min 2 spaces)	1 space / 1,400 sqm (min 2 spaces)
General Industry (B2)	1 space / 60 sqm (excluding disabled spaces)	2 spaces or 5%	1 space / 700 sqm (min 2 spaces)	1 space / 2,800 sqm (min 2 spaces)
Storage / Distribution (B8)	1 space / 100 sqm (excluding disabled spaces)	2 spaces or 5%	1 space / 850 sqm (min 2 spaces)	1 space / 4,000 sqm (min 2 spaces)

3.3.2 The proposed parking provision at the development site is summarised in [Table 3.2](#).

Table 3.2 : Proposed Parking Provision

Proposed Development	Car Parking (max)	Disabled (min)	Cycle (min)	Motorcycle (min)
Warehouse/ Industrial Space (5,290 sqm) and Office space (1,625 sqm)	126 spaces (excluding disabled spaces)	7 spaces	16 spaces (12 long-stay and 4 short stay)	3 spaces

3.3.3 The proposed car parking provision (excluding disabled spaces) is equivalent to 93% of the maximum parking standard for B2 and Office Use, and 127% of the maximum parking standard for B8 and Office Use. The proposals include B2 and B8, and therefore this level of car parking is considered acceptable.

3.3.4 The 7 disabled parking spaces proposed at the development site is equivalent to 5.3% of the total parking capacity (133 spaces), and therefore complies with BMBC's minimum standards.

3.3.5 The car parking provision includes 3 Electric Vehicle Charging Point (EVCP) spaces within the area of parking to the north of the site.

3.3.6 The 16 cycle parking spaces, including 12 long-stay spaces and 4 short-stay spaces, exceeds BMBC's minimum standard for B2 and Office use. The long-stay spaces are located in a secure covered structure, and the short-stay spaces comprise Sheffield stands located within the existing parking area to the east of the unit and a short walk from the main entrance to the unit.

3.3.7 In accordance with BMBC's minimum standards, the development proposals include 3 motorcycle parking spaces, located within an existing area for motorcycle parking within the existing parking area to the east of the unit.

4. Sustainable Accessibility

4.1 Introduction

- 4.1.1 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.
- 4.1.2 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

4.2 Pedestrian Accessibility

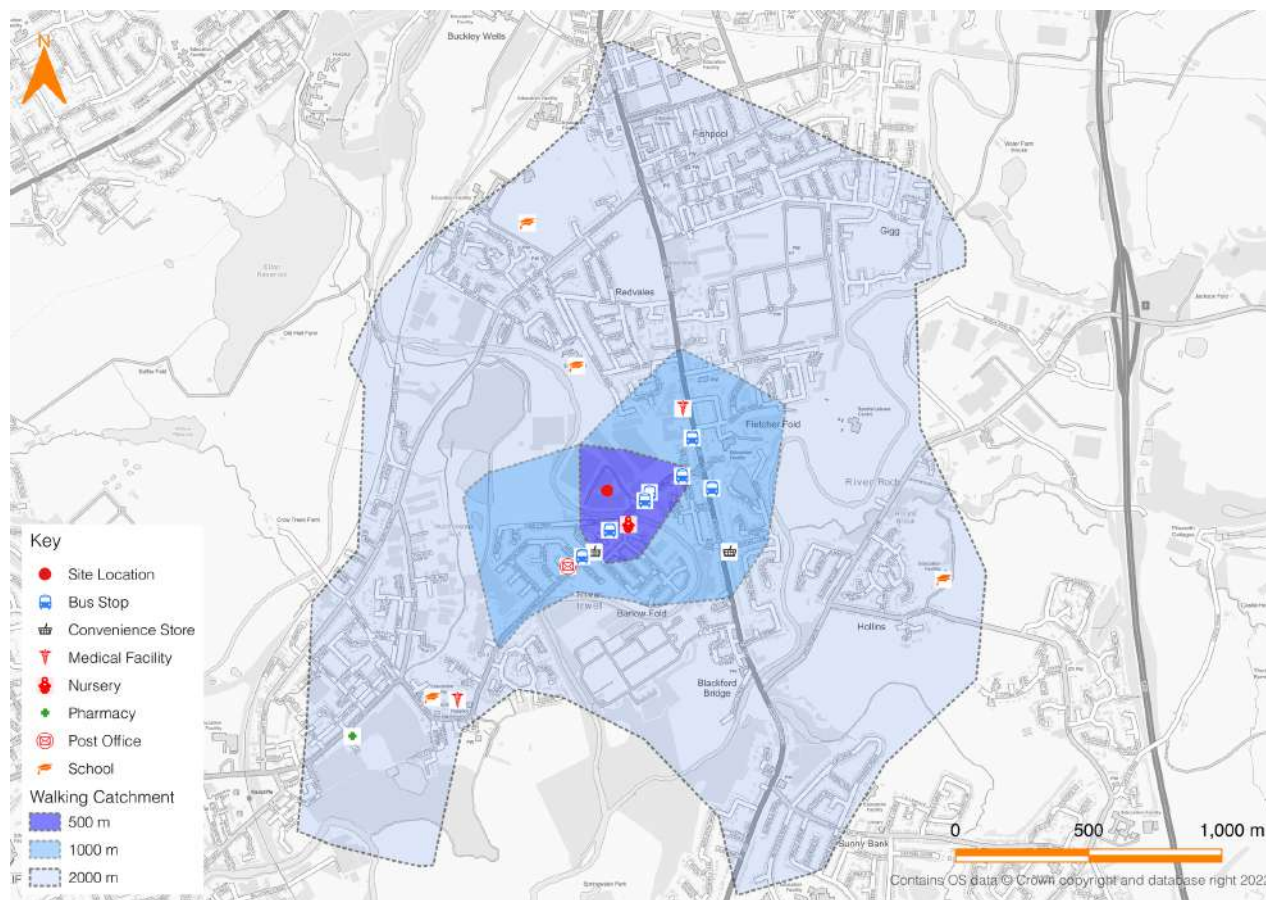
- 4.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document '*Guidelines for Providing for Journeys on Foot (2000)*', are shown in [Table 4.1](#).

Table 4.1 : CIHT Guideline Acceptable Walking Distances

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

- 4.2.2 The CIHT guidelines shown in [Table 4.1](#), suggest that, for commuting purposes, up to 500m is a desirable walking distance, up to 1km is considered an acceptable walking distance and 2km is the preferred maximum walking distance.
- 4.2.3 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. 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.
- 4.2.4 As described previously, the development site benefits from existing footway provision throughout the local highway network and accessible bus stops on Dumers Lane.
- 4.2.5 [Figure 4.1](#) presents the local amenities and 500m, 1,000m and 2,000m walking catchments from the site, as specified in CIHT guidance for commuting purposes.

Figure 4.1 : Local Amenities Catchment Plan



- 4.2.6 As shown in Figure 4.1, the development site is located within a 500m walking catchment of bus stops, local amenities on Dumers Lane and surrounding residential areas. Further local amenities including shops, food outlets, dentist and schools, and residential areas including Redvales, Blackbridge and Radcliffe are also accessible within a 1km walking catchment of the site.
- 4.2.7 Table 4.2 provides an indication of the distances and approximate walking times to local bus stops and local amenities. The distances have been measured from the centre of 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 4.2 : Local Amenities – Distances and Walking Times

Amenity	Distance	Average Walking Time
Bus Stop on Dumers Lane (SW-bound)	100m	1 minute
Bus Stop on Dumers Lane (NE-bound)	150m	2 minutes
Mulberry Bush Nursery on Gate Lane	210m	2.5 minutes
Convenience Store on Dumers Lane	500m	4 minutes
Bus Stop on Manchester Road (SB)	600m	7 minutes
Post Office and Amazon Hub Counter on Dumers Lane	600m	7 minutes
Bus Stop on Manchester Road (NB)	600m	7 minutes
Bury Dental Practice on Manchester Road	700m	8 minutes
Bealey Community Hospital on Dumers Lane	1.1km	13 minutes
St Peters Primary School on Whitefield Road	1.2km	14 minutes
Radcliffe Pharmacy on Cross Lane	1.8km	22 minutes

4.2.8 Table 4.2 shows that there are a range of local amenities within a 500m walking distance from the site, including bus stops, convenience store, post office and children's nursery.

4.2.9 As described previously, the local highway network benefits from an extensive network of footways and the site is well situated in terms of accessibility to local bus services, local amenities and surrounding residential areas. It has therefore been demonstrated that the site is well-placed in terms of pedestrian connectivity, with walking representing a realistic alternative to car trips.

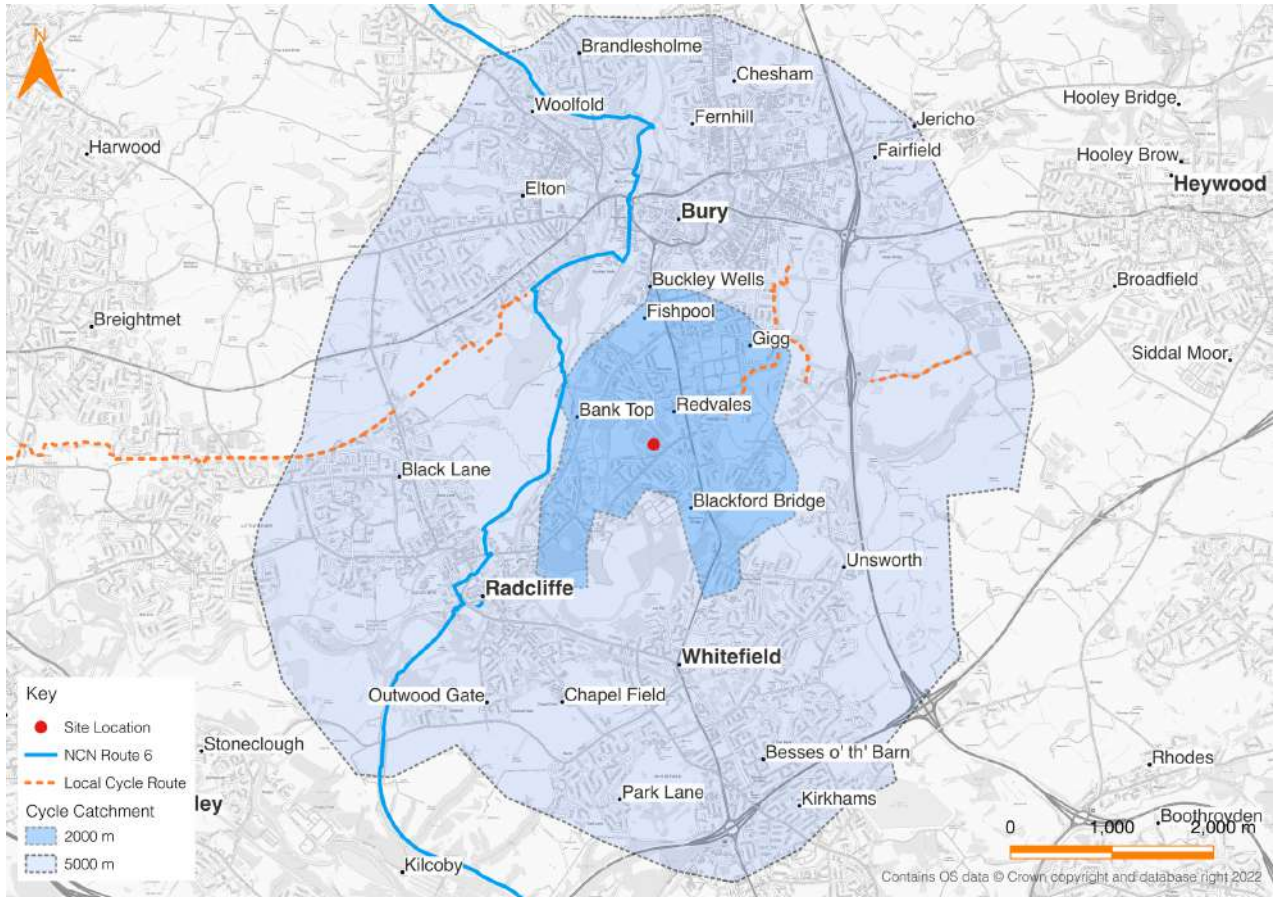
4.3 Cycle Accessibility

4.3.1 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 that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

4.3.2 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'*.

4.3.3 Figure 4.2 presents the cycling catchment area around the proposed development site for 2km and 5km.

Figure 4.2 : Cycle Catchment Plan

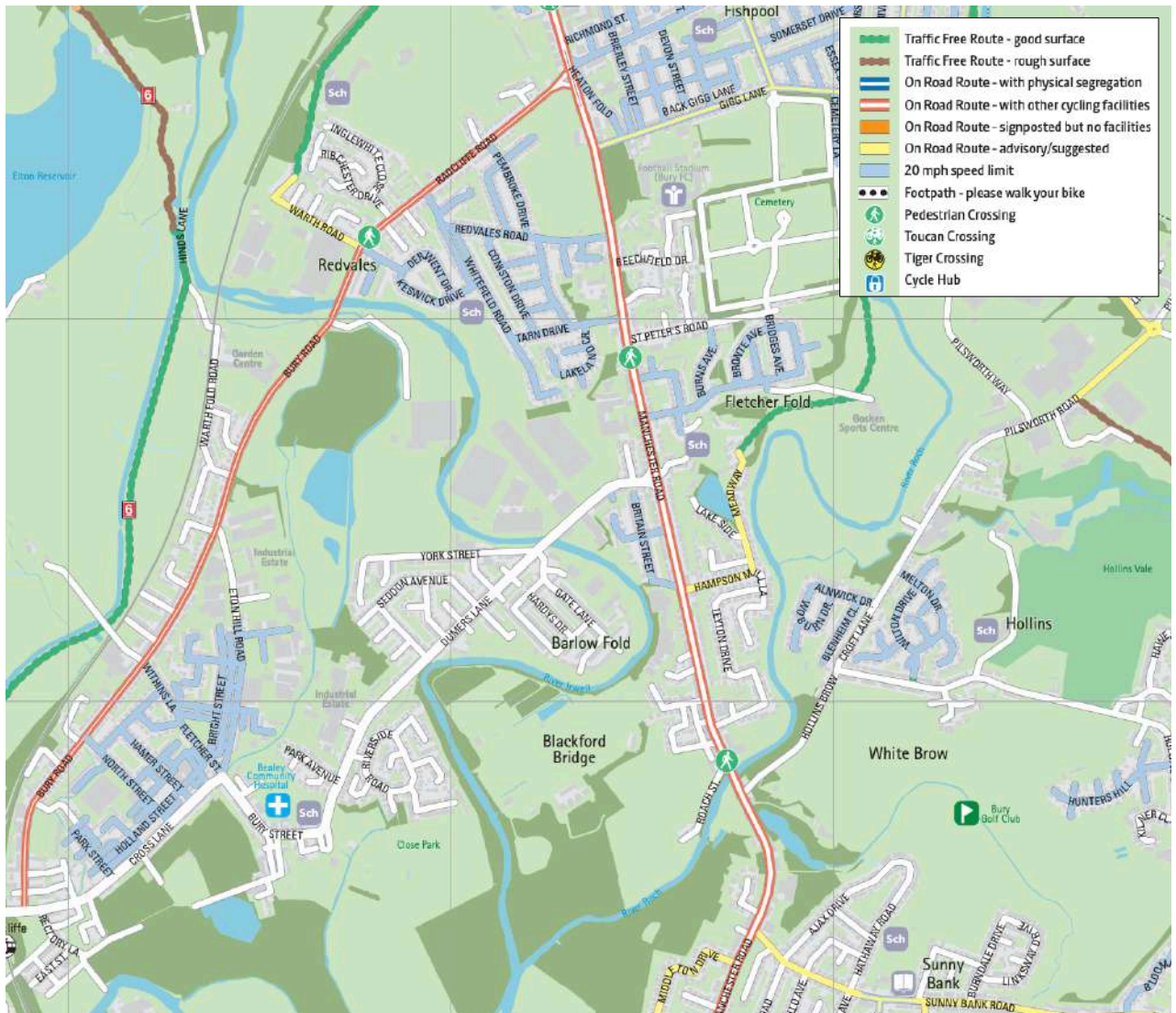


4.3.4 As shown in Figure 4.2, Sunnybank, Redcliffe and the outskirts of Burys are located within a 2km cycle catchment from the site. Furthermore, the proposed development is located within a 5km cycle catchment of Bury Town Centre, Whitefield and Brandlesholme.

4.3.5 the National Cycle Network (NCN), Route 6 passes with 2km from the site, providing a dedicated route between Bury and Radcliffe.

4.3.6 The local cycle routes and supporting infrastructure, including traffic-free routes, advisory cycle routes, on-road routes along Manchester Road and local traffic-free routes, as shown in Figure 4.3.

Figure 4.3 : Local Cycle Routes and Infrastructure (source: TfGM)



4.3.7 Considering the close proximity of local cycle routes, together with the on-site cycle parking provision and accessibility to local areas, cycling is considered to be a convenient and realistic method of travel for future employees and visitors at the development site, as an alternative to private car trips.

4.4 Public Transport Services

4.4.1 Figure 4.4 shows the bus services operating within the vicinity of the site. As described previously, there are existing bus stops located on Dumers Lane within approximately 150m from the development site. Further bus stops are also accessible on Manchester Road, including a southbound bus stop and a northbound bus stop located within 600m.

Figure 4.4 : Local Bus Services (source: TfGM)



4.4.2 Table 4.3 provides a summary of routes and times of local bus services accessible from bus stops on Dumers Lane and Manchester Road. Full bus timetables are attached in Appendix D.

Table 4.3 : Local Bus Services

Service No.	Route	Approx. Two-Way Frequency (buses / hour)				
		AM	Off-Peak	PM	Sat	Sun
524	Bolton – Burnden – Little Lever – Radcliffe - Bury	5	5	5	4	2
135	Bury – Whitefield – Cheetham – Piccadilly Gardens	6	6	6	6	6
97	Bury – Hollins – Lower Broughton – Salford - Shudehill	2	2	2	2	2

4.4.3 As shown in Table 4.3, regular bus services are available from the bus stops on Dumers Lane and Manchester Road providing links to Bury, Salford and Manchester.

4.4.4 Based on the accessibility and frequency of existing bus services, traveling by public transport will be a convenient and realistic method of travel for future employees and visitors at the development site, as an alternative to private car trips.

4.5 Summary

4.5.1 In summary, it has been shown that the site is accessible by sustainable modes of travel, including walking, cycling and public transport – thereby offering a realistic and convenient alternative to single occupancy car trips. This includes the following:

- Existing footways are available on the local highway network providing safe walking routes to local amenities and public transport provision;
- Bus stops are located within a reasonable walking distance from the site and are accessible via dedicated pedestrian routes;
- Access to local and national cycle routes, providing designated routes to a wide range of other local destinations; and
- Regular bus services provide access to Bury, Salford and Manchester.

4.5.2 Overall, the development site benefits from accessibility to a range of sustainable modes of travel, including walking routes, cycle routes and public transport services, which collectively offer an alternative to private car trips.

4.5.3 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'.*

4.5.4 Furthermore, the proposals accord with paragraph 112 of the NPPF which states that: *'applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use'.*

5. Trip Generation and Traffic Impact

5.1 Proposed Use Trip Generation

- 5.1.1 In order to assess the expected traffic impact of the proposed development, a trip generation exercise has been undertaken for the proposed industrial/ warehouse unit (Use Class B2/ B8). For robustness, the trips generated by the proposed B2 and B8 uses have been calculated separately.
- 5.1.2 The estimated trips generated by the proposed uses have been compared to the trips generated by the existing call centre use, to calculate a net difference in trip generation and resulting traffic impact.
- 5.1.3 The vehicle trip rates for the B2 and B8 use have been derived from the TRICS database using the '*Industrial Unit*' and '*Warehousing (Commercial)*' land use categories respectively. The office space is larger than would typically be considered ancillary to the wider use, therefore the trips generated by the office space have been calculated separately using the 'Office' land use category in TRICS.
- 5.1.4 In line with the 'TRICS Good Practice Guide 2021', no surveys were excluded on the basis of geographical region. The study undertaken by TRICS revealed that there is a significantly higher correlation between location type and trip rates than there is between region and trip rates.
- 5.1.5 The guidance therefore recommends that regional selection should not be a major consideration when applying trip rate calculation filtering criteria. The guidance also indicates that location type is one of the most influential factors in terms of trip generation, and therefore should be one of the main filtering considerations. In this case, the 'suburban area' and 'edge of town' location types have been selected.
- 5.1.6 The total vehicle TRICS trip rates during the AM peak and PM peak for '*Industrial Unit*', '*Warehousing (Commercial)*' and '*Office*' are summarised in [Table 5.1](#), with the full TRICS outputs are attached in [Appendix E](#), [Appendix F](#) and [Appendix G](#).

Table 5.1 : TRICS Trip Rates (All Vehicles)

TRICS Trip Rate (per 100 sqm)	AM Peak Hour			PM Peak Hour		
	Arrive	Depart	Total	Arrive	Depart	Total
Industrial Unit	0.429	0.059	0.488	0.073	0.390	0.463
Warehousing (Commercial)	0.193	0.099	0.292	0.097	0.198	0.295
Office	0.859	0.094	0.953	0.084	0.832	0.916

5.1.7 The total vehicle trip generation for the 'Industrial Unit and Office' use and 'Warehousing (Commercial) and Office' use is summarised in [Table 5.2](#) and [Table 5.3](#).

Table 5.2 : Trip Generation (All Vehicles) - Industrial Unit and Office Use

TRICS Land Use Category	AM Peak Hour			PM Peak Hour		
	Arrive	Depart	Total	Arrive	Depart	Total
Industrial Unit (5,290 sqm)	23	3	26	4	21	25
Office (1,625 sqm)	14	2	16	1	14	15
Total	37	5	42	5	35	40

Table 5.3 : Trip Generation (All Vehicles) – Warehousing (Commercial) and Office Use

TRICS Trip Rate (per 100 sqm)	AM Peak Hour			PM Peak Hour		
	Arrive	Depart	Total	Arrive	Depart	Total
Warehousing (Commercial) (5,290 sqm)	10	5	15	5	10	15
Office (1,625 sqm)	14	2	16	1	14	15
Total	24	7	31	6	24	30

5.1.8 As summarised in [Table 5.2](#), the proposed B2 use (Industrial Unit and Office) will generate a total of **42** two-way trips in the AM peak hour and **40** two-way trips in the PM peak hour, equivalent to approximately 1 trip every 1 to 2-minutes when averaged over the hour.

5.1.9 As summarised in [Table 5.3](#), the proposed B8 use (Warehousing (Commercial) and Office) will generate a total of **31** two-way trips in the AM peak hour and **30** two-way trips in the PM peak hour, equivalent to approximately 1 trip every 2-minutes when averaged over the hour.

5.2 Existing Use Trip Generation

5.2.1 The existing unit has planning consent to operate as a call-centre and has previously been occupied by businesses for call-centre purposes. To quantify the trip generated by the existing consented call centre use, a trip generation exercise has been undertaken using the same 'Office' trip rates applied to the proposed development (shown in [Table 5.1](#)).

5.2.2 The total vehicle AM and PM peak hour trip generation for the existing call centre use is summarised in [Table 5.4](#).

Table 5.4 : Trip Generation (All Vehicles) – Existing Call Centre Use

TRICS Trip Rate (per 100 sqm)	AM Peak Hour			PM Peak Hour		
	Arrive	Depart	Total	Arrive	Depart	Total
Call Centre (6,915 sqm)	59	7	66	6	58	64

5.2.3 As summarised in [Table 5.4](#), the existing call centre use is expected to generate a total of **66** two-way trips in the AM peak hour and **64** two-way trips in the PM peak hour, equivalent to approximately 1 trip every minute when averaged over the hour.

5.3 Trip Generation Comparison

5.3.1 The net difference in traffic generated by the existing and proposed use has been estimated by comparing the call centre trip generation ([Table 5.4](#)) and the industrial unit/ office use ([Table 5.2](#)). The industrial unit use has been selected as it generates more trips during the peak hours compared to the warehouse (commercial) use, and therefore provides a more robust assessment of the net difference in traffic.

5.3.2 The comparison between the existing call-centre use and industrial unit/ office use is summarised in [Table 5.5](#).

Table 5.5 : Trip Generation Comparison (All Vehicles)

TRICS Land Use Category	AM Peak Hour			PM Peak Hour		
	Arrive	Depart	Total	Arrive	Depart	Total
Existing Call Centre	59	7	66	6	58	64
Proposed Industrial Unit and Office	37	5	42	5	35	40
Net Difference	-22	-2	-24	-1	-23	-24

5.3.3 As shown in [Table 5.5](#), the trip generation comparison shows that the proposed industrial/ office use is expected to generate **24 fewer trips during the AM peak hour** and **24 fewer trips during the PM peak hour**.

5.4 Traffic Impact

5.4.1 Based on the proposed B2 use (Industrial Unit and Office), a total of **42** two-way trips in the AM peak hour and **40** two-way trips in the PM peak hour, equivalent to approximately 1 trip every 1 to 2-minutes when averaged over the hour.

- 5.4.2 Therefore, it can be reasonably concluded that the proposed development will not have a severe impact on the local highway network, which is the threshold stated by NPPF (Paragraph 111) under which development should not be refused on highways grounds.
- 5.4.3 In addition, the comparison with the existing call centre use shows that the proposed development will generate fewer trips during the peak hours, and therefore the proposed development will result in fewer vehicles and a reduced traffic impact on the local highway network.

6. Summary and Conclusion

6.1 Summary

- 6.1.1 Mode Transport Planning has been appointed by Dwyer Asset Management Ltd to provide transport planning and highways advice in relation to a change of use planning application at Dumers Lane in Bury.
- 6.1.2 The development proposals comprise a change of use from an existing call centre (Use Class E) to an industrial/ warehouse unit (Use Class B2/ B8). The existing unit was originally constructed for use as a warehouse in the late 90s but has since been used for call centre purposes. The existing multi-storey car park will be removed (as part of a separate planning application) to provide an area for servicing and parking.
- 6.1.3 The analysis in this report has been carried out in accordance with current policy, guidance and best practice. The results demonstrate that:
- Swept path analysis demonstrates that a 16.5m articulated HGV can enter and exit the site in a forward gear, and manoeuvre safely within the site.
 - Following a review of the most recent PIC records, there is no evidence to show the proposed development will have a detrimental impact on highway safety.
 - The proposed on-site parking provision complies closely with BMBC's adopted parking standards.
 - The proposed development is expected to generate a maximum of **42** two-way PCU trips during the AM peak period and **40** two-way PCU trips during the PM peak period, equivalent to less than 1 trip per minute during the peak periods.
 - Compared to the existing call centre use, the proposed industrial/ office use is expected to generate **24 fewer trips** during the AM peak hour and **24 fewer trips** during the PM peak hour.
 - Overall, it can be concluded that the proposed development will not have a severe impact on the local highway network, which is the threshold stated by NPPF (Paragraph 111) under which development should not be refused on highways grounds.

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

Proposed Site Layout Drawing

 APPLICATION BOUNDARY
 OTHER LAND OWNED BY APPLICANT



CLIENT / PROJECT
DUMERS LANE LTD.
C/O DWYER ASSET MANAGEMENT LTD
FORMER CALL CENTRE, DUMERS LANE, BURY
DRAWING TITLE
PROPOSED SITE PLAN

PROJECT NUMBER	UNIT / BLOCK	CI / SFB CODE	TYPE & NUMBER	REVISION LETTER
-------------------	-----------------	------------------	------------------	--------------------

Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Prefix; Colour	C

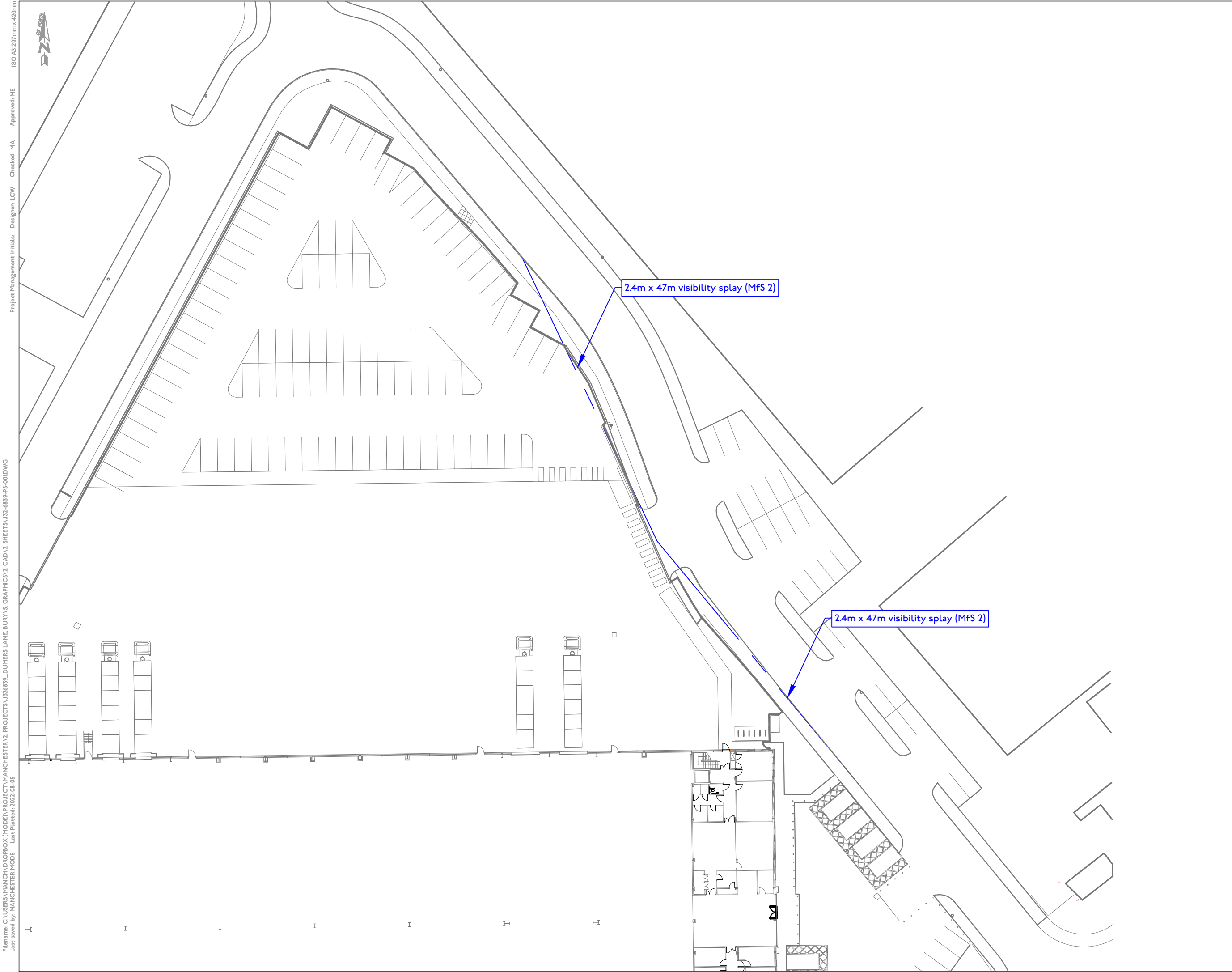
LONDON
19 BEDFORD ROW
LONDON WC1R 4EB
T. 020 7600 6666 E. london@rgp.uk.com

rgp
architects



APPENDIX B

Proposed Exit-Only Access Junction



File name: C:\Users\MANCHA\Dropbox (MODE)\PROJECT\MANCHESTER\2 PROJECTS\J326839_DUMERS LANE, BURY\5. GRAPHICS\2 CAD\2 SHEETS\J32-6839-PS-001.DWG
Last saved by: MANCHESTER MODE Last Plotted: 2022-08-05

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



transport planning

t 0161 464 9495
e info@modetransport.co.uk
w www.modetransport.co.uk

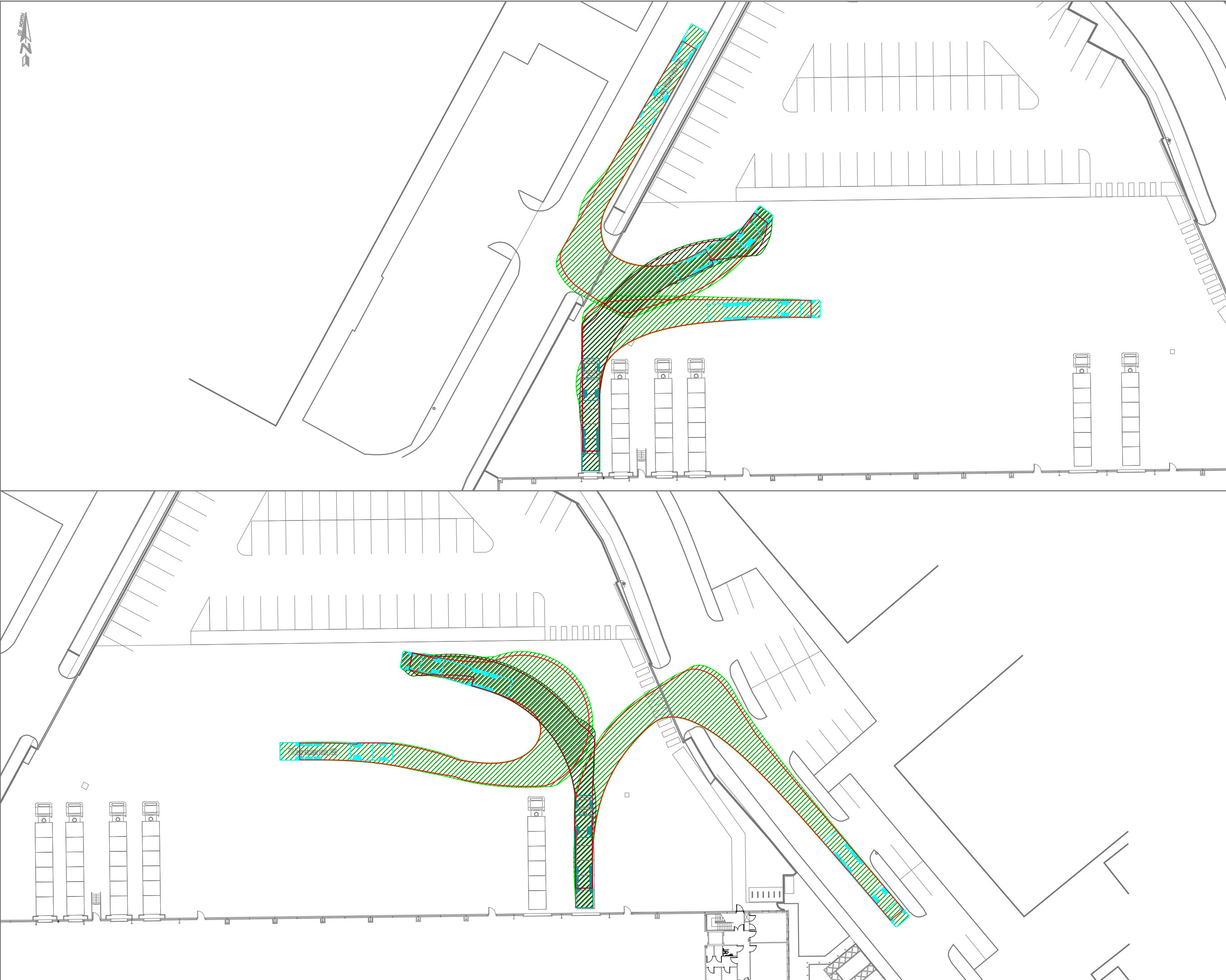
- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
 2. all dimensions to be checked before commencement of work on site.
 3. all dimensions in metres unless otherwise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

issue/revision		
i/r	date	issued description

client: dwyer asset management ltd
project: dumers lane, bury
project number: J326839
scale: 1:500@A3
drawing title:
preliminary site access
drawing number:
J32-6839-PS-001

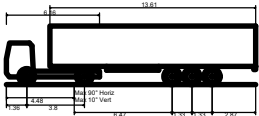
APPENDIX C

Swept Path Analysis – 16.5m Articulated HGV



transport planning

t 0161 464 9495
e info@modetransport.co.uk
w www.modetransport.co.uk



FTA Design Articulated Vehicle (1998)	16.48m
Overall Length	2.550m
Overall Width	3.870m
Overall Body Height	0.515m
Min Body Ground Clearance	2.470m
Max Track Width	3.00s
Lock to lock time	6.550m
Kerb to Kerb Turning Radius	

- 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 topographical survey.

issue/revision		
i/r	date	issued description
-	05/08/2022	

client: dwyer asset management ltd
project: dumers lane, bury
project number: J326839

scale: 1:500@A3
drawing title:
swept path analysis

drawing number:
J32-6839-PS-002

APPENDIX D

Local Bus Timetables



From 24 April

97

Times are changed, with additional evening journeys introduced partly replacing buses 92 and 93

98

Times are changed, with 2 buses per hour running between Bury and Manchester and 4 buses per hour between Prestwich and Manchester on Monday to Saturday daytimes

Buses

97 98



Easy access on all buses

Bury
Fishpool
Hollins
Unsworth
Hillock
Besses o' th' Barn
Starling
Radcliffe
Whitefield
Prestwich
Broughton
Manchester

From 24 April 2022

For public transport information
phone **0161 244 1000**

7am – 8pm Mon to Fri

8am – 8pm Sat, Sun & public holidays

This timetable is available online at
www.tfgm.com

Operated by
Go North West

Additional information

Alternative format

To ask for leaflets to be sent to you, or to request large print, Braille or recorded information phone 0161 244 1000 or visit www.tfgm.com

Easy access on buses



Journeys run with low floor buses have no steps at the entrance, making getting on and off easier. Where shown, low floor buses have a ramp for access and a dedicated space for wheelchairs and pushchairs inside the bus. The bus operator will always try to provide easy access services where these services are scheduled to run.

Using this timetable

Timetables show the direction of travel, bus numbers and the days of the week. Main stops on the route are listed on the left. Where no time is shown against a particular stop, the bus does not stop there on that journey. Check any letters which are shown in the timetable against the key at the bottom of the page.

Where to find information about service changes

www.tfgm.com

Bus station posters

Leaflets from outlets.

Tickets and information

Bus companies offer a range of tickets for use on their own buses. For travel on any service in the County, use System One tickets, including DaySaver. Travelshops provide tickets, information and journey planning advice on buses, trains and trams for work and pleasure.

Using the 24 hour clock

Times are shown in four figures. The first two are the hour and the last two are the minutes.

0753 is 53 minutes past 7am

1953 is 53 minutes past 7pm



Operator details

Go North West

Queens Road Depot,
Boyle Street,
Manchester,
M8 8UE

Telephone 0330 1234 121

email ask@gonorthwest.co.uk

Travelshops

Bury Interchange

Mon to Fri 7am to 5.30pm

Saturday 8am to 5.30pm

Sunday* Closed

Manchester Shudehill Interchange

Mon to Sat 7am to 6pm

Sunday 8am to 1.15pm and 2pm to 4pm

Public hols 8am to 5.20pm

*Including public holidays

Mondays to Fridays

Bury, Interchange	0530	0600	0630	0658	0722	0752	0823	0859	0930	and	1400	1430	1500	1530	1600	1630	1700	1730	1800
Unsworth, Pole	0544	0614	0644	0713	0738	0808	0842	0914	0944	every	1414	1445	1516	1546	1616	1646	1716	1746	1814
Prestwich, Longfield Centre	0558	0628	0658	0728	0758	0828	0858	0928	0958	30	1428	1502	1532	1602	1632	1703	1733	1803	1828
Broughton, Gt Cheetham St West	0608	0639	0712	0743	0814	0844	0916	0943	1013	mins	1443	1517	1547	1617	1647	1718	1748	1818	1843
Manchester, Shudehill Interchange	0622	0656	0730	0802	0833	0903	0935	1000	1030	until	1500	1534	1604	1634	1704	1735	1805	1835	1900



Bury, Interchange	1830	1900	1925	2008	2108	2208	2308												
Unsworth, Pole	1844	1914	1939	2021	2121	2221	2321												
Prestwich, Longfield Centre	1858	1928	1953	2035	2135	2235	2335												
Broughton, Gt Cheetham St West	1913	1940	2005	2046	2146	2246	2346												
Manchester, Shudehill Interchange	1930	1954	2019	2100	2200	2300	0000												

Saturdays

Bury, Interchange	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	and	1330	1400	1430	1500	1530	and	1800
Unsworth, Pole	0644	0714	0744	0814	0844	0914	0944	1014	1044	1114	1144	every	1344	1414	1444	1514	1544	every	1814
Prestwich, Longfield Centre	0657	0727	0757	0827	0857	0928	0958	1028	1058	1128	1201	30	1401	1430	1400	1529	1558	30	1828
Broughton, Gt Cheetham St West	0707	0740	0812	0842	0912	0943	1013	1043	1112	1142	1215	mins	1415	1444	1514	1543	1612	mins	1842
Manchester, Shudehill Interchange	0720	0753	0826	0856	0929	1000	1030	1100	1129	1159	1232	until	1432	1501	1531	1600	1629	until	1859



Bury, Interchange	1830	1856	1926	2008	2108	2208	2308												
Unsworth, Pole	1844	1909	1939	2021	2121	2221	2321												
Prestwich, Longfield Centre	1858	1923	1953	2035	2135	2235	2335												
Broughton, Gt Cheetham St West	1912	1937	2004	2046	2146	2246	2346												
Manchester, Shudehill Interchange	1928	1953	2018	2100	2200	2300	0000												

– Journey provided with the financial support of Transport for Greater Manchester

– All bus 97 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check www.tfgm.com for details

Sundays and public holidays (except Christmas and New Year period)

																			
Bury, Interchange	0730	0815	0845	0915	0946	1018	1050	1122	1152	1222	and	1522	1552	1622	1652	1722	1752	1823	1908
Unsworth, Pole	0743	0828	0858	0928	1000	1032	1104	1136	1206	1236	every	1536	1605	1635	1705	1735	1805	1835	1921
Prestwich, Longfield Centre	0757	0842	0912	0942	1014	1046	1118	1150	1220	1250	30	1550	1618	1647	1717	1747	1817	1847	1935
Broughton, Gt Cheetham St West	0807	0852	0922	0953	1028	1100	1132	1204	1234	1305	mins	1605	1632	1701	1731	1801	1831	1901	1946
Manchester, Shudehill Interchange	0820	0905	0936	1009	1044	1116	1148	1220	1250	1321	until	1621	1648	1717	1747	1817	1847	1917	2000
																			
Bury, Interchange	2008	2108	2208	2308															
Unsworth, Pole	2021	2121	2221	2321															
Prestwich, Longfield Centre	2035	2135	2235	2335															
Broughton, Gt Cheetham St West	2046	2146	2246	2346															
Manchester, Shudehill Interchange	2100	2200	2300	0000															

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

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Mondays to Fridays

Manchester, Shudehill Interchange	0600	0630	0655	0725	0755	0825	0855	0925	and	1155	1225	and	1355	1425	1455	1525	1555	1625	1655
Broughton, Gt Cheetham St West	0610	0643	0710	0740	0810	0840	0910	0940	every	1210	1240	every	1410	1440	1511	1542	1613	1644	1716
Prestwich, Tesco	0620	0657	0726	0756	0827	0857	0927	0956	30	1226	1257	30	1427	1458	1530	1601	1635	1706	1736
Unsworth, Pole	0633	0710	0740	0812	0842	0910	0940	1009	mins	1239	1310	mins	1440	1513	1544	1615	1649	1720	1750
Bury, Interchange	0648	0725	0759	0832	0857	0925	0955	1024	until	1254	1325	until	1455	1528	1601	1632	1706	1737	1807

Manchester, Shudehill Interchange	1725	1755	1825	1855	1920	1950	2020	2105	2205	2305	0005								
Broughton, Gt Cheetham St West	1747	1815	1844	1913	1935	2005	2033	2118	2218	2318	0018								
Prestwich, Tesco	1806	1832	1859	1928	1948	2018	2044	2128	2228	2328	0028								
Unsworth, Pole	1820	1846	1913	1942	2000	2030	2056	2140	2240	2340									
Bury, Interchange	1837	1903	1928	1957	2015	2045	2111	2155	2255	2355									

Saturdays

Manchester, Shudehill Interchange	0755	0825	0855	and	1055	1125	1155	1225	1255	and	1655	1725	1755	1825	1850	1920	1950	2020	2105
Broughton, Gt Cheetham St West	0810	0840	0910	every	1110	1141	1211	1241	1312	every	1712	1743	1813	1842	1906	1935	2005	2033	2118
Prestwich, Tesco	0825	0855	0925	30	1125	1156	1226	1256	1327	30	1727	1758	1828	1857	1919	1948	2018	2044	2128
Unsworth, Pole	0838	0908	0938	mins	1138	1209	1239	1309	1340	mins	1740	1811	1841	1910	1932	2000	2030	2056	2140
Bury, Interchange	0853	0923	0953	until	1153	1224	1254	1324	1355	until	1755	1826	1856	1925	1947	2015	2045	2111	2155

Manchester, Shudehill Interchange	2205	2305	0005																
Broughton, Gt Cheetham St West	2218	2318	0018																
Prestwich, Tesco	2228	2328	0028																
Unsworth, Pole	2240	2340																	
Bury, Interchange	2255	2355																	

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Sundays and public holidays (except Christmas and New Year period)

Manchester, Shudehill Interchange	0835	0920	0950	1020	1050	1120	1150	1220	1250	1320	and	1620	1650	1720	1750	1820	1850	1920	2005
Broughton, Gt Cheetham St West	0845	0930	1000	1033	1103	1135	1205	1235	1305	1336	every	1636	1707	1737	1804	1834	1904	1933	2018
Prestwich, Tesco	0855	0942	1012	1045	1118	1150	1220	1250	1320	1351	30	1651	1721	1751	1816	1846	1916	1945	2028
Unsworth, Pole	0907	0954	1024	1057	1130	1202	1232	1302	1332	1403	mins	1703	1733	1804	1828	1858	1928	1957	2040
Bury, Interchange	0921	1008	1038	1111	1144	1216	1246	1316	1346	1417	until	1717	1747	1818	1842	1912	1942	2011	2055
Manchester, Shudehill Interchange	2105	2205	2305																
Broughton, Gt Cheetham St West	2118	2218	2318																
Prestwich, Tesco	2128	2228	2128																
Unsworth, Pole	2140	2240	2340																
Bury, Interchange	2155	2255	2355																

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Mondays to Fridays

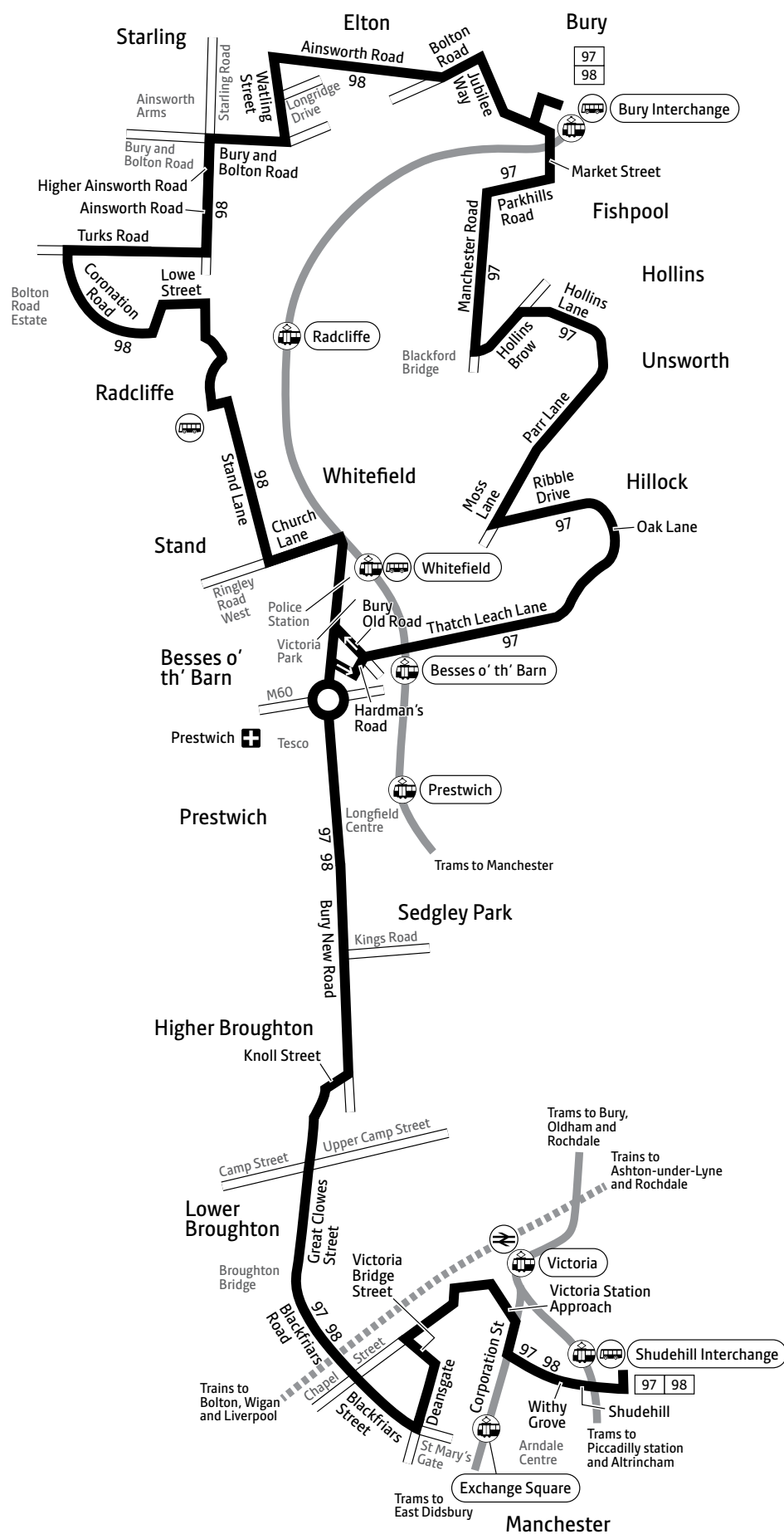
Bury, Interchange	0445	0504	0534		0604		0628		0650		0717		0747		0820		0853		0926
Watling Street/Longridge Drive	0453	0512	0542		0612		0637		0700		0727		0757		0830		0903		0936
Radcliffe, Bus Station	0505	0524	0554		0624		0651		0717		0747		0817		0848		0920		0951
Whitefield, Victoria Park	0513	0533	0603		0633		0701		0729		0800		0830		0900		0931		1001
Prestwich, Tesco				0616		0646		0716		0746		0816		0846		0916		0946	
Prestwich, Longfield Centre	0518	0538	0608	0618	0638	0648	0708	0718	0738	0748	0808	0818	0838	0848	0908	0918	0938	0948	1008
Broughton, Gt Cheetham St West	0528	0548	0618	0628	0650	0700	0723	0733	0753	0804	0824	0834	0854	0904	0923	0933	0953	1003	1023
Manchester, Shudehill Interchange	0542	0602	0632	0643	0706	0717	0741	0751	0812	0823	0843	0853	0913	0923	0942	0952	1010	1020	1040

Bury, Interchange		0956			26		56		1356		1426		1456		1525		1555		1624
Watling Street/Longridge Drive		1006			36		06	mins	1406		1437		1507		1537		1607		1638
Radcliffe, Bus Station		1021	then		51		21	past	1421		1454		1524		1554		1624		1655
Whitefield, Victoria Park		1031	at		01		31	each	1431		1505		1535		1605		1635		1706
Prestwich, Tesco	1016			46		16		hour		1446		1520		1550		1620		1651	
Prestwich, Longfield Centre	1018	1038		48	08	18	38	until	1438	1448	1512	1522	1542	1552	1612	1622	1642	1653	1713
Broughton, Gt Cheetham St West	1033	1053		03	23	33	53		1453	1503	1527	1537	1557	1607	1627	1637	1657	1708	1728
Manchester, Shudehill Interchange	1050	1110		20	40	50	10		1510	1520	1544	1554	1614	1624	1644	1654	1714	1725	1745

Bury, Interchange		1655		1727		1754		1824		1902	1932	2031	2131	2231					
Watling Street/Longridge Drive		1708		1740		1805		1835		1911	1941	2040	2140	2240					
Radcliffe, Bus Station		1725		1756		1821		1851		1924	1954	2053	2153	2253					
Whitefield, Victoria Park		1736		1806		1831		1901		1933	2003	2101	2201	2301					
Prestwich, Tesco	1721		1751		1819		1846		1916										
Prestwich, Longfield Centre	1723	1743	1753	1813	1821	1838	1848	1908	1918	1938	2008	2105	2205	2305					
Broughton, Gt Cheetham St West	1738	1758	1808	1828	1836	1853	1903	1920	1930	1950	2020	2116	2216	2316					
Manchester, Shudehill Interchange	1755	1815	1825	1845	1853	1910	1920	1934	1944	2004	2034	2130	2230	2330					

♿ – All bus 98 journeys are run using easy access buses. See inside front cover of this leaflet for details

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Saturdays

Bury, Interchange	0553	0638	0708	0734	0759		0826		0856		0926		0956		1026		1056		1126
Watling Street/Longridge Drive	0601	0646	0716	0743	0808		0836		0906		0936		1006		1036		1106		1136
Radcliffe, Bus Station	0613	0658	0728	0757	0822		0851		0921		0951		1021		1051		1123		1153
Whitefield, Victoria Park	0622	0707	0737	0806	0831		0901		0931		1001		1031		1101		1133		1203
Prestwich, Tesco						0845		0916		0946		1016		1046		1116		1149	
Prestwich, Longfield Centre	0627	0712	0742	0812	0837	0847	0908	0918	0938	0948	1008	1018	1038	1048	1108	1118	1141	1151	1211
Broughton, Gt Cheetham St West	0637	0722	0752	0827	0852	0902	0923	0933	0953	1003	1023	1033	1053	1102	1122	1132	1155	1205	1225
Manchester, Shudehill Interchange	0650	0735	0805	0841	0906	0919	0940	0950	1010	1020	1040	1050	1110	1119	1139	1149	1212	1222	1242
Bury, Interchange		1156		1226		1256		1326		1356		1426		1456		1526		1556	
Watling Street/Longridge Drive		1206		1236		1306		1336		1406		1436		1506		1536		1606	
Radcliffe, Bus Station		1223		1253		1323		1353		1423		1453		1521		1551		1621	
Whitefield, Victoria Park		1233		1303		1333		1403		1433		1503		1531		1601		1631	
Prestwich, Tesco	1219		1249		1319		1349		1418		1448		1517		1546		1616		1646
Prestwich, Longfield Centre	1221	1241	1251	1311	1321	1341	1351	1411	1420	1440	1450	1510	1519	1538	1548	1608	1618	1638	1648
Broughton, Gt Cheetham St West	1235	1255	1305	1325	1335	1355	1405	1425	1434	1454	1504	1524	1533	1552	1602	1622	1632	1652	1702
Manchester, Shudehill Interchange	1252	1312	1322	1342	1352	1412	1422	1442	1451	1511	1521	1541	1550	1609	1619	1639	1649	1709	1719
Bury, Interchange	1626		1656		1726		1758		1829	1902	1931	2031	2131	2231					
Watling Street/Longridge Drive	1636		1706		1736		1808		1839	1911	1940	2040	2140	2240					
Radcliffe, Bus Station	1651		1721		1751		1822		1853	1924	1953	2053	2153	2253					
Whitefield, Victoria Park	1701		1731		1801		1832		1903	1933	2001	2101	2201	2301					
Prestwich, Tesco		1716		1746		1816		1846											
Prestwich, Longfield Centre	1708	1718	1738	1748	1808	1818	1838	1848	1908	1938	2005	2105	2205	2305					
Broughton, Gt Cheetham St West	1722	1732	1752	1802	1822	1832	1852	1902	1922	1949	2016	2116	2216	2316					
Manchester, Shudehill Interchange	1739	1749	1809	1819	1839	1849	1908	1918	1938	2003	2030	2130	2230	2330					

Sundays and public holidays (except Christmas and New Year period)

																			
Bury, Interchange	0653	0753	0823	0853	0923	0953	1023	1053	1123	1153		1453	1523	1553	1623	1653	1723	1800	1830
Watling Street/Longridge Drive	0701	0801	0831	0901	0931	1001	1031	1103	1133	1203	and	1503	1532	1602	1632	1702	1732	1809	1839
Radcliffe, Bus Station	0713	0813	0843	0913	0944	1016	1046	1118	1148	1218	every	1518	1546	1616	1646	1716	1746	1822	1852
Whitefield, Victoria Park	0722	0822	0852	0922	0953	1025	1056	1128	1158	1228	30	1528	1556	1626	1656	1726	1756	1830	1900
Prestwich, Longfield Centre	0727	0827	0857	0927	0958	1030	1102	1135	1205	1235	mins	1535	1602	1632	1702	1732	1802	1835	1905
Broughton, Gt Cheetham St West	0737	0837	0907	0937	1009	1044	1116	1149	1219	1250	until	1550	1616	1646	1716	1746	1816	1846	1916
Manchester, Shudehill Interchange	0750	0850	0920	0951	1025	1100	1132	1205	1235	1306		1606	1632	1702	1732	1802	1832	1900	1930

				
Bury, Interchange	1930	2030	2130	2230
Watling Street/Longridge Drive	1939	2039	2139	2239
Radcliffe, Bus Station	1952	2052	2151	2251
Whitefield, Victoria Park	2000	2100	2159	2259
Prestwich, Longfield Centre	2004	2104	2203	2303
Broughton, Gt Cheetham St West	2014	2114	2213	2313
Manchester, Shudehill Interchange	2028	2128	2227	2327

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

 – Journey provided with the financial support of Transport for Greater Manchester

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Manchester, Shudehill Interchange	0525	0545	0615	0645	0705	0715	0735	0745	0805	0815	0845	0905	0915	0935	0945	1005	1015	1035	1045
Broughton, Gt Cheetham St West	0534	0554	0628	0658	0720	0730	0750	0800	0820	0830	0900	0920	0930	0950	1000	1020	1030	1050	1100
Prestwich, Tesco	0544	0604	0642	0712	0736	0746	0806	0816	0837	0847	0917	0936	0946	1006	1016	1036	1046	1106	1116
Whitefield, Police Station	0550	0610	0649	0719		0753		0823		0854	0924		0954		1024		1054		1124
Radcliffe, Bus Station	0557	0617	0659	0729		0804		0834		0904	0934		1004		1034		1104		1134
Watling Street/Longridge Drive	0611	0631	0713	0743		0820		0850		0919	0949		1019		1049		1119		1149
Bury, Interchange	0622	0642	0724	0754		0832		0901		0930	1000		1029		1059		1129		1159

Manchester, Shudehill Interchange	1105	1115	1135	1145	1205	1215	1235	1245	1305	1315	1335	1345	1405	1415	1435	1445	1505	1515	1535
Broughton, Gt Cheetham St West	1120	1130	1150	1200	1220	1230	1250	1300	1320	1330	1350	1400	1420	1430	1451	1501	1521	1531	1552
Prestwich, Tesco	1136	1146	1206	1216	1237	1247	1307	1317	1337	1347	1407	1417	1437	1448	1509	1520	1540	1550	1611
Whitefield, Police Station		1154		1224		1255		1325		1355		1425		1455		1527		1557	
Radcliffe, Bus Station		1204		1234		1305		1335		1405		1435		1505		1538		1608	
Watling Street/Longridge Drive		1219		1249		1320		1350		1420		1450		1521		1555		1625	
Bury, Interchange		1229		1259		1330		1400		1430		1500		1532		1606		1640	

Manchester, Shudehill Interchange	1545	1605	1615	1635	1645	1705	1715	1735	1745	1805	1815	1835	1845	1905	1935	2005	2035	2135	2235
Broughton, Gt Cheetham St West	1602	1623	1634	1654	1704	1726	1737	1757	1806	1825	1835	1853	1903	1920	1950	2018	2048	2148	2248
Prestwich, Tesco	1624	1645	1656	1716	1721	1746	1756	1814	1823	1841	1851	1908	1918	1933	2003	2029	2059	2159	2259
Whitefield, Police Station	1631		1703		1731		1803		1830		1857		1924	1939	2009	2034	2104	2204	2304
Radcliffe, Bus Station	1642		1714		1741		1813		1840		1907		1934	1948	2018	2043	2113	2213	2313
Watling Street/Longridge Drive	1659		1731		1758		1829		1856		1921		1948	2001	2030	2054	2124	2224	2324
Bury, Interchange	1714		1746		1813		1844		1911		1932		1959	2011	2040	2104	2134	2234	2334

Manchester, Shudehill Interchange	2335
Broughton, Gt Cheetham St West	2347
Prestwich, Tesco	2356
Whitefield, Police Station	0001
Radcliffe, Bus Station	0010
Watling Street/Longridge Drive	0021
Bury, Interchange	0031

Saturdays

Manchester, Shudehill Interchange	0655	0725	0745		05	15	35	45		1015	1035	1045	1105	1115	1135	1145	1205	1215	1235
Broughton, Gt Cheetham St West	0705	0737	0800		20	30	50	00	mins	1030	1050	1100	1120	1130	1150	1210	1221	1231	1252
Prestwich, Tesco	0718	0752	0815	then	35	45	05	15	past	1045	1105	1115	1135	1145	1205	1216	1236	1246	1307
Whitefield, Police Station	0725	0759	0822	at		52		22	each	1052		1122		1152		1223		1253	
Radcliffe, Bus Station	0732	0809	0832			02		32	hour	1102		1132		1202		1233		1303	
Watling Street/Longridge Drive	0746	0823	0846			16		46	until	1116		1149		1219		1250		1320	
Bury, Interchange	0755	0833	0856			26		56		1126		1159		1229		1300		1330	

Manchester, Shudehill Interchange	1245	1305	1315	1335	1345	1405	1415		35	45	05	15		1645	1705	1715	1735	1745	1805
Broughton, Gt Cheetham St West	1302	1322	1332	1352	1402	1422	1432		52	02	22	32	mins	1702	1723	1733	1753	1803	1823
Prestwich, Tesco	1317	1337	1347	1407	1417	1437	1447	then	07	17	37	47	past	1717	1738	1748	1808	1818	1838
Whitefield, Police Station	1324		1354		1424		1454	at		24		54	each	1724		1755		1825	
Radcliffe, Bus Station	1334		1404		1434		1504			34		04	hour	1734		1805		1835	
Watling Street/Longridge Drive	1349		1419		1449		1518			48		18	until	1748		1819		1849	
Bury, Interchange	1359		1429		1459		1528			58		28		1758		1829		1859	

Manchester, Shudehill Interchange	1815	1835	1905	1935	2005	2035	2135	2235	2335										
Broughton, Gt Cheetham St West	1832	1851	1920	1950	2018	2048	2148	2248	2347										
Prestwich, Tesco	1847	1904	1933	2003	2029	2059	2159	2259	2356										
Whitefield, Police Station	1854	1911	1938	2008	2034	2104	2204	2304	0001										
Radcliffe, Bus Station	1903	1920	1947	2017	2043	2113	2213	2313	0010										
Watling Street/Longridge Drive	1916	1933	1959	2029	2054	2124	2224	2324	0021										
Bury, Interchange	1926	1943	2009	2039	2104	2134	2234	2334	0031										

♿ – All bus 98 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check www.tfgm.com for details

Sundays and public holidays (except Christmas and New Year period)

																	🕒	🕒	
Manchester, Shudehill Interchange	0805	0905	0935	1005	1035	1105	1135	1205	1235	1305		1605	1635	1705	1735	1805	1835	1905	1935
Broughton, Gt Cheetham St West	0815	0915	0945	1018	1048	1118	1148	1220	1250	1321	and	1621	1652	1722	1752	1819	1849	1918	1948
Prestwich, Tesco	0825	0927	0957	1030	1103	1133	1203	1235	1305	1336	every	1636	1706	1736	1806	1831	1901	1930	2000
Whitefield, Police Station	0831	0933	1003	1036	1110	1140	1210	1242	1312	1343	30	1643	1713	1743	1812	1837	1907	1935	2005
Radcliffe, Bus Station	0839	0941	1011	1045	1120	1150	1220	1252	1322	1353	mins	1653	1723	1753	1822	1845	1915	1944	2014
Watling Street/Longridge Drive	0851	0953	1023	1059	1134	1205	1235	1307	1337	1408	until	1708	1737	1807	1835	1857	1927	1955	2025
Bury, Interchange	0901	1003	1033	1109	1144	1215	1245	1317	1347	1418		1718	1747	1817	1845	1907	1937	2005	2035
	🕒	🕒	🕒	🕒															
Manchester, Shudehill Interchange	2035	2135	2235	2335															
Broughton, Gt Cheetham St West	2048	2148	2248	2347															
Prestwich, Tesco	2059	2159	2259	2356															
Whitefield, Police Station	2104	2204	2304	0001															
Radcliffe, Bus Station	2113	2213	2313	0010															
Watling Street/Longridge Drive	2124	2224	2324	0021															
Bury, Interchange	2134	2234	2334	0031															

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♣ – All bus 98 journeys are run using easy access buses. See inside front cover of this leaflet for details



From 24 April

135

Times are changed

Bus

135



Easy access on all buses

Bury

Whitefield

Besses o' th' Barn

Heaton Park

Cheetham Hill

Cheetham

Manchester

From 24 April 2022

For public transport information
phone **0161 244 1000**

7am – 8pm Mon to Fri

8am – 8pm Sat, Sun & public holidays

This timetable is available online at
www.tfgm.com

Operated by
Go North West

Additional information

Alternative format

To ask for leaflets to be sent to you, or to request large print, Braille or recorded information phone 0161 244 1000 or visit www.tfgm.com

Easy access on buses



Journeys run with low floor buses have no steps at the entrance, making getting on and off easier. Where shown, low floor buses have a ramp for access and a dedicated space for wheelchairs and pushchairs inside the bus. The bus operator will always try to provide easy access services where these services are scheduled to run.

Using this timetable

Timetables show the direction of travel, bus numbers and the days of the week. Main stops on the route are listed on the left. Where no time is shown against a particular stop, the bus does not stop there on that journey. Check any letters which are shown in the timetable against the key at the bottom of the page.

Where to find information about service changes

www.tfgm.com
Bus station posters
Leaflets from outlets.

Tickets and information

Bus companies offer a range of tickets for use on their own buses. For travel on any service in the County, use System One tickets, including DaySaver. Travelshops provide tickets, information and journey planning advice on buses, trains and trams for work and pleasure.

Using the 24 hour clock

Times are shown in four figures. The first two are the hour and the last two are the minutes.

0753 is 53 minutes past 7am
1953 is 53 minutes past 7pm



Operator details

Go North West

Queens Road Depot
Boyle Street
Manchester
M8 8UE

Telephone 0330 1234 121

email ask@gonorthwest.co.uk

Travelshops

Bury Interchange

Mon to Fri 7am to 5.30pm

Saturday 8am to 5.30pm

Sunday* Closed

Manchester Shudehill Interchange

Mon to Sat 7am to 6pm

Sunday 8.30am to 1.15pm and 2pm to 4pm

Public hols 8am to 5.20pm

*Including public holidays

Mondays to Fridays

Bury, Interchange	0425	0455	0515	0530	0545	0555	0605	0614	0623	0632	0641		0650	0659	0708	0717	0726	0735	0744
Whitefield, St Bernadette's	0434	0504	0524	0539	0554	0604	0614	0623	0633	0642	0651		0701	0710	0719	0728	0738	0747	0756
Heaton Park, The Woodthorpe	0445	0515	0535	0550	0605	0615	0625	0634	0644	0654	0705		0716	0727	0736	0745	0755	0804	0815
Cheetham, Queens Road	0455	0525	0545	0600	0615	0625	0635	0644	0654	0705	0717	0722	0731	0742	0751	0800	0810	0819	0830
Manchester, Piccadilly Gardens	0504	0534	0554	0609	0624	0634	0644	0653	0704	0716	0729	0734	0746	0757	0806	0815	0825	0834	0845

SD

Bury, Interchange	0753	0802	0811	and at frequent		1344		1353	and at frequent		1456	1505	1514	1523	1532	1541	a
Whitefield, St Bernadette's	0805	0814	0825	intervals of		1355		1405	intervals of		1508	1519	1528	1536	1545	1555	1602
Heaton Park, The Woodthorpe	0824	0833	0842	not more than		1409		1420	not more than		1523	1534	1543	1551	1600	1610	1617
Cheetham, Queens Road	0839	0848	0857	10 minutes		1424	1428	1435	10 minutes		1538	1549	1558	1606	1615	1625	1631
Manchester, Piccadilly Gardens	0854	0903	0910	until		1436	1441	1448	until		1551	1602	1611	1619	1628	1638	1644

Bury, Interchange	1550	and at frequent		1945	2005	2025	and	2325
Whitefield, St Bernadette's	1604	intervals of		1955	2015	2035	every	2335
Heaton Park, The Woodthorpe	1620	not more than		2005	2025	2045	20	2345
Cheetham, Queens Road	1635	10 minutes		2016	2036	2055	mins	2355
Manchester, Piccadilly Gardens	1648	until		2027	2047	2106	until	0006

Saturdays

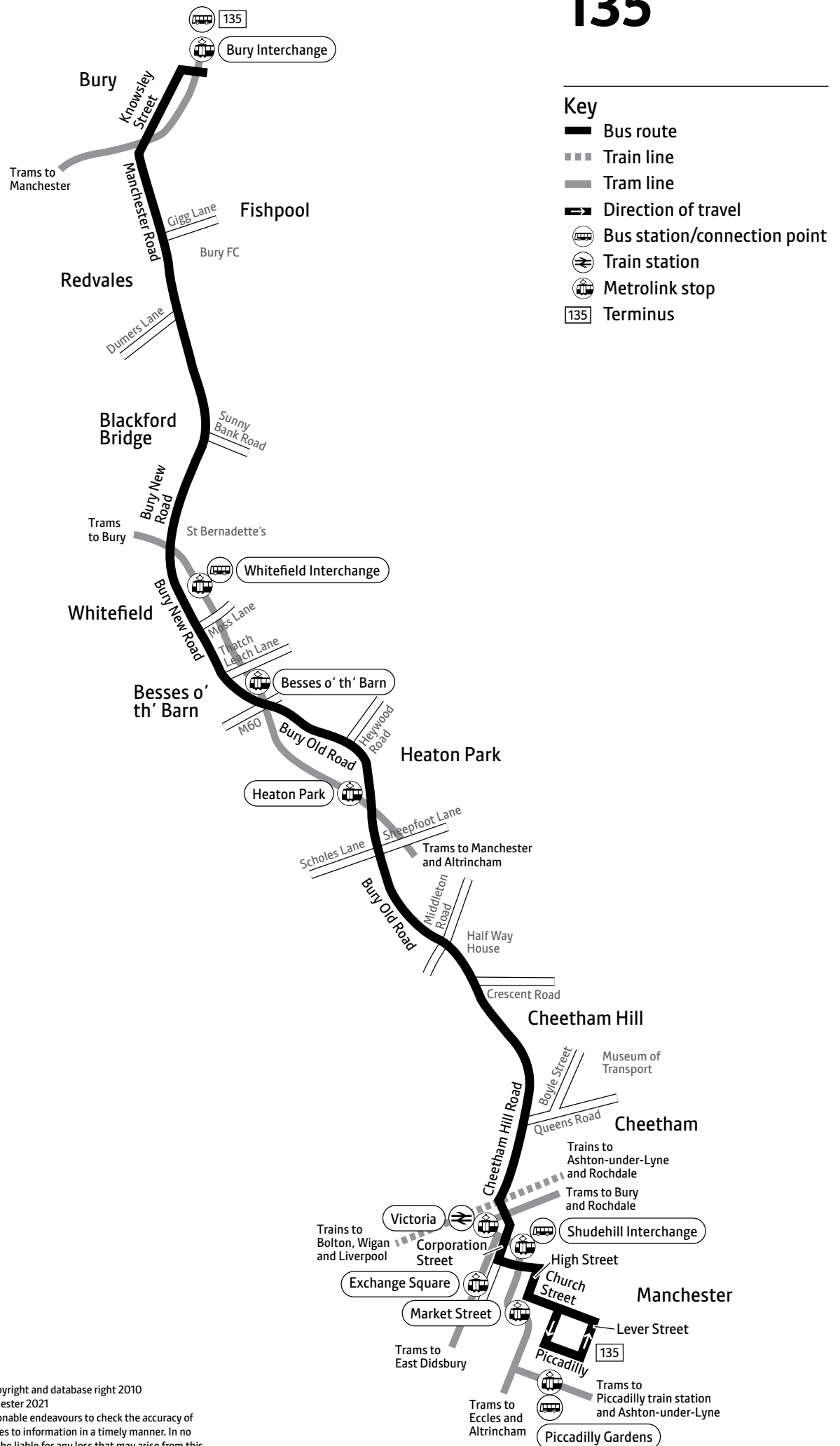
Bury, Interchange		0541	0611	0635	0655	0710	0725	and at frequent		1017	1026	and at frequent		1120	1129	1138	1147
Whitefield, St Bernadette's		0550	0620	0644	0704	0720	0735	intervals of		1027	1037	intervals of		1131	1140	1149	1158
Heaton Park, The Woodthorpe	0455	0601	0631	0655	0715	0732	0747	not more than		1040	1051	not more than		1145	1155	1204	1213
Cheetham, Queens Road	0504	0611	0641	0706	0726	0744	0759	10 minutes		1053	1105	10 minutes		1159	1210	1219	1228
Manchester, Piccadilly Gardens	0513	0620	0650	0716	0736	0755	0810	until		1104	1117	until		1211	1223	1232	1241

a – Starts from Holy Cross College 12 minutes earlier

SD – Schooldays only

♿ – All bus 135 journeys are run using easy access buses. See inside front cover of this leaflet for details

Continues after route plan



Saturdays (continued)

Bury, Interchange	1156	and at frequent	1945	2005	2025	and	2325
Whitefield, St Bernadette's	1207	intervals of	1955	2015	2035	every	2335
Heaton Park, The Woodthorpe	1222	not more than	2005	2025	2045	20	2345
Cheetham, Queens Road	1237	10 minutes	2017	2036	2055	mins	2355
Manchester, Piccadilly Gardens	1250	until	2028	2047	2106	until	0006

Sundays and public holidays (except Christmas and New Year period)

Bury, Interchange	0605	0635	0705	and	0825	0835	and at frequent	1006	1016	1026	1036	1045	1055	1105	1115	1125	1135
Whitefield, St Bernadette's	0614	0644	0715	every	0835	0845	intervals of	1016	1027	1037	1047	1056	1106	1116	1126	1136	1146
Heaton Park, The Woodthorpe	0625	0655	0726	20	0846	0857	not more than	1028	1039	1049	1059	1108	1118	1129	1139	1149	1159
Cheetham, Queens Road	0635	0705	0736	mins	0856	0907	10 minutes	1038	1051	1101	1111	1121	1131	1143	1153	1203	1213
Manchester, Piccadilly Gardens	0644	0714	0747	until	0907	0918	until	1049	1103	1113	1123	1133	1143	1155	1205	1215	1225

Bury, Interchange	1145	1155	1205	1215	1225	1235	and at frequent	1805	1825	1845	1905	1925	1945	2005	2025	and	2305
Whitefield, St Bernadette's	1156	1206	1216	1226	1236	1246	intervals of	1815	1835	1855	1914	1934	1954	2014	2034	every	2314
Heaton Park, The Woodthorpe	1209	1219	1230	1240	1250	1300	not more than	1827	1847	1907	1925	1945	2004	2024	2044	20	2324
Cheetham, Queens Road	1223	1233	1244	1254	1304	1314	10 minutes	1839	1859	1919	1937	1957	2015	2035	2054	mins	2334
Manchester, Piccadilly Gardens	1235	1245	1256	1306	1316	1328	until	1851	1911	1930	1948	2008	2026	2046	2105	until	2345

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Mondays to Fridays

Manchester, Piccadilly Gardens	0510	0540	0600	0615	0630	0640	0650	0700	0709	0719	0728	0737	and at frequent	1339	1348	1357	1406
Cheetham, Queens Road	0519	0549	0609	0625	0640	0650	0700	0712	0721	0731	0740	0749	intervals of	1352	1401	1410	1420
Heaton Park, St Monica's School	0528	0558	0618	0635	0650	0700	0710	0723	0732	0744	0754	0803	not more than	1403	1413	1422	1434
Whitefield, St Bernadette's	0538	0608	0628	0645	0701	0711	0722	0736	0745	0759	0808	0819	10 minutes	1416	1427	1436	1448
Bury, Interchange	0550	0621	0641	0658	0714	0724	0735	0749	0759	0813	0822	0833	until	1430	1441	1450	1502

Manchester, Piccadilly Gardens	1415	and at frequent			1621	1630	and at frequent			2035	2055	2115	and	0015			
Cheetham, Queens Road	1429	intervals of			1635	1646	intervals of			2046	2106	2125	every	0025			
Heaton Park, St Monica's School	1444	not more than			1650	1701	not more than			2057	2117	2135	20	0035			
Whitefield, St Bernadette's	1458	10 minutes			1704	1715	10 minutes			2107	2127	2145	mins	0045			
Bury, Interchange	1512	until			1719	1730	until			2118	2138	2156	until	0056			

Saturdays

Manchester, Piccadilly Gardens	0520				0630		0700		0730	0745	0800	0810	0820	0830	0840	0850	0858	0907	0916
Cheetham, Queens Road	0529	0555	0610	0625	0640	0655	0710	0725	0740	0755	0810	0820	0830	0840	0850	0900	0908	0918	0927
Heaton Park, St Monica's School	0539	0605	0620	0635	0650	0705	0720	0735	0750	0805	0820	0830	0840	0850	0900	0911	0919	0929	0938
Whitefield, St Bernadette's	0548	0614	0629	0645	0700	0715	0730	0745	0802	0817	0832	0842	0852	0902	0912	0924	0932	0942	0951
Bury, Interchange	0600	0626	0641	0657	0712	0727	0742	0757	0815	0830	0846	0856	0906	0916	0926	0938	0946	0956	1005

Manchester, Piccadilly Gardens	0925	and at frequent			2035	2055	2115	and	0015										
Cheetham, Queens Road	0936	intervals of			2048	2107	2126	every	0026										
Heaton Park, St Monica's School	0947	not more than			2058	2117	2136	20	0036										
Whitefield, St Bernadette's	1000	10 minutes			2108	2127	2146	mins	0046										
Bury, Interchange	1014	until			2119	2138	2157	until	0057										

♿ – All bus 135 journeys are run using easy access buses. See inside front cover of this leaflet for details

Sundays and public holidays (except Christmas and New Year period)

Manchester, Piccadilly Gardens	0655	0725	0755		0815	0835	0855	0905	0915	0925	0935	0945	0955	1004	1014	1024	1033		
Cheetham, Queens Road	0705	0735	0805	0815	0825	0835	0845	0855	0905	0915	0925	0935	0945	0955	1005	1014	1025	1035	1044
Heaton Park, St Monica's School	0715	0745	0815	0825	0835	0845	0855	0905	0915	0925	0935	0945	0955	1005	1015	1024	1036	1045	1055
Whitefield, St Bernadette's	0725	0755	0825	0835	0845	0855	0905	0915	0925	0935	0945	0956	1006	1016	1026	1035	1047	1057	1106
Bury, Interchange	0737	0807	0837	0847	0857	0907	0917	0927	0937	0947	0957	1008	1018	1028	1038	1047	1059	1109	1119

Manchester, Piccadilly Gardens	1043	1053	1103	1113	1123	and at frequent		1213	1223	1233	1243	1253	1303	1313	1323	1333	1343	1353
Cheetham, Queens Road	1054	1104	1114	1125	1135	intervals of		1225	1236	1246	1256	1306	1316	1326	1336	1346	1356	1407
Heaton Park, St Monica's School	1105	1115	1125	1136	1146	not more than		1236	1248	1258	1308	1318	1329	1339	1349	1359	1409	1420
Whitefield, St Bernadette's	1116	1126	1136	1147	1158	10 minutes		1248	1300	1310	1320	1330	1341	1351	1401	1411	1421	1432
Bury, Interchange	1129	1139	1149	1200	1212	until		1302	1314	1324	1334	1344	1355	1405	1415	1425	1435	1446

Manchester, Piccadilly Gardens	1403	and at frequent			1833	1843	1853	1903	1913	1935	1955	2015	2035	2055	and	2355
Cheetham, Queens Road	1417	intervals of			1844	1855	1905	1915	1925	1947	2006	2026	2046	2105	every	0005
Heaton Park, St Monica's School	1430	not more than			1855	1906	1916	1926	1936	1958	2017	2037	2057	2115	20	0015
Whitefield, St Bernadette's	1442	10 minutes			1906	1917	1927	1937	1947	2009	2028	2047	2107	2125	mins	0025
Bury, Interchange	1456	until			1919	1930	1940	1950	2000	2020	2039	2058	2118	2136	until	0036

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

♿ – All bus 135 journeys are run using easy access buses. See inside front cover of this leaflet for details



Transport for
Greater Manchester



From 30 January

524

Monday to Friday times are changed

Bus

524



Easy access on all buses

Bury

Radcliffe

Little Lever

Moses Gate

Bolton

From 30 January 2022

For public transport information
phone **0161 244 1000**

7am – 8pm Mon to Fri

8am – 8pm Sat, Sun & public holidays

This timetable is available online at
www.tfgm.com

Operated by
Diamond

Additional information

Alternative format

To ask for leaflets to be sent to you, or to request large print, Braille or recorded information phone 0161 244 1000 or visit www.tfgm.com

Easy access on buses



Journeys run with low floor buses have no steps at the entrance, making getting on and off easier. Where shown, low floor buses have a ramp for access and a dedicated space for wheelchairs and pushchairs inside the bus. The bus operator will always try to provide easy access services where these services are scheduled to run.

Using this timetable

Timetables show the direction of travel, bus numbers and the days of the week. Main stops on the route are listed on the left. Where no time is shown against a particular stop, the bus does not stop there on that journey. Check any letters which are shown in the timetable against the key at the bottom of the page.

Where to find information about service changes

www.tfgm.com
Bus station posters
Leaflets from outlets.

Tickets and information

Bus companies offer a range of tickets for use on their own buses. For travel on any service in the County, use System One tickets, including DaySaver. Travelshops provide tickets, information and journey planning advice on buses, trains and trams for work and pleasure.

Using the 24 hour clock

Times are shown in four figures. The first two are the hour and the last two are the minutes.

0753 is 53 minutes past 7am
1953 is 53 minutes past 7pm



Operator details

Diamond

Weston Street

Bolton

BL3 2AW

Telephone 01204 937535

email commentsdiamondbusnorthwest@rotala.co.uk

www.diamondbuses.com

Travelshops

Bolton Interchange

Mon to Fri 7am to 5.30pm

Saturday 8am to 5.30pm

Sunday* Closed

Bury Interchange

Mon to Fri 7am to 5.30pm

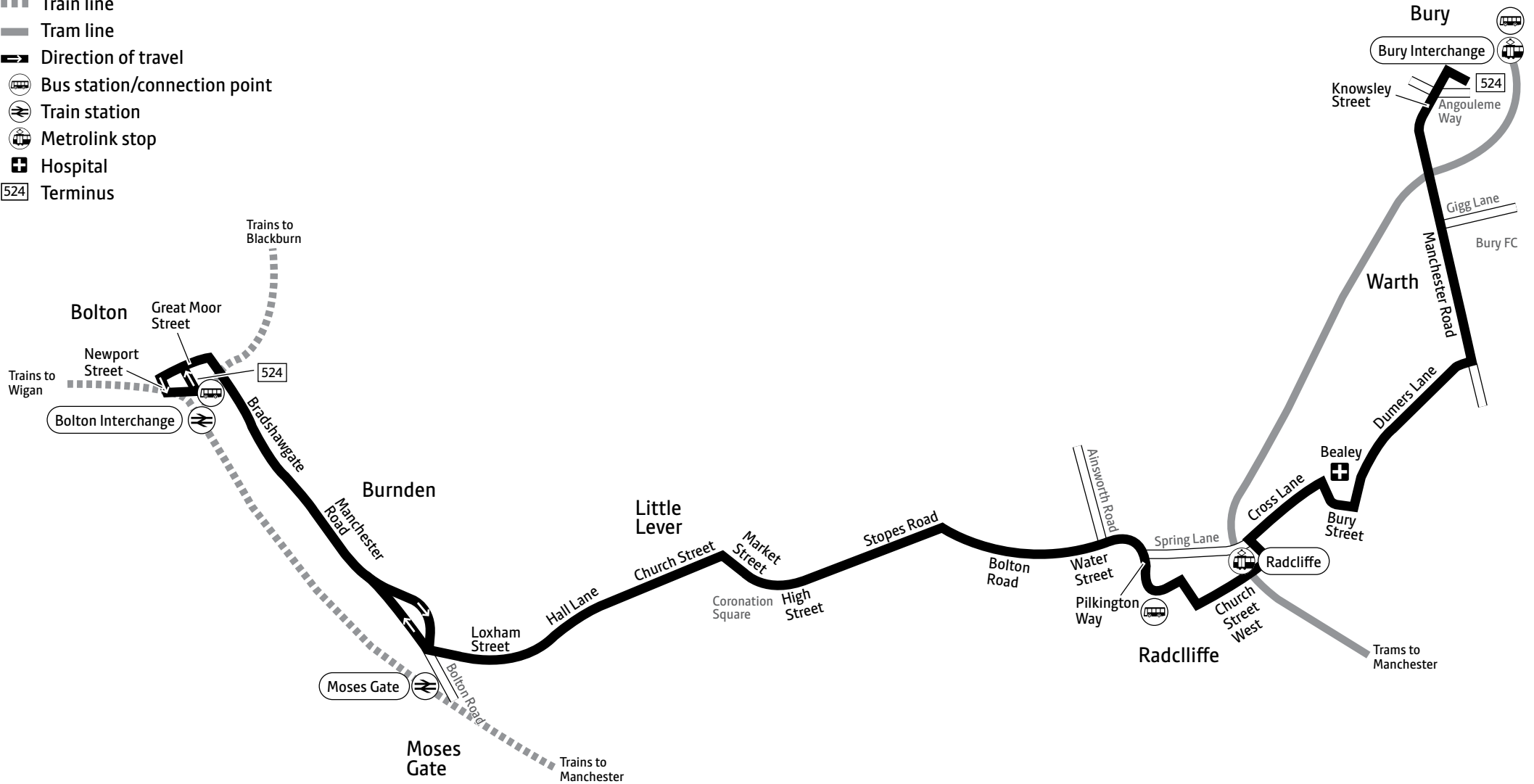
Saturday 8am to 5.30pm

Sunday* Closed

*Including public holidays

Key

- Bus route
- Train line
- Tram line
- Direction of travel
- Bus station/connection point
- Train station
- Metrolink stop
- Hospital
- 524 Terminus



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Mondays to Fridays

Bury, Interchange	0445	0515	0545	0605	0625	0640	0655	0709	0724	0736	0748	0758	0810	0822	0834	0846	0858	0912	0924
Radcliffe, Bus Station	0459	0529	0601	0621	0642	0657	0712	0726	0741	0753	0807	0817	0829	0841	0853	0905	0917	0929	0941
Little Lever, Coronation Square	0509	0539	0612	0632	0653	0708	0723	0737	0752	0804	0818	0830	0842	0854	0906	0918	0928	0940	0952
Bolton, Interchange	0521	0551	0627	0647	0708	0723	0738	0752	0807	0819	0833	0845	0857	0909	0921	0933	0943	0955	1007

Bury, Interchange	0936	and		1448	1500	1512	1524	and		1700	1712	1724	1736	1748	1800	1812	1824	1836	1848
Radcliffe, Bus Station	0953	every		1505	1519	1531	1543	every		1719	1731	1743	1753	1805	1817	1829	1841	1852	1904
Little Lever, Coronation Square	1004	12 mins		1516	1530	1542	1556	12 mins		1732	1742	1754	1804	1816	1828	1840	1852	1903	1915
Bolton, Interchange	1019	until		1531	1545	1557	1611	until		1747	1757	1809	1819	1831	1843	1855	1907	1917	1927

Bury, Interchange	1900	1930	2000	2030	2130	2230	2330												
Radcliffe, Bus Station	1914	1944	2014	2044	2144	2244	2344												
Little Lever, Coronation Square	1924	1954	2024	2054	2154	2254	2354												
Bolton, Interchange	1936	2006	2036	2106	2206	2306	0006												

Saturdays

Bury, Interchange	0530	0600	0630	0700	0730	0800	0815	0830	0845	0900	0920	0938	and		1553	1608	1623	1638	1653
Radcliffe, Bus Station	0544	0614	0644	0714	0744	0814	0829	0844	0859	0915	0937	0955	every		1610	1622	1637	1652	1707
Little Lever, Coronation Square	0554	0624	0655	0725	0755	0825	0840	0855	0910	0926	0948	1006	15 mins		1621	1633	1648	1703	1718
Bolton, Interchange	0606	0636	0708	0739	0809	0839	0854	0909	0924	0941	1003	1021	until		1636	1648	1703	1718	1733

Bury, Interchange	1708	1723	1738	1753	1803	1818	1833	1848	1900	1930	2000	2030	2130	2230	2330				
Radcliffe, Bus Station	1722	1737	1752	1807	1817	1832	1847	1902	1914	1944	2014	2044	2144	2244	2344				
Little Lever, Coronation Square	1733	1748	1803	1818	1828	1843	1858	1913	1924	1954	2024	2054	2154	2254	2354				
Bolton, Interchange	1748	1803	1817	1830	1840	1855	1910	1925	1936	2006	2036	2106	2206	2306	0006				

Sundays and public holidays (except Christmas and New Year period)

Bury, Interchange	0730	0800	0830	0900	0930	and		1630	1700	1730	1800	1830	1900	1930	2030	2130	2230	2330	
Radcliffe, Bus Station	0744	0814	0844	0914	0944	every		1644	1714	1744	1814	1844	1914	1944	2044	2144	2244	2344	
Little Lever, Coronation Square	0754	0824	0854	0924	0954	30 mins		1654	1724	1754	1824	1854	1924	1954	2054	2154	2254	2354	
Bolton, Interchange	0806	0836	0906	0936	1008	until		1708	1736	1806	1836	1906	1936	2006	2106	2206	2306	0006	

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

♿ – All bus 524 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check www.tfgm.com for details

Mondays to Fridays

Bolton, Interchange	0500	0530	0600	0619	0633	0645	0657	0709	0721	0732	0743	0800	0816	0830	0842	0854	0905	0915	0925
Little Lever, Coronation Square	0512	0542	0612	0633	0647	0700	0712	0724	0736	0749	0800	0817	0833	0847	0859	0911	0922	0930	0940
Radcliffe, Bus Station	0522	0552	0622	0643	0657	0711	0723	0744	0756	0809	0820	0834	0848	0902	0914	0924	0933	0941	0951
Bury, Interchange	0535	0605	0635	0656	0710	0724	0738	0800	0812	0825	0836	0850	0904	0918	0930	0940	0949	0957	1007

Bolton, Interchange	0937	and	1425	1436	1446	1456	and	1708	1720	1732	1744	1756	1811	1826	1841	1855	1915
Little Lever, Coronation Square	0952	every	1440	1451	1503	1513	every	1725	1737	1747	1759	1811	1826	1841	1856	1910	1929
Radcliffe, Bus Station	1003	12 mins	1451	1502	1514	1526	12 mins	1738	1748	1758	1810	1822	1837	1852	1907	1921	1939
Bury, Interchange	1019	until	1507	1518	1530	1542	until	1754	1804	1814	1826	1838	1850	1905	1920	1934	1952

Bolton, Interchange	1945	2015	2045	2115	2215	2315
Little Lever, Coronation Square	1959	2029	2059	2129	2229	2329
Radcliffe, Bus Station	2009	2039	2109	2139	2239	2339
Bury, Interchange	2020	2050	2120	2150	2250	2350

Saturdays

Bolton, Interchange	0545	0615	0645	0715	and	0915	0930	and	1700	1715	1730	1745	1800	1815	1845	1915	1945
Little Lever, Coronation Square	0559	0629	0659	0730	every	0930	0945	every	1715	1729	1744	1759	1814	1829	1859	1929	1959
Radcliffe, Bus Station	0609	0639	0709	0740	15 mins	0940	0956	15 mins	1726	1739	1754	1809	1824	1839	1909	1939	2009
Bury, Interchange	0622	0652	0722	0755	until	0955	1012	until	1742	1754	1807	1822	1837	1852	1922	1950	2020

Bolton, Interchange	2015	2045	2115	2215	2315
Little Lever, Coronation Square	2029	2059	2129	2229	2329
Radcliffe, Bus Station	2039	2109	2139	2239	2339
Bury, Interchange	2050	2120	2150	2250	2350

Sundays and public holidays (except Christmas and New Year period)

Bolton, Interchange	0715	and	1845	1915	1945	2015	2115	2215	2315
Little Lever, Coronation Square	0729	every	1859	1929	1959	2029	2129	2229	2329
Radcliffe, Bus Station	0739	30 mins	1909	1939	2009	2039	2139	2239	2339
Bury, Interchange	0752	until	1922	1950	2020	2050	2150	2250	2350

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APPENDIX E

TRICS Output – Industrial Unit

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DV DEVON	1 days
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	LC LANCASHIRE	3 days
09	NORTH	
	CB CUMBRIA	2 days
	TV TEES VALLEY	1 days
10	WALES	
	CF CARDIFF	1 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	SR STIRLING	1 days
12	CONNAUGHT	
	CS SLIGO	1 days
	LT LEITRIM	1 days
	MA MAYO	1 days
	RO ROSCOMMON	2 days
13	MUNSTER	
	KE KERRY	1 days
14	LEINSTER	
	KK KILKENNY	2 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	MG MONAGHAN	2 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	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: 150 to 46100 (units: sqm)
 Range Selected by User: 150 to 67459 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 22/11/21

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

Selected survey days:

Monday	5 days
Tuesday	6 days
Wednesday	6 days
Thursday	13 days
Friday	8 days

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

Selected survey types:

Manual count	38 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)	13
Edge of Town	25

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	31
Commercial Zone	1
Development Zone	1
Residential Zone	1
Out of Town	1
No Sub Category	3

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:

Not Known	38 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 Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

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

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	11 days
10,001 to 15,000	7 days
15,001 to 20,000	1 days
20,001 to 25,000	5 days
25,001 to 50,000	7 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:

5,000 or Less	1 days
5,001 to 25,000	4 days
25,001 to 50,000	5 days
50,001 to 75,000	3 days
75,001 to 100,000	5 days
100,001 to 125,000	2 days
125,001 to 250,000	10 days
250,001 to 500,000	4 days
500,001 or More	4 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	17 days
1.1 to 1.5	20 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	38 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	38 days
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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
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LIST OF SITES relevant to selection parameters

1	AN-02-C-01	COMPOSITES	ANTRIM
	FERGUSON ROAD LISBURN		
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 6500 sqm Survey date: FRIDAY 19/06/15		Survey Type: MANUAL
2	BD-02-C-01	PUMPS, MOTORS & FANS	BEDFORDSHIRE
	POSTLEY ROAD BEDFORD KEMPSTON Edge of Town Industrial Zone Total Gross floor area: 1045 sqm Survey date: THURSDAY 15/10/20		Survey Type: MANUAL
3	BR-02-C-02	STAINLESS FITTINGS	BRISTOL CITY
	SOUTH LIBERTY LANE BRISTOL		
	Edge of Town Industrial Zone Total Gross floor area: 1475 sqm Survey date: TUESDAY 22/09/15		Survey Type: MANUAL
4	BT-02-C-02	FOOD PRODUCTION	BRENT
	ABBEYDALE ROAD ALPERTON		
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 6100 sqm Survey date: WEDNESDAY 10/09/14		Survey Type: MANUAL
5	CB-02-C-01	DOMINO'S PIZZA	CUMBRIA
	COWPER ROAD PENRITH GILWILLY IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 2950 sqm Survey date: TUESDAY 10/06/14		Survey Type: MANUAL
6	CB-02-C-02	STEEL FABRICATION	CUMBRIA
	BLACKDYKE ROAD CARLISLE KINGSTOWN IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 715 sqm Survey date: FRIDAY 15/10/21		Survey Type: MANUAL
7	CF-02-C-02	BAKERY	CARDIFF
	MAES-Y-COED ROAD CARDIFF		
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 14125 sqm Survey date: THURSDAY 06/10/16		Survey Type: MANUAL
8	CH-02-C-02	INDUSTRIAL MATERIALS	CHESHIRE
	JUPITER DRIVE CHESTER CHESTER W. EMP. PARK Edge of Town Industrial Zone Total Gross floor area: 8100 sqm Survey date: WEDNESDAY 19/11/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	CH-02-C-03	OFFICE FURNITURE	CHESHIRE
	BRUNEL ROAD MACCLESFIELD LYME GREEN BUS. PARK Edge of Town Development Zone Total Gross floor area: 6658 sqm Survey date: MONDAY 19/09/16		Survey Type: MANUAL
10	CH-02-C-04	FABRICS MANUFACTURE	CHESHIRE
	CHARTER WAY MACCLESFIELD HURDSFIELD Edge of Town Industrial Zone Total Gross floor area: 3200 sqm Survey date: FRIDAY 07/05/21		Survey Type: MANUAL
11	CS-02-C-01	AV SPECIALISTS	SLIGO
	RATHFINN CLOSE SLIGO FINISKLIN BUSINESS PARK Edge of Town Commercial Zone Total Gross floor area: 1112 sqm Survey date: TUESDAY 28/04/15		Survey Type: MANUAL
12	DL-02-C-01	NAILS/STAPLES COMPANY	DUBLIN
	ROWAN AVENUE DUBLIN SANDYFORD Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 400 sqm Survey date: THURSDAY 26/09/19		Survey Type: MANUAL
13	DS-02-C-02	ENGINEERED PRODUCTS	DERBYSHIRE
	PONTEFRAC STREET DERBY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 2600 sqm Survey date: THURSDAY 25/06/15		Survey Type: MANUAL
14	DV-02-C-02	ENERGY RECOVERY FACILITY	DEVON
	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		Survey Type: MANUAL
15	GS-02-C-02	MARINE ENGINE PRODUCTION	GLOUCESTERSHIRE
	DAVY WAY GLOUCESTER HARDWICKE Edge of Town Industrial Zone Total Gross floor area: 1630 sqm Survey date: FRIDAY 23/04/21		Survey Type: MANUAL
16	HC-02-C-01	ENGINEERING COMPANY	HAMPSHIRE
	JAYS CLOSE BASINGSTOKE Edge of Town Industrial Zone Total Gross floor area: 3000 sqm Survey date: THURSDAY 16/06/16		Survey Type: MANUAL
17	KE-02-C-01	PRINT & GRAPHIC DESIGN	KERRY
	WOODLANDS ROAD KILLARNEY Edge of Town Industrial Zone Total Gross floor area: 600 sqm Survey date: THURSDAY 17/10/19		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18	KK-02-C-01	VEHICLE UPHOLSTERY CENTRE	KILKENNY
	HEBRON IND. ESTATE		
	KILKENNY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1772 sqm	
	Survey date: THURSDAY	26/10/17	Survey Type: MANUAL
19	KK-02-C-02	COOLING SYSTEMS COMPANY	KILKENNY
	HEBRON ROAD		
	KILKENNY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3572 sqm	
	Survey date: FRIDAY	04/10/19	Survey Type: MANUAL
20	LC-02-C-03	TIMBER SUPPLIES	LANCASHIRE
	GOLDEN HILL LANE		
	LEYLAND		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	150 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
21	LC-02-C-04	POWDER COATINGS	LANCASHIRE
	CHORLEY ROAD		
	BLACKPOOL		
	LITTLE CARLETON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1010 sqm	
	Survey date: THURSDAY	20/06/19	Survey Type: MANUAL
22	LC-02-C-05	NUTRITION MANUFACTURE	LANCASHIRE
	FURNESS DRIVE		
	POULTON-LE-FYLDE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	775 sqm	
	Survey date: WEDNESDAY	30/06/21	Survey Type: MANUAL
23	LT-02-C-01	MEDICAL PRODUCTS	LEITRIM
	CASTLECARA ROAD		
	CARRICK-ON-SHANNON		
	DÚN RÍ		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	5378 sqm	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
24	MA-02-C-01	MECHANICAL ENGINEERING	MAYO
	KILMAINE ROAD		
	BALLINROBE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1130 sqm	
	Survey date: FRIDAY	09/10/20	Survey Type: MANUAL
25	MG-02-C-02	ENGINEERING COMPANY	MONAGHAN
	COOLSHANNAGH ROAD		
	MONAGHAN		
	COOLSHANNAGH		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	3240 sqm	
	Survey date: WEDNESDAY	16/11/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

26	MG-02-C-03	LIFTING VEHICLES HQ	MONAGHAN
	N2		
	MONAGHAN		
	ANNAHAGH		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	46100 sqm	
	Survey date: TUESDAY	12/10/21	Survey Type: MANUAL
27	NF-02-C-03	SHEET METAL CONTRACTOR	NORFOLK
	ELVIN WAY		
	NORWICH		
	HELLESDON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	260 sqm	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
28	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK
	FLETCHER WAY		
	NORWICH		
	UPPER HELLESDON		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	690 sqm	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
29	NR-02-C-02	RENEWABLE ENGINEERING	NORTHAMPTONSHIRE
	TREVITHICK ROAD		
	CORBY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	702 sqm	
	Survey date: THURSDAY	22/10/20	Survey Type: MANUAL
30	RO-02-C-01	PHARMACEUTICAL SUPPLIES	ROSCOMMON
	N66		
	ATHLONE		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	11250 sqm	
	Survey date: WEDNESDAY	24/09/14	Survey Type: MANUAL
31	RO-02-C-02	METAL COMPANY	ROSCOMMON
	MOYDRUM ROAD		
	ATHLONE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5600 sqm	
	Survey date: FRIDAY	26/09/14	Survey Type: MANUAL
32	SR-02-C-01	SPECIALIST MODEL MAKING	STIRLING
	BORROWMEADOW ROAD		
	STIRLING		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2350 sqm	
	Survey date: MONDAY	16/06/14	Survey Type: MANUAL
33	TV-02-C-02	FLUID ENGINEERING	TEES VALLEY
	PARKVIEW ROAD WEST		
	HARTLEPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1050 sqm	
	Survey date: FRIDAY	04/09/20	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

34	VG-02-C-01 VERLON CLOSE BARRY	ALCOHOL ANALYSIS PRODUCTS	VALE OF GLAMORGAN
	Edge of Town Industrial Zone Total Gross floor area: 1500 sqm Survey date: THURSDAY 06/05/21		Survey Type: MANUAL
35	WK-02-C-01 CASTLE MOUND WAY RUGBY	MACHINE ENGINEERING	WARWICKSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 9216 sqm Survey date: WEDNESDAY 10/11/21		Survey Type: MANUAL
36	WM-02-C-04 STOURVALE ROAD STOURBRIDGE LYE	FOUNDRY	WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 4324 sqm Survey date: TUESDAY 21/11/17		Survey Type: MANUAL
37	WM-02-C-05 ICKNIELD STREET BIRMINGHAM HOCKLEY	INDIAN CATERING	WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 256 sqm Survey date: MONDAY 22/11/21		Survey Type: MANUAL
38	WY-02-C-02 BROWN LANE WEST LEEDS HOLBECK	FLUID SYSTEMS	WEST YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 13350 sqm Survey date: MONDAY 19/10/15		Survey Type: MANUAL

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

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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	9	7360	0.021	9	7360	0.000	9	7360	0.021
06:00 - 07:00	13	6898	0.340	13	6898	0.027	13	6898	0.367
07:00 - 08:00	37	4788	0.429	37	4788	0.059	37	4788	0.488
08:00 - 09:00	37	4788	0.339	37	4788	0.081	37	4788	0.420
09:00 - 10:00	38	4668	0.161	38	4668	0.101	38	4668	0.262
10:00 - 11:00	38	4668	0.128	38	4668	0.107	38	4668	0.235
11:00 - 12:00	38	4668	0.109	38	4668	0.111	38	4668	0.220
12:00 - 13:00	38	4668	0.129	38	4668	0.158	38	4668	0.287
13:00 - 14:00	38	4668	0.149	38	4668	0.160	38	4668	0.309
14:00 - 15:00	38	4668	0.115	38	4668	0.121	38	4668	0.236
15:00 - 16:00	38	4668	0.153	38	4668	0.259	38	4668	0.412
16:00 - 17:00	38	4668	0.073	38	4668	0.390	38	4668	0.463
17:00 - 18:00	38	4668	0.067	38	4668	0.340	38	4668	0.407
18:00 - 19:00	37	4630	0.033	37	4630	0.123	37	4630	0.156
19:00 - 20:00	10	6650	0.018	10	6650	0.044	10	6650	0.062
20:00 - 21:00	9	7360	0.005	9	7360	0.009	9	7360	0.014
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.269			2.090			4.359

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:	150 - 46100 (units: sqm)
Survey date range:	01/01/14 - 22/11/21
Number of weekdays (Monday-Friday):	38
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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVS**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	9	7360	0.000	9	7360	0.000	9	7360	0.000
06:00 - 07:00	13	6898	0.003	13	6898	0.000	13	6898	0.003
07:00 - 08:00	37	4788	0.015	37	4788	0.012	37	4788	0.027
08:00 - 09:00	37	4788	0.023	37	4788	0.020	37	4788	0.043
09:00 - 10:00	38	4668	0.037	38	4668	0.024	38	4668	0.061
10:00 - 11:00	38	4668	0.034	38	4668	0.025	38	4668	0.059
11:00 - 12:00	38	4668	0.025	38	4668	0.025	38	4668	0.050
12:00 - 13:00	38	4668	0.030	38	4668	0.026	38	4668	0.056
13:00 - 14:00	38	4668	0.026	38	4668	0.021	38	4668	0.047
14:00 - 15:00	38	4668	0.022	38	4668	0.025	38	4668	0.047
15:00 - 16:00	38	4668	0.014	38	4668	0.016	38	4668	0.030
16:00 - 17:00	38	4668	0.010	38	4668	0.014	38	4668	0.024
17:00 - 18:00	38	4668	0.006	38	4668	0.005	38	4668	0.011
18:00 - 19:00	37	4630	0.001	37	4630	0.002	37	4630	0.003
19:00 - 20:00	10	6650	0.005	10	6650	0.014	10	6650	0.019
20:00 - 21:00	9	7360	0.000	9	7360	0.006	9	7360	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.251			0.235			0.486

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.

APPENDIX F

TRICS Output – Warehousing (Commercial)

Calculation Reference: AUDIT-754101-220613-0633

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLESSelected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
	HD HILLINGDON	1 days
	HO HOUNSLOW	1 days
02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	2 days
	KC KENT	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	BG BRIDGEND	1 days
11	SCOTLAND	
	LO WEST LOTHIAN	2 days
13	MUNSTER	
	CR CORK	1 days
14	LEINSTER	
	CC CARLOW	1 days
	LU LOUTH	1 days
15	GREATER DUBLIN	
	DL DUBLIN	2 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	3 days

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

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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: 190 to 80100 (units: sqm)
 Range Selected by User: 190 to 80100 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 22/11/21

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

Selected survey days:

Monday	3 days
Tuesday	4 days
Wednesday	3 days
Thursday	9 days
Friday	6 days

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

Selected survey types:

Manual count	25 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)	8
Edge of Town	17

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	20
Commercial Zone	2
Residential 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.

Secondary Filtering selection:Use Class:

n/a	4 days
B8	21 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 Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

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

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	3 days
15,001 to 20,000	4 days
20,001 to 25,000	4 days
25,001 to 50,000	5 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	3 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	8 days
250,001 to 500,000	6 days
500,001 or More	4 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	11 days
1.1 to 1.5	13 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:

Yes	3 days
No	22 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	22 days
1a (Low) Very poor	1 days
1b Very poor	1 days
2 Poor	1 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
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LIST OF SITES relevant to selection parameters

1	AN-02-F-03	PACKAGING COMPANY	ANTRIM
	KENNEDY WAY		
	BELFAST		
	KENNEDY WAY IND. EST.		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	12234 sqm	
	Survey date: TUESDAY	11/10/16	Survey Type: MANUAL
2	AN-02-F-04	TESCO DISTRIBUTION CENTRE	ANTRIM
	APOLLO ROAD		
	BELFAST		
	BALMORAL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	11000 sqm	
	Survey date: THURSDAY	14/03/19	Survey Type: MANUAL
3	AN-02-F-05	SEAFOOD DISTRIBUTION	ANTRIM
	BLACKSTAFF ROAD		
	BELFAST		
	ANDERSONSTOWN		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	700 sqm	
	Survey date: THURSDAY	26/11/20	Survey Type: MANUAL
4	BD-02-F-02	DRINKS WHOLESALER	BEDFORDSHIRE
	CAMBRIDGE ROAD		
	BEDFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3500 sqm	
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL
5	BE-02-F-01	FRESH FRUIT DISTRIBUTOR	BEXLEY
	THAMES ROAD		
	CRAYFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	20400 sqm	
	Survey date: THURSDAY	20/09/18	Survey Type: MANUAL
6	BG-02-F-01	LOGISTICS COMPANY	BRIDGEND
	PARC CRESCENT		
	BRIDGEND		
	WATERTON IND. EST.		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3050 sqm	
	Survey date: MONDAY	13/10/14	Survey Type: MANUAL
7	CC-02-F-01	HYDRAULIC CYCLINDERS	CARLOW
	O'BRIEN ROAD		
	CARLOW		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	10500 sqm	
	Survey date: WEDNESDAY	25/05/16	Survey Type: MANUAL
8	CR-02-F-03	FURNITURE DISTRIBUTION	CORK
	POULADUFF ROAD		
	CORK		
	SOUTHSIDE IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4800 sqm	
	Survey date: TUESDAY	15/10/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	DL-02-F-03	BATHROOM TILES & TIMBER	DUBLIN
	MAPLE AVENUE		
	DUBLIN		
	SANDYFORD		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	650 sqm	
	Survey date: THURSDAY	26/09/19	Survey Type: MANUAL
10	DL-02-F-04	LOGISTICS COMPANY	DUBLIN
	SWORDS ROAD		
	DUBLIN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3990 sqm	
	Survey date: WEDNESDAY	19/05/21	Survey Type: MANUAL
11	DV-02-F-01	OPTICS WAREHOUSE	DEVON
	ALDERS WAY		
	PAIGNTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	190 sqm	
	Survey date: FRIDAY	29/03/19	Survey Type: MANUAL
12	EX-02-F-01	SPORTS SUPPLEMENTS	ESSEX
	BRUNEL WAY		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6560 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
13	HC-02-F-02	LOGISTICS	HAMPSHIRE
	RUTHERFORD ROAD		
	BASINGSTOKE		
	Suburban Area (PPS6 Out of Centre)		
	Commercial Zone		
	Total Gross floor area:	13200 sqm	
	Survey date: THURSDAY	16/06/16	Survey Type: MANUAL
14	HC-02-F-03	PPE DISTRIBUTION	HAMPSHIRE
	WARSASH ROAD		
	PARK GATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3665 sqm	
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL
15	HD-02-F-01	FOOD DISTRIBUTOR	HILLINGDON
	NINE ACRES CLOSE		
	HAYES		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	8673 sqm	
	Survey date: THURSDAY	27/09/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	HO-02-F-01 ASCOT ROAD FELTHAM	LOGISTICS AND FREIGHT	HOUNSLOW
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 13500 sqm Survey date: WEDNESDAY 23/11/16		Survey Type: MANUAL
17	KC-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD Edge of Town Industrial Zone Total Gross floor area: 11200 sqm Survey date: FRIDAY 22/09/17	COMMERCIAL WAREHOUSING	KENT
18	LO-02-F-01 BATHGATE ROAD ARMADALE	LOGISTICS SERVICE	WEST LoTHIAN
	Edge of Town Residential Zone Total Gross floor area: 5855 sqm Survey date: TUESDAY 08/06/21		Survey Type: MANUAL
19	LO-02-F-02 INCHMUIR ROAD BATHGATE WHITEHILL IND. ESTATE Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 17626 sqm Survey date: THURSDAY 11/11/21	HAULAGE COMPANY	WEST LoTHIAN
20	LU-02-F-01 MATTHEWS LANE DROGHEDA LAGAVOOREN Edge of Town No Sub Category Total Gross floor area: 5350 sqm Survey date: FRIDAY 19/06/15	PACKAGING COMPANY	LOUTH
21	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH Edge of Town Industrial Zone Total Gross floor area: 4700 sqm Survey date: FRIDAY 18/09/15	ROAD HAULAGE	SUFFOLK
22	SY-02-F-01 MIDDLE BANK DONCASTER	TESCO DISTRIBUTION CENTRE	SOUTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 80100 sqm Survey date: TUESDAY 21/09/21		Survey Type: MANUAL
23	TW-02-F-01 MANDARIN WAY WASHINGTON PATTISON IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 31000 sqm Survey date: FRIDAY 13/11/15	ASDA DISTRIBUTION CENTRE	TYNE & WEAR
			Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

24	WM-02-F-02	LOGISTICS FIRM	WEST MIDLANDS
	SOVEREIGN ROAD		
	BIRMINGHAM		
	KINGS NORTON		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	3625 sqm	
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL
25	WY-02-F-02	DISTRIBUTION COMPANY	WEST YORKSHIRE
	STAITHGATE LANE		
	BRADFORD		
	NEWHALL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	10446 sqm	
	Survey date: THURSDAY	14/03/19	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.

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Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

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	11	12623	0.138	11	12623	0.054	11	12623	0.192
06:00 - 07:00	11	12623	0.133	11	12623	0.121	11	12623	0.254
07:00 - 08:00	25	11461	0.193	25	11461	0.099	25	11461	0.292
08:00 - 09:00	25	11461	0.175	25	11461	0.083	25	11461	0.258
09:00 - 10:00	25	11461	0.133	25	11461	0.094	25	11461	0.227
10:00 - 11:00	25	11461	0.118	25	11461	0.115	25	11461	0.233
11:00 - 12:00	25	11461	0.119	25	11461	0.112	25	11461	0.231
12:00 - 13:00	25	11461	0.117	25	11461	0.137	25	11461	0.254
13:00 - 14:00	25	11461	0.154	25	11461	0.131	25	11461	0.285
14:00 - 15:00	25	11461	0.127	25	11461	0.149	25	11461	0.276
15:00 - 16:00	25	11461	0.114	25	11461	0.143	25	11461	0.257
16:00 - 17:00	25	11461	0.107	25	11461	0.176	25	11461	0.283
17:00 - 18:00	25	11461	0.097	25	11461	0.198	25	11461	0.295
18:00 - 19:00	25	11461	0.087	25	11461	0.138	25	11461	0.225
19:00 - 20:00	12	13271	0.045	12	13271	0.089	12	13271	0.134
20:00 - 21:00	11	12876	0.041	11	12876	0.056	11	12876	0.097
21:00 - 22:00	1	5855	0.034	1	5855	0.017	1	5855	0.051
22:00 - 23:00	1	5855	0.000	1	5855	0.000	1	5855	0.000
23:00 - 24:00									
Total Rates:			1.932			1.912			3.844

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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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	190 - 80100 (units: sqm)
Survey date range:	01/01/14 - 22/11/21
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

OGVS**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	11	12623	0.019	11	12623	0.021	11	12623	0.040
06:00 - 07:00	11	12623	0.019	11	12623	0.030	11	12623	0.049
07:00 - 08:00	25	11461	0.032	25	11461	0.043	25	11461	0.075
08:00 - 09:00	25	11461	0.037	25	11461	0.046	25	11461	0.083
09:00 - 10:00	25	11461	0.040	25	11461	0.044	25	11461	0.084
10:00 - 11:00	25	11461	0.047	25	11461	0.051	25	11461	0.098
11:00 - 12:00	25	11461	0.042	25	11461	0.036	25	11461	0.078
12:00 - 13:00	25	11461	0.043	25	11461	0.036	25	11461	0.079
13:00 - 14:00	25	11461	0.043	25	11461	0.041	25	11461	0.084
14:00 - 15:00	25	11461	0.041	25	11461	0.037	25	11461	0.078
15:00 - 16:00	25	11461	0.049	25	11461	0.039	25	11461	0.088
16:00 - 17:00	25	11461	0.050	25	11461	0.036	25	11461	0.086
17:00 - 18:00	25	11461	0.044	25	11461	0.038	25	11461	0.082
18:00 - 19:00	25	11461	0.031	25	11461	0.027	25	11461	0.058
19:00 - 20:00	12	13271	0.020	12	13271	0.034	12	13271	0.054
20:00 - 21:00	11	12876	0.023	11	12876	0.034	11	12876	0.057
21:00 - 22:00	1	5855	0.017	1	5855	0.017	1	5855	0.034
22:00 - 23:00	1	5855	0.000	1	5855	0.000	1	5855	0.000
23:00 - 24:00									
Total Rates:			0.597			0.610			1.207

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.

APPENDIX G

TRICS Output - Office

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLESSelected regions and areas:

01	GREATER LONDON	
	BT BRENT	2 days
	HO HOUNSLOW	1 days
	WH WANDSWORTH	1 days
02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	BG BRIDGEND	1 days
	CO CONWY	1 days
13	MUNSTER	
	CR CORK	1 days
14	LEINSTER	
	LU LOUTH	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	MG MONAGHAN	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	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: 186 to 120000 (units: sqm)
 Range Selected by User: 118 to 175000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 15/11/21

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

Selected survey days:

Monday	5 days
Tuesday	8 days
Wednesday	7 days
Thursday	5 days
Friday	1 days

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

Selected survey types:

Manual count	26 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)	11
Edge of Town	15

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	3
Commercial Zone	6
Development Zone	4
Residential Zone	5
Built-Up Zone	1
Out of Town	1
No Sub Category	6

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:

Not Known	25 days
E(c)	1 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 Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

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

1,000 or Less	1 days
1,001 to 5,000	3 days
5,001 to 10,000	4 days
10,001 to 15,000	6 days
15,001 to 20,000	3 days
25,001 to 50,000	6 days
50,001 to 100,000	3 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	2 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	5 days
500,001 or More	6 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	18 days
1.1 to 1.5	6 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:

Yes	4 days
No	22 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	22 days
1b Very poor	1 days
4 Good	1 days
5 Very Good	1 days
6a Excellent	1 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
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LIST OF SITES relevant to selection parameters

1	AN-02-A-06	SPORTS ADMINISTRATION	ANTRIM
	UPPER MALONE ROAD		
	BELFAST		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	2217 sqm	
	Survey date: TUESDAY	20/11/18	Survey Type: MANUAL
2	BG-02-A-01	HAULAGE COMPANY	BRIDGEND
	KENT ROAD		
	BRIDGEND		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	300 sqm	
	Survey date: THURSDAY	06/05/21	Survey Type: MANUAL
3	BT-02-A-03	OFFICES	BRENT
	EMPIRE WAY		
	WEMBLEY		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	920 sqm	
	Survey date: WEDNESDAY	03/06/15	Survey Type: MANUAL
4	BT-02-A-04	OFFICES	BRENT
	EMPIRE WAY		
	WEMBLEY		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	10625 sqm	
	Survey date: THURSDAY	14/05/15	Survey Type: MANUAL
5	CA-02-A-06	OFFICES	CAMBRIDGESHIRE
	LYNCH WOOD		
	PETERBOROUGH		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	4040 sqm	
	Survey date: WEDNESDAY	19/10/16	Survey Type: MANUAL
6	CH-02-A-04	OFFICES	CHESHIRE
	WINTERTON WAY		
	MACCLESFIELD		
	LYME GREEN BUSINESS PK		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	3000 sqm	
	Survey date: TUESDAY	04/05/21	Survey Type: MANUAL
7	CO-02-A-01	GOVERNMENT OFFICES	CONWY
	NARROW LANE		
	LLANDUDNO JUNCTION		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	6186 sqm	
	Survey date: WEDNESDAY	28/03/18	Survey Type: MANUAL
8	CR-02-A-01	STATISTICS OFFICES	CORK
	MAHON CRESCENT		
	CORK		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	8600 sqm	
	Survey date: MONDAY	23/06/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	DH-02-A-03	ENGINEERING COMPANY	DURHAM
	ALDERMAN BEST WAY		
	DARLINGTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	3530 sqm	
	Survey date: THURSDAY	18/10/18	Survey Type: MANUAL
10	DL-02-A-08	OFFICES	DUBLIN
	NORTHWOOD AVENUE		
	DUBLIN		
	NORTHWOOD		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	3800 sqm	
	Survey date: WEDNESDAY	19/05/21	Survey Type: MANUAL
11	ES-02-A-11	HOUSING COMPANY	EAST SUSSEX
	THE SIDINGS		
	HASTINGS		
	ORE VALLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	186 sqm	
	Survey date: TUESDAY	17/11/15	Survey Type: MANUAL
12	GM-02-A-10	ACCOUNTANTS	GREATER MANCHESTER
	CHORLEY NEW ROAD		
	BOLTON		
	HEATON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	500 sqm	
	Survey date: MONDAY	19/04/21	Survey Type: MANUAL
13	HC-02-A-12	HMRC	HAMPSHIRE
	NORTHERN ROAD		
	PORTSMOUTH		
	COSHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	10100 sqm	
	Survey date: MONDAY	23/11/15	Survey Type: MANUAL
14	HO-02-A-01	SKY HEADQUARTERS	HOUNSLOW
	SYON LANE		
	ISLEWORTH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	120000 sqm	
	Survey date: WEDNESDAY	05/07/17	Survey Type: MANUAL
15	LU-02-A-01	BETTING HEADQUARTERS	LOUTH
	INNER RELIEF ROAD		
	DUNDALK		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	2052 sqm	
	Survey date: MONDAY	09/11/20	Survey Type: MANUAL
16	MG-02-A-02	OFFICES	MONAGHAN
	ARMAGH ROAD		
	MONAGHAN		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	3205 sqm	
	Survey date: WEDNESDAY	16/11/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	MS-02-A-03 ALDERMAN ROAD LIVERPOOL	HOMES DEVELOPER	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 1200 sqm Survey date: TUESDAY 20/04/21		Survey Type: MANUAL
18	NF-02-A-04 WHITING ROAD NORWICH	BUILDING CONSULTANT	NORFOLK
	Edge of Town Commercial Zone Total Gross floor area: 500 sqm Survey date: WEDNESDAY 13/11/19		Survey Type: MANUAL
19	NR-02-A-01 THE LAKES NORTHAMPTON	OFFICES	NORTHAMPTONSHIRE
	Edge of Town Commercial Zone Total Gross floor area: 9225 sqm Survey date: THURSDAY 22/10/20		Survey Type: MANUAL
20	SF-02-A-03 WHITE HOUSE ROAD IPSWICH	OFFICES	SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area: 2800 sqm Survey date: THURSDAY 24/09/20		Survey Type: MANUAL
21	TW-02-A-08 BENTON PARK ROAD NEWCASTLE UPON TYNE LONGBENTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 4800 sqm Survey date: FRIDAY 19/10/18	HOUSING ASSOCIATION OFFICE	TYNE & WEAR
22	WH-02-A-03 BROUGHTON STREET NINE ELMS	OFFICE	WANDSWORTH
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: 1400 sqm Survey date: MONDAY 16/11/15		Survey Type: MANUAL
23	WL-02-A-01 THE CRESCENT AMESBURY SUNRISE WAY Edge of Town Development Zone Total Gross floor area: 2500 sqm Survey date: TUESDAY 18/09/18	PET INSURANCE COMPANY	WILTSHIRE
24	WM-02-A-04 BOURNVILLE LANE BIRMINGHAM	OFFICE	WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1800 sqm Survey date: TUESDAY 10/11/15		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

25	WO-02-A-03	IT SERVICES	WORCESTERSHIRE
	STOURPORT ROAD		
	KIDDERMINSTER		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5945 sqm	
	Survey date: TUESDAY	13/10/20	Survey Type: MANUAL
26	WY-02-A-05	OFFICES	WEST YORKSHIRE
	PIONEER WAY		
	CASTLEFORD		
	WHITWOOD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	1230 sqm	
	Survey date: TUESDAY	23/05/17	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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

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	2	65050	0.402	2	65050	0.061	2	65050	0.463
07:00 - 08:00	25	8189	0.503	25	8189	0.067	25	8189	0.570
08:00 - 09:00	26	8102	0.859	26	8102	0.094	26	8102	0.953
09:00 - 10:00	26	8102	0.635	26	8102	0.119	26	8102	0.754
10:00 - 11:00	26	8102	0.204	26	8102	0.105	26	8102	0.309
11:00 - 12:00	26	8102	0.131	26	8102	0.100	26	8102	0.231
12:00 - 13:00	26	8102	0.154	26	8102	0.218	26	8102	0.372
13:00 - 14:00	26	8102	0.187	26	8102	0.197	26	8102	0.384
14:00 - 15:00	26	8102	0.141	26	8102	0.169	26	8102	0.310
15:00 - 16:00	26	8102	0.089	26	8102	0.279	26	8102	0.368
16:00 - 17:00	26	8102	0.110	26	8102	0.591	26	8102	0.701
17:00 - 18:00	26	8102	0.084	26	8102	0.832	26	8102	0.916
18:00 - 19:00	25	8377	0.064	25	8377	0.403	25	8377	0.467
19:00 - 20:00	1	120000	0.047	1	120000	0.227	1	120000	0.274
20:00 - 21:00	1	120000	0.036	1	120000	0.089	1	120000	0.125
21:00 - 22:00	1	120000	0.048	1	120000	0.072	1	120000	0.120
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.694			3.623			7.317

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:	186 - 120000 (units: sqm)
Survey date range:	01/01/14 - 15/11/21
Number of weekdays (Monday-Friday):	26
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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

OGVS**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	2	65050	0.002	2	65050	0.001	2	65050	0.003
07:00 - 08:00	25	8189	0.003	25	8189	0.002	25	8189	0.005
08:00 - 09:00	26	8102	0.003	26	8102	0.002	26	8102	0.005
09:00 - 10:00	26	8102	0.003	26	8102	0.004	26	8102	0.007
10:00 - 11:00	26	8102	0.003	26	8102	0.002	26	8102	0.005
11:00 - 12:00	26	8102	0.002	26	8102	0.003	26	8102	0.005
12:00 - 13:00	26	8102	0.000	26	8102	0.001	26	8102	0.001
13:00 - 14:00	26	8102	0.001	26	8102	0.001	26	8102	0.002
14:00 - 15:00	26	8102	0.002	26	8102	0.002	26	8102	0.004
15:00 - 16:00	26	8102	0.001	26	8102	0.001	26	8102	0.002
16:00 - 17:00	26	8102	0.000	26	8102	0.000	26	8102	0.000
17:00 - 18:00	26	8102	0.000	26	8102	0.001	26	8102	0.001
18:00 - 19:00	25	8377	0.000	25	8377	0.000	25	8377	0.000
19:00 - 20:00	1	120000	0.000	1	120000	0.000	1	120000	0.000
20:00 - 21:00	1	120000	0.000	1	120000	0.000	1	120000	0.000
21:00 - 22:00	1	120000	0.000	1	120000	0.000	1	120000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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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