Eddisons

340 Deansgate
Manchester, M3 4LY

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PROPOSED COMMERCIAL DEVELOPMENT, CLIFTON STREET, MANCHESTER
APPLICATION REFERENCE: 139600/FO/2024
RESPONSE TO MCC COMMENTS – JUNE 2025

INTRODUCTION

Eddisons has been instructed by Zulfiqar Ali to advise on the traffic and transport issues relating to a planning application for a commercial development at Clifton Street in Manchester.

The applicant is seeking permission to rebuild the previous industrial buildings which were destroyed by a fire. The proposal will therefore make use of a *brownfield* site and will be reduced in scale from the existing development. The new buildings will be 'L' shaped and consist of 2 new light industrial units with a total floor area of approximately 1,640 square metres.

This Note will respond to the latest response received from Manchester City Council (MCC) in regard to the proposals. A copy of the MCC response is contained within **Appendix 1**. The comments refer to the following matters:

- Access
- Pedestrian access
- Off-site highway work
- Parking
- Cycle parking
- Refuse and servicing

ACCESS

In regard to the site access, MCC made the following comments:

- *The proposed vehicle access point is to be 6.0m wide.*
- *A swept path analysis assessment has been undertaken with a large car demonstrating two-way access. This acceptable in principle from a Highways perspective.*
- *A 2.4m x 43m vehicular visibility splay has been demonstrated at the site access junction with Clifton Street. This is achievable subject to TROs implemented on Clifton Street to prevent on-street parking.*

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- *Plans demonstrate that No waiting at any time TROs in the form of double yellow lines will be implemented along Clifton Street and is to cover the visibility splay. This is welcomed by Highways.*
- *Highways request that a swept path analysis assessment is provided to demonstrate that a large car can access, manoeuvre and exit in a forward gear at the end disabled parking bay.*

The above matters have been taken into account and incorporated into a revised highways plan, as shown in **Drawing ref no. 4325-FO1 Rev E**. The plan shows the entrance with a width of 6 metres and visibility splays of 43 metres fully protected by the proposed TRO's.

The swept path analyses referred to above have been undertaken on the revised layout and are included in Drawing ref no. 4325-FO1 Rev E and the following:

- **Drawing ref no. 4325-SP01 Rev E - Refuse Vehicle**
- **Drawing ref no. 4325-SP02 Rev C - 10m Rigid Vehicle**
- **Drawing ref no. 4325-SP03 Rev A - Large Car**

The above plans demonstrate that the proposed means of access meets the criteria required by MCC and should therefore be deemed acceptable.

PEDESTRIAN ACCESS:

The MCC response noted the following in terms of access for pedestrians:

- *It is noted that the existing wall in the vicinity of the site access is to be removed to allow pedestrian access into the site.*
- *Plans indicate that pedestrian access will be from Clifton Street onto an internal pedestrian path with a minimum width of 1800mm. This is welcomed by Highways.*

The above points can be confirmed by the updated site layout shown in **Drawing ref no. F01-CS-03J**.

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OFF-SITE HIGHWAYS WORK:

- *A 6.0M wide vehicular access point is to be provided from Clifton Street.*
- *Plans indicate that the kerbline is to be extended slightly as part of the proposal and the dropped kerb is to cover the extent of the vehicular access. Any works to the adopted Highway is subject to a S278 agreement.*
- *Highways requests further information on the retained carriageway width on Clifton Street, particularly at the pinch point adjacent to the site access following the alterations to the kerbline. This should be demonstrated on an updated plan with a swept path analysis assessment illustrating two vehicles can continue passing one another at this location.*
- *No waiting at any time TROs in the form of double yellow lines will be implemented along Clifton Street and is to cover the visibility splay.*
- *Highways request the following is undertaken as part the Highways work:*
    - *Footway resurfacing on Clifton Street and tactile paving provision at the site access as a minimum;*
    - *No Waiting At Any Time TRO covering the pinch point adjacent to the site access on the western side of Clifton Street where on-pavement parking currently appears to occur;*
- *There is an existing Telecommunication Pole which may require removal and relocation therefore the applicant should discuss with the relevant Telecoms provider regarding this matter.*
- *It is confirmed that a topographical survey is required to confirm extent of telecommunication pole, and any relocation is to be confirmed at detailed design stage.*

The above points are noted and have been addressed in are included in Drawing ref no. 4325-FO1 Rev E.

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PARKING:

In regard to car parking, the MCC response confirmed that:

- *15no. car parking spaces will be provided within the site.*
- *It is noted that there will be approximately 5-10no. employees at the site.*
- *Highways requests that a car parking occupancy assessment is provided within the TS using the worst-case staff number & TRICs data to justify the level of car parking proposed.*
- *Highways requests that a car parking management strategy is provided within the TS.*
- *3no. 7kW EV charging unit is to be provided, which includes 2no. standard bay and 1no. disabled bay. This provision is acceptable in principle from a Highways perspective.*
- *Parking dimensions are in line with MCC's guidelines.*
- *An aisle width of 6m should be provided and demonstrated on an updated plan.*

It can be confirmed that a total of 15no car parking spaces will be provided on site, including 2no. accessible bays, as shown in Drawing Ref no. F01-CS-03J. As stated above, it is likely that the development would employ between 10 and 15 staff, depending on the end-user.

The third *bullet* point relates to car parking provision and whether it is appropriate to serve the development. The proposed gross floor area of the buildings is 1,640 square metres.

In order to demonstrate that the proposed car parking will be sufficient to cater for demand, reference has been made to the TRICS database.

The parameters used to ascertain the vehicular trip rates for the proposed development are as follows:

- Employment, Industrial Unit;

- Greater London and Republic of Ireland sites excluded;

- Range greater between 1,000 and 17, 834 square metres; and

- Weekday surveys only.

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A summary of the resulting parking accumulation profile based on the proposed 1,640 square metres of floor space is included in **Table 1**, below, with the TRICS output and calculations being provided at **Appendix 2**.

Time Range	Arrivals	Departures	Accumulation
06:00 -07:00	0	0	0
07:00-08:00	6	2	4
08:00-09:00	7	1	9
09:00-10:00	3	2	10
10:00-11:00	2	2	11
11:00-12:00	2	1	11
12:00-13:00	2	2	10
13:00-14:00	5	3	**12**
14:00-15:00	3	4	10
15:00-16:00	2	3	9
16:00-17:00	1	5	6
17:00-18:00	1	6	1
18:00-19:00	1	3	-1
19:00-20:00	0	0	-1
20:00-21:00	0	0	-1
21:00-22:00	0	0	-1
22:00-23:00	0	0	-1
23:00-24:00	0	0	-1
MAX	-	-	**12**

Table 1 – Summary of Car Parking Accumulation

As can be seen above, the parking accumulation based on the proposed gross floor area of 1,640 square metres shows the maximum demand for car parking is likely to be 12 vehicles between 1300hrs and 140hrs.

On that basis, it is considered that the proposed 15no spaces including 2.no accessible bays will be sufficient to meet demand and is therefore considered to be acceptable.

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CYCLE PARKING:

With regard to cycle parking, the MCC response confirmed that:

- *A secure and sheltered cycle store is to be provided within the curtilage of the site.*
- *The cycle store is to accommodate 10no. cycle parking spaces which is in line with the use class based on MCC's Core Strategy. This is acceptable from a Highways perspective subject to monitoring of the cycle parking as part of the Travel Plan and provision of additional spaces when demand requires.*

It can be confirmed that provision for up to 10no. cycles is proposed in order to provide opportunities for staff employed at the site to simply cycle to work.

REFUSE AND SERVICING:

The MCC response also noted the following in regard to refuse collection and servicing:

- *Refuse bins are to be located within the site.*
- *Waste collection point should be detailed within the TS.*
- *An updated plan has been provided demonstrating the location of the 6no. loading areas.*
- *A swept path analysis assessment has been undertaken with an 11.3m length MCC refuse vehicle and 10m Rigid Vehicle demonstrating the vehicles accessing the site, manoeuvring and exiting in a forward gear. This is acceptable in principle subject to TROs implemented on Clifton Street to prevent on-street parking and this should also include the pinch point area adjacent to the site access on the western side of Clifton Street. This is shown by the blue boundary line in the image below.*

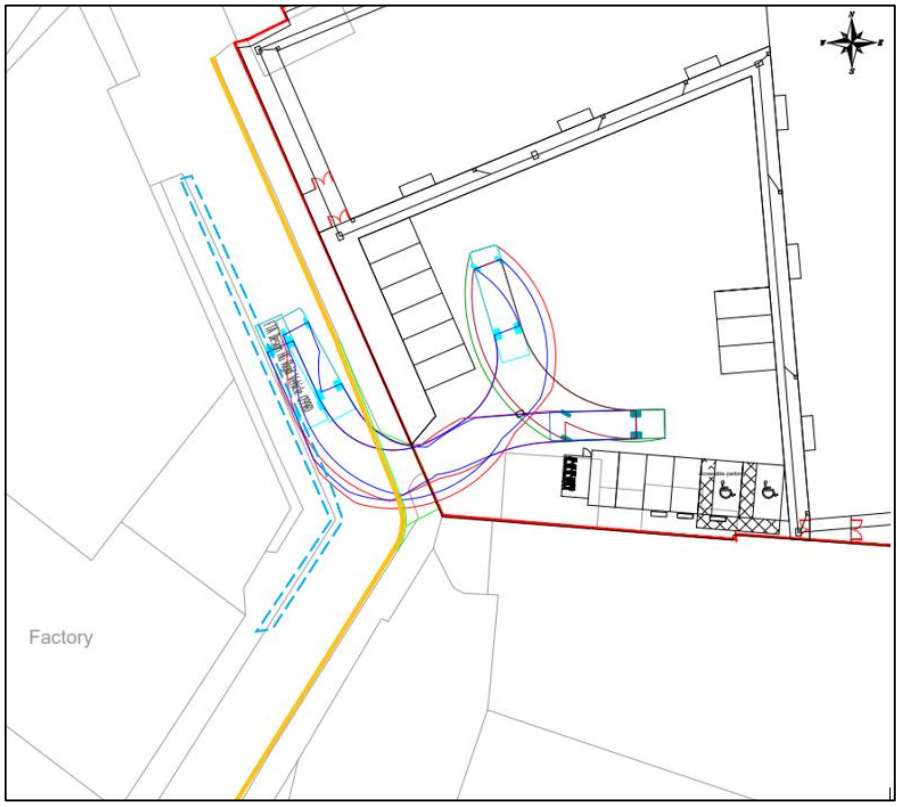
Image – Proposed TROs on Clifton Street

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- *It appears that the loading areas will not impact the car parking bays. However, demarcated loading bays should be provided.*
- *Details on frequency of deliveries associated with the site should be provided within the TS.*
- *A waste & servicing strategy should be provided within the TS.*

The site plan has been updated to show the loading areas adjacent to the new units and the swept path analyses shows that a 10m rigid delivery vehicle can enter the site turn around and exit in a forward gear.

As the end users of the site are not yet known, it is considered that details relating to the frequency of deliveries can form part of a suitably worded planning condition which can be incorporated into a Waste and Servicing Strategy for the site. The Applicant is willing to accept a planning condition to that effect.

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Similarly, the Applicant is willing to accept a planning condition to provide a Construction Management Plan (CMP), a matter previously raised by MCC.

It can be confirmed that the CMP will include the following elements:

- Size of HGV to be used in the construction period.
- Timing of deliveries during construction, to avoid peak periods for example.
- Control noise to specified levels and duration.
- Procedures related to dust suppression measures.
- Routing of HGVs to and from the site.

The CMP will be implemented throughout the construction period of the development.

SUMMARY

In summary, this Note has demonstrated that:

- The site can be accessed in a safe and efficient manner.
- Pedestrian access is provided, along with internal footways of at least 1.8m.
- Parking provision on site will be adequate to meet demand.
- Secure cycle parking for up to 10no. cycles will extend the travel choice to employees.
- The site can be adequately serviced by refuse and delivery vehicles.
- A waste & servicing strategy can be conditioned.
- A construction management plan can be conditioned.

CONCLUSIONS

In conclusion, this Note has responded to the matters raised by MCC in their response and has satisfactorily dealt with the points raised.

In light of the above, it is Eddisons view that the proposals for a new commercial development will not give rise to any highways issues and should be considered acceptable by the Council.

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Enclosures

Appendices
Appendix 1 - MCC Comments
Appendix 2 - Car Park Accumulation & TRICS Output

Drawings

Drawing ref no. 4325-FO1 Rev E
Drawing ref no. 4325-SP01 Rev E - Refuse Vehicle
Drawing ref no. 4325-SP02 Rev C - 10m Rigid Vehicle
Drawing ref no. 4325-SP03 Rev A - Large Car
Drawing ref no. F01-CS-03J

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APPENDICES

APPENDIX 1

MCC Response

We have reviewed the latest plans provided and have Highways comments to share.

Please see Highways Comments below:

ACCESS:

- The proposed vehicle access point is to be 6.0m wide.
- A swept path analysis assessment has been undertaken with a large car demonstrating two-way access. This acceptable in principle from a Highways perspective.
- A 2.4m x 43m vehicular visibility splay has been demonstrated at the site access junction with Clifton Street. This is achievable subject to TROs implemented on Clifton Street to prevent on-street parking.
- Plans demonstrate that No waiting at any time TROs in the form of double yellow lines will be implemented along Clifton Street and is to cover the visibility splay. This is welcomed by Highways.
- Highways request that a swept path analysis assessment is provided to demonstrate that a large car can access, manoeuvre and exit in a forward gear at the end disabled parking bay.

PEDESTRIAN ACCESS:

- It is noted that the existing wall in the vicinity of the site access is to be removed to allow pedestrian access into the site.
- Plans indicate that pedestrian access will be from Clifton Street onto an internal pedestrian path with a minimum width of 1800mm. This is welcomed by Highways.

OFF-SITE HIGHWAYS WORK:

- A 6.0M wide vehicular access point is to be provided from Clifton Street.
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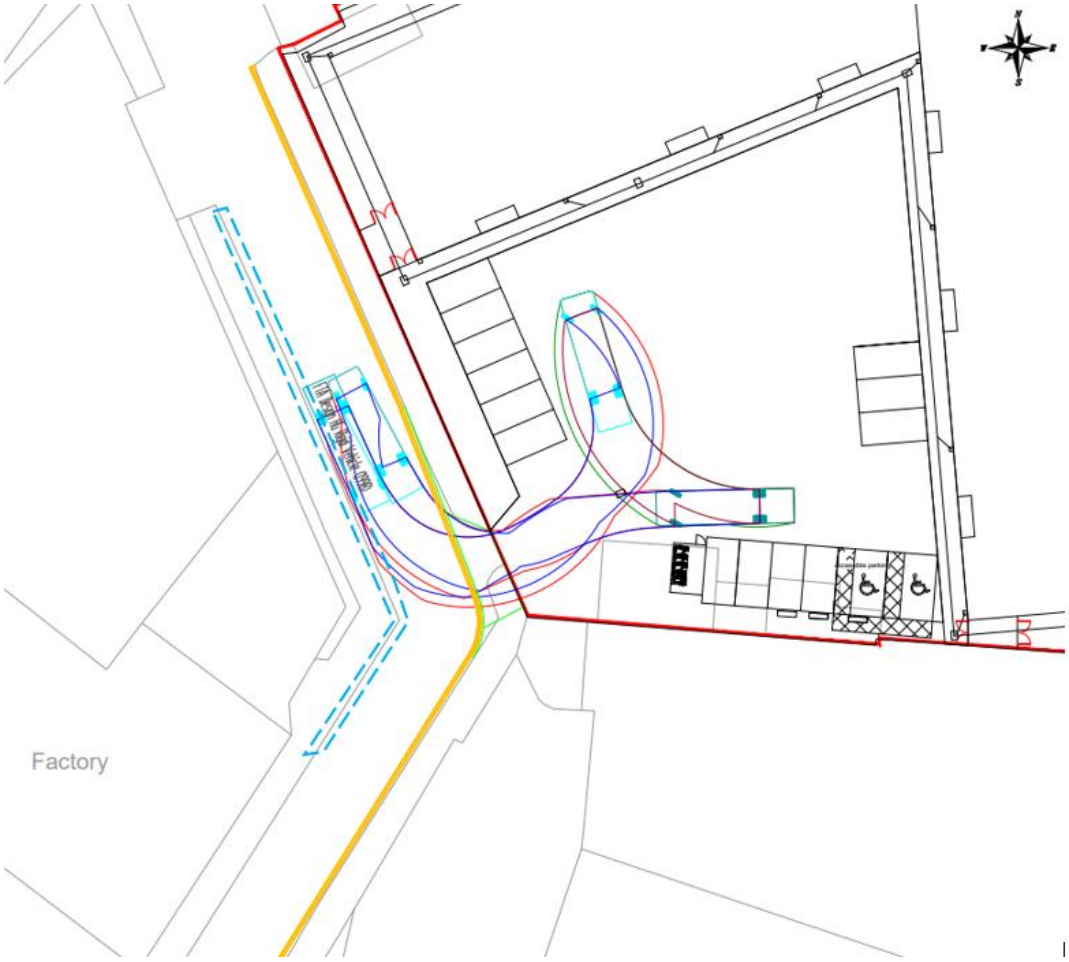
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- Waste collection point should be detailed within the TS.
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- A swept path analysis assessment has been undertaken with an 11.3m length MCC refuse vehicle and 10m Rigid Vehicle demonstrating the vehicles accessing the site, manoeuvring and exiting in a forward gear. This is

acceptable in principle subject to TROs implemented on Clifton Street to prevent on-street parking and this should also include the pinch point area adjacent to the site access on the western side of Clifton Street. This is shown by the blue boundary line in the image below.

Image – Proposed TROs on Clifton Street



- It appears that the loading areas will not impact the car parking bays. However, demarcated loading bays should be provided.
- Details on frequency of deliveries associated with the site should be provided within the TS.
- A waste & servicing strategy should be provided within the TS.

APPENDIX 2

Car Parking Accumulation & TRICS Output

TRICS 7.2.4
Trip Rate P: Gross floor area

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
Calculation Factor: 100 sqm
Count Type: VEHICLES

			ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30									
05:30-06:00									
06:00-06:30									
06:30-07:0	1	2350	0.298	1	2350	0.043	1	2350	0.341
07:00-07:3	22	6867	0.103	22	6867	0.05	22	6867	0.153
07:30-08:0	22	6867	0.242	22	6867	0.049	22	6867	0.291
08:00-08:3	22	6867	0.245	22	6867	0.046	22	6867	0.291
08:30-09:0	22	6867	0.171	22	6867	0.039	22	6867	0.21
09:00-09:3	22	6867	0.097	22	6867	0.049	22	6867	0.146
09:30-10:0	22	6867	0.07	22	6867	0.056	22	6867	0.126
10:00-10:3	22	6867	0.05	22	6867	0.047	22	6867	0.097
10:30-11:0	22	6867	0.051	22	6867	0.046	22	6867	0.097
11:00-11:3	22	6867	0.042	22	6867	0.036	22	6867	0.078
11:30-12:0	22	6867	0.05	22	6867	0.049	22	6867	0.099
12:00-12:3	22	6867	0.051	22	6867	0.075	22	6867	0.126
12:30-13:0	22	6867	0.064	22	6867	0.077	22	6867	0.141
13:00-13:3	22	6867	0.115	22	6867	0.091	22	6867	0.206
13:30-14:0	22	6867	0.16	22	6867	0.075	22	6867	0.235
14:00-14:3	22	6867	0.079	22	6867	0.182	22	6867	0.261
14:30-15:0	22	6867	0.083	22	6867	0.078	22	6867	0.161
15:00-15:3	22	6867	0.04	22	6867	0.096	22	6867	0.136
15:30-16:0	22	6867	0.056	22	6867	0.068	22	6867	0.124
16:00-16:3	22	6867	0.043	22	6867	0.084	22	6867	0.127
16:30-17:0	22	6867	0.044	22	6867	0.216	22	6867	0.26
17:00-17:3	22	6867	0.027	22	6867	0.163	22	6867	0.19
17:30-18:0	22	6867	0.022	22	6867	0.188	22	6867	0.21
18:00-18:3	21	6961	0.025	21	6961	0.096	21	6961	0.121
18:30-19:0	20	7192	0.031	20	7192	0.065	20	7192	0.096
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			2.259			2.064			4.323

GFA (SQM)	1640

Time Range	No. Days	Ave. GFA	ARRIVALS Trip Rate	No. Days	Ave. GFA	DEPARTURES Trip Rate	No. Days	Ave. GFA	TOTALS 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	22	6867	0.345	22	6867	0.099	22	6867	0.444
07:00-08:00	22	6867	0.416	22	6867	0.085	22	6867	0.582
08:00-09:00	22	6867	0.167	22	6867	0.105	22	6867	0.501
09:00-10:00	22	6867	0.101	22	6867	0.093	22	6867	0.356
10:00-11:00	22	6867	0.092	22	6867	0.085	22	6867	0.272
11:00-12:00	22	6867	0.115	22	6867	0.152	22	6867	0.223
12:00-13:00	22	6867	0.275	22	6867	0.166	22	6867	0.194
13:00-14:00	22	6867	0.162	22	6867	0.26	22	6867	0.175
14:00-15:00	22	6867	0.096	22	6867	0.164	22	6867	0.177
15:00-16:00	22	6867	0.087	22	6867	0.3	22	6867	0.225
16:00-17:00	22	6867	0.049	22	6867	0.351	22	6867	0.267
17:00-18:00	22	6867	0.056	22	6867	0.161	22	6867	0.347
18:00-19:00									
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									

Time Range	Arrivals	Deps	Accum
06:00-07:00	0	0	0
07:00-08:00	6	2	4
08:00-09:00	7	1	9
09:00-10:00	3	2	10
10:00-11:00	2	2	11
11:00-12:00	2	1	11
12:00-13:00	2	2	10
13:00-14:00	5	3	**12**
14:00-15:00	3	4	10
15:00-16:00	2	3	9
16:00-17:00	1	5	6
17:00-18:00	1	6	1
18:00-19:00	1	3	-1
19:00-20:00	0	0	-1
20:00-21:00	0	0	-1
21:00-22:00	0	0	-1
22:00-23:00	0	0	-1
23:00-24:00	0	0	-1
MAX			**12**

Calculation Reference: AUDIT-851401-160203-0216

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
	RE	READING	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
	CW	CORNWALL	2 days
	DC	DORSET	1 days
	DV	DEVON	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	NR	NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 days
	WM	WEST MIDLANDS	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	LC	LANCASHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days
10	WALES		
	MT	MERTHYR TYDFIL	1 days
11	SCOTLAND		
	EB	CITY OF EDINBURGH	2 days
	FI	FIFE	1 days
	SR	STIRLING	1 days

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

Filtering Stage 2 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:	300 to 20000 (units: sqm)
Range Selected by User:	300 to 43325 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 16/06/14

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	2 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	22 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 undertaking using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	7
Edge of Town	13
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	17
Commercial Zone	2
Village	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.

Filtering Stage 3 selection:

Use Class:

B1	13 days
B2	9 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®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	5 days
5,001 to 10,000	5 days
10,001 to 15,000	4 days
15,001 to 20,000	3 days
25,001 to 50,000	4 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	2 days
50,001 to 75,000	4 days
75,001 to 100,000	5 days
125,001 to 250,000	7 days
250,001 to 500,000	4 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	8 days
1.1 to 1.5	13 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	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.

LIST OF SITES relevant to selection parameters

1 BR-02-C-01 MECH. ENGINEERS BRISTOL CITY
NOVERS HILL
BEDMINSTER
BRISTOL
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 1100 sqm
Survey date: MONDAY 19/10/09 Survey Type: MANUAL

2 CH-02-C-01 BAKERY CHESHIRE
GADBROOK PARK
HIGH SHURLACH
NORTHWICH
Edge of Town
Industrial Zone
Total Gross floor area: 15000 sqm
Survey date: THURSDAY 21/06/07 Survey Type: MANUAL

3 CW-02-C-01 FOOD DISTRIBUTION CORNWALL
WILSON WAY
POOL
CAMBORNE
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 10200 sqm
Survey date: FRIDAY 08/06/07 Survey Type: MANUAL

4 CW-02-C-02 LIGHTING COMPANY CORNWALL
NORMANDY WAY

BODMIN
Edge of Town
Industrial Zone
Total Gross floor area: 17675 sqm
Survey date: WEDNESDAY 06/06/07 Survey Type: MANUAL

5 DC-02-C-07 NEW LOOK DORSET
MERCERY ROAD

WEYMOUTH
Edge of Town
No Sub Category
Total Gross floor area: 5467 sqm
Survey date: MONDAY 07/07/08 Survey Type: MANUAL

6 DV-02-C-01 TUBE MANUFACTURE DEVON
PLYMBRIDGE ROAD
ESTOVER
PLYMOUTH
Edge of Town
Industrial Zone
Total Gross floor area: 20000 sqm
Survey date: TUESDAY 17/07/12 Survey Type: MANUAL

7 EB-02-C-01 BREWERY CITY OF EDINBURGH
DRYDEN ROAD
LOANHEAD
EDINBURGH
Edge of Town
Industrial Zone
Total Gross floor area: 1200 sqm
Survey date: MONDAY 16/06/08 Survey Type: MANUAL

8 EB-02-C-02 FOOD PRODUCTION CITY OF EDINBURGH
CALDER ROAD
SIGHTHILL
EDINBURGH
Edge of Town
Industrial Zone
Total Gross floor area: 19805 sqm
Survey date: MONDAY 25/10/10 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 FI-02-C-01 REFRIGERATION FIFE
HALBEATH PLACE

DUNFERMLINE
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 4900 sqm
Survey date: FRIDAY 20/04/07 Survey Type: MANUAL

10 HE-02-C-02 THERMAL PROCESSING HEREFORDSHIRE
COLLEGE ROAD
BURCOTT
HEREFORD
Edge of Town
Commercial Zone
Total Gross floor area: 1880 sqm
Survey date: TUESDAY 22/10/13 Survey Type: MANUAL

11 HF-02-C-01 INDUSTRIAL UNIT HERTFORDSHIRE
BRIDGE ROAD EAST

WELWYN GARDEN CITY
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 1800 sqm
Survey date: THURSDAY 17/07/08 Survey Type: MANUAL

12 LC-02-C-02 RECYCLING CO. LANCASHIRE
ESSEX STREET
RED SCAR IND ESTATE
PRESTON
Edge of Town Centre
Industrial Zone
Total Gross floor area: 8000 sqm
Survey date: THURSDAY 10/05/12 Survey Type: MANUAL

13 MT-02-C-01 CONFECTIONERY MERTHYR TYDFIL
HIGH STREET
DOWLAIS
MERTHYR TYDFIL
Edge of Town
No Sub Category
Total Gross floor area: 15450 sqm
Survey date: TUESDAY 09/10/07 Survey Type: MANUAL

14 NR-02-C-01 PAPER COMPANY NORTHAMPTONSHIRE
RHOSILI ROAD
BRACKMILLS
NORTHAMPTON
Edge of Town
Industrial Zone
Total Gross floor area: 11500 sqm
Survey date: THURSDAY 27/11/08 Survey Type: MANUAL

15 NY-02-C-01 FOOD PRODUCTION NORTH YORKSHIRE
FEARBY ROAD

MASHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 2491 sqm
Survey date: TUESDAY 23/09/08 Survey Type: MANUAL

16 RE-02-C-01 SHEET METAL FABRICATION READING
COMMERCIAL ROAD

READING
Edge of Town
Industrial Zone
Total Gross floor area: 645 sqm
Survey date: THURSDAY 22/11/12 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17 SF-02-C-01 JOINERY SUFFOLK
ANSON ROAD
MARTLESHAM HEATH
IPSWICH
Edge of Town
Industrial Zone
Total Gross floor area: 1100 sqm
Survey date: FRIDAY 12/07/13 Survey Type: MANUAL

18 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

19 TW-02-C-01 INDUSTRIAL UNIT TYNE & WEAR
SHAFTESBURY AVENUE
TYNE POINT IND. ESTATE
JARROW
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 950 sqm
Survey date: THURSDAY 15/11/12 Survey Type: MANUAL

20 WM-02-C-01 METAL BEARINGS WEST MIDLANDS
FORGE LANE
MINWORTH
SUTTON COLDFIELD
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 4200 sqm
Survey date: TUESDAY 25/11/08 Survey Type: MANUAL

21 WM-02-C-02 ARDONPRINT WEST MIDLANDS
SYDNEY ROAD
SMALL HEATH
BIRMINGHAM
Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Gross floor area: 300 sqm
Survey date: WEDNESDAY 17/06/09 Survey Type: MANUAL

22 WM-02-C-03 INDUSTRIAL GLASS WEST MIDLANDS
DOWNING STREET

SMETHWICK
Edge of Town
Industrial Zone
Total Gross floor area: 5070 sqm
Survey date: TUESDAY 06/11/12 Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00	1	2350	0.298	1	2350	0.043	1	2350	0.341
07:00 - 07:30	22	6867	0.103	22	6867	0.050	22	6867	0.153
07:30 - 08:00	22	6867	0.242	22	6867	0.049	22	6867	0.291
08:00 - 08:30	22	6867	0.245	22	6867	0.046	22	6867	0.291
08:30 - 09:00	22	6867	0.171	22	6867	0.039	22	6867	0.210
09:00 - 09:30	22	6867	0.097	22	6867	0.049	22	6867	0.146
09:30 - 10:00	22	6867	0.070	22	6867	0.056	22	6867	0.126
10:00 - 10:30	22	6867	0.050	22	6867	0.047	22	6867	0.097
10:30 - 11:00	22	6867	0.051	22	6867	0.046	22	6867	0.097
11:00 - 11:30	22	6867	0.042	22	6867	0.036	22	6867	0.078
11:30 - 12:00	22	6867	0.050	22	6867	0.049	22	6867	0.099
12:00 - 12:30	22	6867	0.051	22	6867	0.075	22	6867	0.126
12:30 - 13:00	22	6867	0.064	22	6867	0.077	22	6867	0.141
13:00 - 13:30	22	6867	0.115	22	6867	0.091	22	6867	0.206
13:30 - 14:00	22	6867	0.160	22	6867	0.075	22	6867	0.235
14:00 - 14:30	22	6867	0.079	22	6867	0.182	22	6867	0.261
14:30 - 15:00	22	6867	0.083	22	6867	0.078	22	6867	0.161
15:00 - 15:30	22	6867	0.040	22	6867	0.096	22	6867	0.136
15:30 - 16:00	22	6867	0.056	22	6867	0.068	22	6867	0.124
16:00 - 16:30	22	6867	0.043	22	6867	0.084	22	6867	0.127
16:30 - 17:00	22	6867	0.044	22	6867	0.216	22	6867	0.260
17:00 - 17:30	22	6867	0.027	22	6867	0.163	22	6867	0.190
17:30 - 18:00	22	6867	0.022	22	6867	0.188	22	6867	0.210
18:00 - 18:30	21	6961	0.025	21	6961	0.096	21	6961	0.121
18:30 - 19:00	20	7192	0.031	20	7192	0.065	20	7192	0.096
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.259			2.064			4.323

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.

Parameter summary

Trip rate parameter range selected:	300 - 20000 (units: sqm)
Survey date date range:	01/01/07 - 16/06/14
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00	1	2350	0.000	1	2350	0.000	1	2350	0.000
07:00 - 07:30	22	6867	0.005	22	6867	0.005	22	6867	0.010
07:30 - 08:00	22	6867	0.004	22	6867	0.003	22	6867	0.007
08:00 - 08:30	22	6867	0.001	22	6867	0.003	22	6867	0.004
08:30 - 09:00	22	6867	0.000	22	6867	0.000	22	6867	0.000
09:00 - 09:30	22	6867	0.001	22	6867	0.001	22	6867	0.002
09:30 - 10:00	22	6867	0.002	22	6867	0.002	22	6867	0.004
10:00 - 10:30	22	6867	0.000	22	6867	0.000	22	6867	0.000
10:30 - 11:00	22	6867	0.003	22	6867	0.003	22	6867	0.006
11:00 - 11:30	22	6867	0.001	22	6867	0.000	22	6867	0.001
11:30 - 12:00	22	6867	0.001	22	6867	0.001	22	6867	0.002
12:00 - 12:30	22	6867	0.001	22	6867	0.001	22	6867	0.002
12:30 - 13:00	22	6867	0.001	22	6867	0.001	22	6867	0.002
13:00 - 13:30	22	6867	0.001	22	6867	0.001	22	6867	0.002
13:30 - 14:00	22	6867	0.001	22	6867	0.001	22	6867	0.002
14:00 - 14:30	22	6867	0.001	22	6867	0.001	22	6867	0.002
14:30 - 15:00	22	6867	0.002	22	6867	0.003	22	6867	0.005
15:00 - 15:30	22	6867	0.001	22	6867	0.001	22	6867	0.002
15:30 - 16:00	22	6867	0.000	22	6867	0.001	22	6867	0.001
16:00 - 16:30	22	6867	0.002	22	6867	0.002	22	6867	0.004
16:30 - 17:00	22	6867	0.003	22	6867	0.001	22	6867	0.004
17:00 - 17:30	22	6867	0.001	22	6867	0.003	22	6867	0.004
17:30 - 18:00	22	6867	0.000	22	6867	0.001	22	6867	0.001
18:00 - 18:30	21	6961	0.001	21	6961	0.001	21	6961	0.002
18:30 - 19:00	20	7192	0.001	20	7192	0.000	20	7192	0.001
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.034			0.036			0.070

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.

Parameter summary

Trip rate parameter range selected:	300 - 20000 (units: sqm)
Survey date date range:	01/01/07 - 16/06/14
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00	1	2350	0.000	1	2350	0.000	1	2350	0.000
07:00 - 07:30	22	6867	0.003	22	6867	0.007	22	6867	0.010
07:30 - 08:00	22	6867	0.003	22	6867	0.005	22	6867	0.008
08:00 - 08:30	22	6867	0.011	22	6867	0.010	22	6867	0.021
08:30 - 09:00	22	6867	0.012	22	6867	0.010	22	6867	0.022
09:00 - 09:30	22	6867	0.016	22	6867	0.010	22	6867	0.026
09:30 - 10:00	22	6867	0.014	22	6867	0.007	22	6867	0.021
10:00 - 10:30	22	6867	0.011	22	6867	0.011	22	6867	0.022
10:30 - 11:00	22	6867	0.015	22	6867	0.010	22	6867	0.025
11:00 - 11:30	22	6867	0.009	22	6867	0.009	22	6867	0.018
11:30 - 12:00	22	6867	0.014	22	6867	0.009	22	6867	0.023
12:00 - 12:30	22	6867	0.011	22	6867	0.009	22	6867	0.020
12:30 - 13:00	22	6867	0.012	22	6867	0.005	22	6867	0.017
13:00 - 13:30	22	6867	0.011	22	6867	0.011	22	6867	0.022
13:30 - 14:00	22	6867	0.008	22	6867	0.007	22	6867	0.015
14:00 - 14:30	22	6867	0.013	22	6867	0.006	22	6867	0.019
14:30 - 15:00	22	6867	0.009	22	6867	0.008	22	6867	0.017
15:00 - 15:30	22	6867	0.005	22	6867	0.004	22	6867	0.009
15:30 - 16:00	22	6867	0.006	22	6867	0.001	22	6867	0.007
16:00 - 16:30	22	6867	0.004	22	6867	0.006	22	6867	0.010
16:30 - 17:00	22	6867	0.008	22	6867	0.005	22	6867	0.013
17:00 - 17:30	22	6867	0.003	22	6867	0.003	22	6867	0.006
17:30 - 18:00	22	6867	0.003	22	6867	0.004	22	6867	0.007
18:00 - 18:30	21	6961	0.004	21	6961	0.005	21	6961	0.009
18:30 - 19:00	21	6961	0.002	21	6961	0.002	21	6961	0.004
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.207			0.164			0.371

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.

Parameter summary

Trip rate parameter range selected:	300 - 20000 (units: sqm)
Survey date date range:	01/01/07 - 16/06/14
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00	1	2350	0.000	1	2350	0.000	1	2350	0.000
07:00 - 07:30	22	6867	0.000	22	6867	0.000	22	6867	0.000
07:30 - 08:00	22	6867	0.000	22	6867	0.000	22	6867	0.000
08:00 - 08:30	22	6867	0.000	22	6867	0.000	22	6867	0.000
08:30 - 09:00	22	6867	0.000	22	6867	0.000	22	6867	0.000
09:00 - 09:30	22	6867	0.000	22	6867	0.000	22	6867	0.000
09:30 - 10:00	22	6867	0.000	22	6867	0.000	22	6867	0.000
10:00 - 10:30	22	6867	0.000	22	6867	0.000	22	6867	0.000
10:30 - 11:00	22	6867	0.000	22	6867	0.000	22	6867	0.000
11:00 - 11:30	22	6867	0.000	22	6867	0.000	22	6867	0.000
11:30 - 12:00	22	6867	0.000	22	6867	0.000	22	6867	0.000
12:00 - 12:30	22	6867	0.001	22	6867	0.000	22	6867	0.001
12:30 - 13:00	22	6867	0.000	22	6867	0.000	22	6867	0.000
13:00 - 13:30	22	6867	0.000	22	6867	0.000	22	6867	0.000
13:30 - 14:00	22	6867	0.000	22	6867	0.000	22	6867	0.000
14:00 - 14:30	22	6867	0.001	22	6867	0.000	22	6867	0.001
14:30 - 15:00	22	6867	0.000	22	6867	0.000	22	6867	0.000
15:00 - 15:30	22	6867	0.000	22	6867	0.000	22	6867	0.000
15:30 - 16:00	22	6867	0.000	22	6867	0.000	22	6867	0.000
16:00 - 16:30	22	6867	0.000	22	6867	0.000	22	6867	0.000
16:30 - 17:00	22	6867	0.000	22	6867	0.000	22	6867	0.000
17:00 - 17:30	22	6867	0.000	22	6867	0.000	22	6867	0.000
17:30 - 18:00	22	6867	0.000	22	6867	0.000	22	6867	0.000
18:00 - 18:30	21	6961	0.000	21	6961	0.000	21	6961	0.000
18:30 - 19:00	20	7192	0.000	20	7192	0.000	20	7192	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.002			0.000			0.002

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.

Parameter summary

Trip rate parameter range selected:	300 - 20000 (units: sqm)
Survey date date range:	01/01/07 - 16/06/14
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00	1	2350	0.000	1	2350	0.000	1	2350	0.000
07:00 - 07:30	22	6867	0.003	22	6867	0.001	22	6867	0.004
07:30 - 08:00	22	6867	0.009	22	6867	0.001	22	6867	0.010
08:00 - 08:30	22	6867	0.005	22	6867	0.001	22	6867	0.006
08:30 - 09:00	22	6867	0.002	22	6867	0.000	22	6867	0.002
09:00 - 09:30	22	6867	0.000	22	6867	0.000	22	6867	0.000
09:30 - 10:00	22	6867	0.001	22	6867	0.000	22	6867	0.001
10:00 - 10:30	22	6867	0.000	22	6867	0.001	22	6867	0.001
10:30 - 11:00	22	6867	0.000	22	6867	0.000	22	6867	0.000
11:00 - 11:30	22	6867	0.000	22	6867	0.001	22	6867	0.001
11:30 - 12:00	22	6867	0.000	22	6867	0.000	22	6867	0.000
12:00 - 12:30	22	6867	0.001	22	6867	0.002	22	6867	0.003
12:30 - 13:00	22	6867	0.000	22	6867	0.000	22	6867	0.000
13:00 - 13:30	22	6867	0.006	22	6867	0.004	22	6867	0.010
13:30 - 14:00	22	6867	0.003	22	6867	0.001	22	6867	0.004
14:00 - 14:30	22	6867	0.004	22	6867	0.008	22	6867	0.012
14:30 - 15:00	22	6867	0.003	22	6867	0.005	22	6867	0.008
15:00 - 15:30	22	6867	0.001	22	6867	0.002	22	6867	0.003
15:30 - 16:00	22	6867	0.000	22	6867	0.001	22	6867	0.001
16:00 - 16:30	22	6867	0.000	22	6867	0.005	22	6867	0.005
16:30 - 17:00	22	6867	0.001	22	6867	0.007	22	6867	0.008
17:00 - 17:30	22	6867	0.000	22	6867	0.001	22	6867	0.001
17:30 - 18:00	22	6867	0.000	22	6867	0.003	22	6867	0.003
18:00 - 18:30	21	6961	0.000	21	6961	0.002	21	6961	0.002
18:30 - 19:00	21	6961	0.002	21	6961	0.002	21	6961	0.004
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.041			0.048			0.089

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.

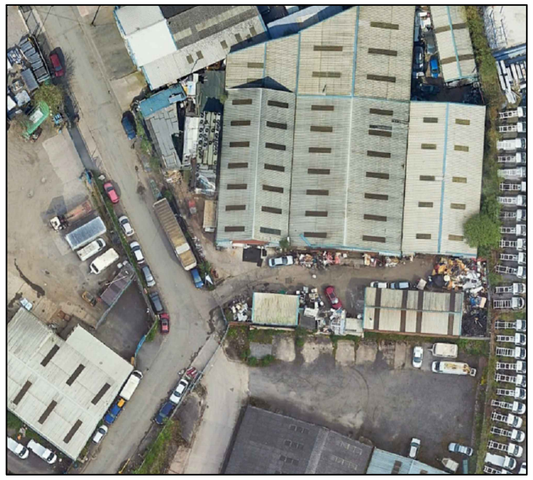
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.

Parameter summary

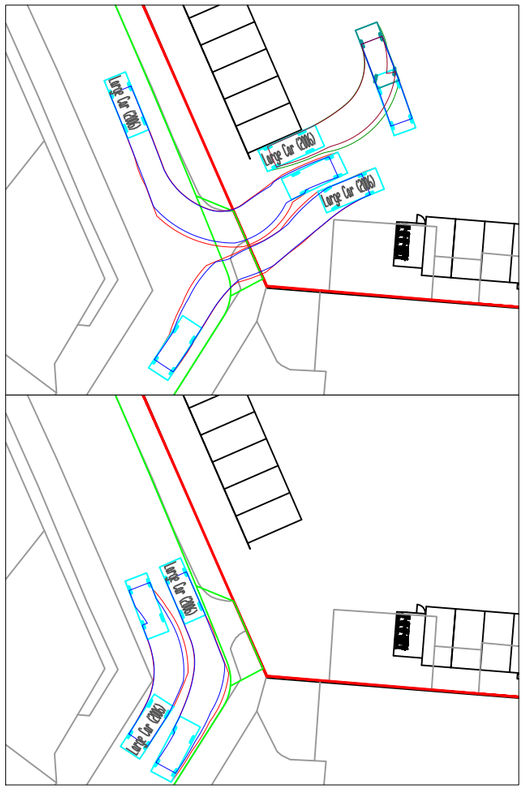
Trip rate parameter range selected:	300 - 20000 (units: sqm)
Survey date date range:	01/01/07 - 16/06/14
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

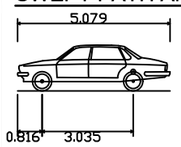
DRAWINGS



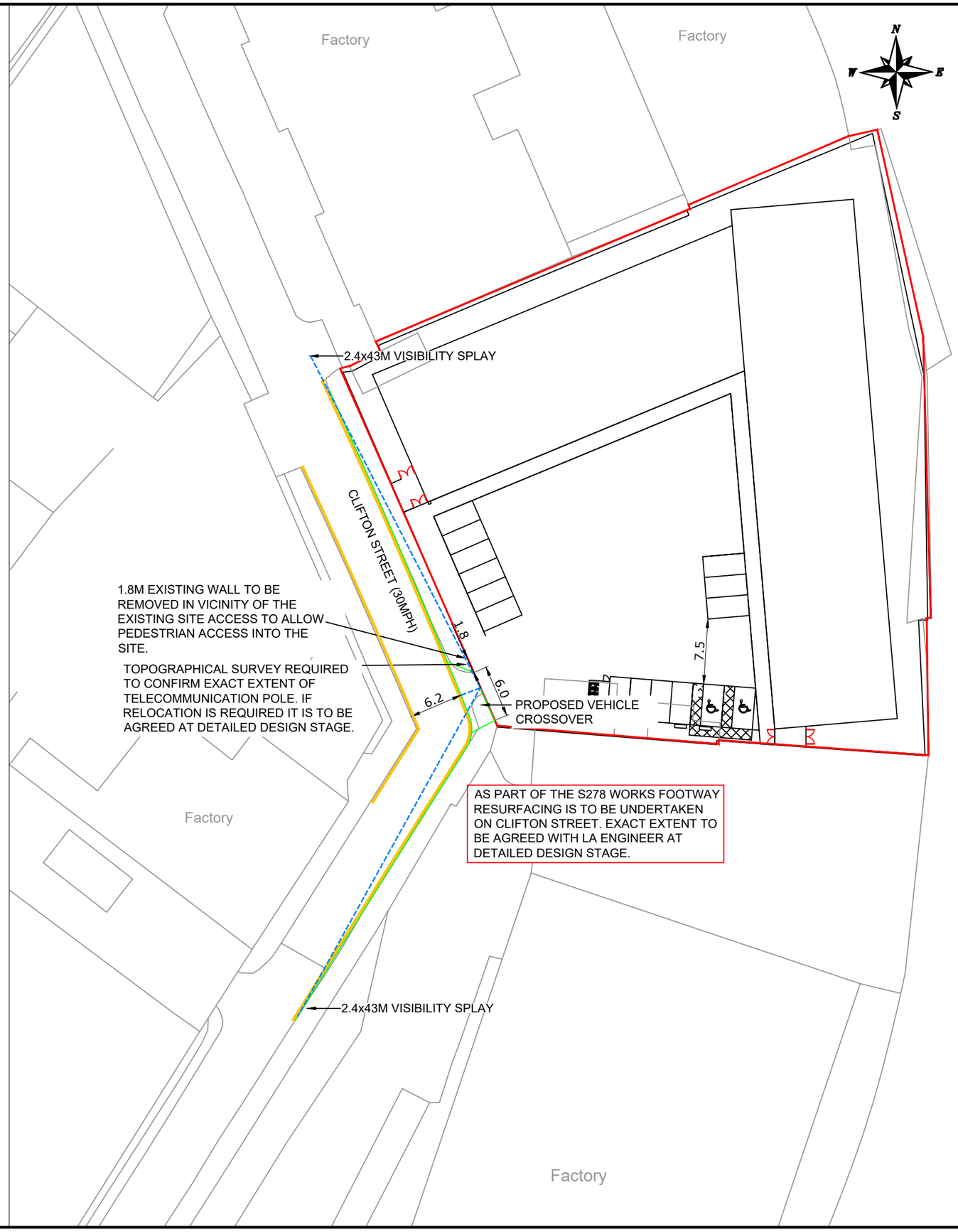
NORTH SOUTH AERIAL VIEW



SWEPT PATH ANALYSIS: LARGE CAR



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m



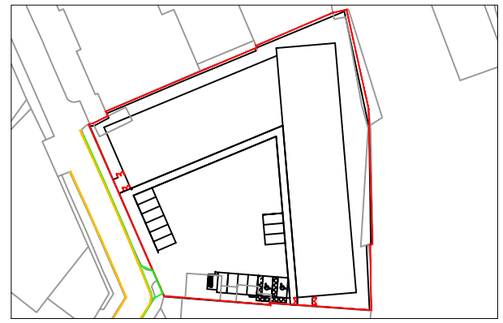
NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

INDICATIVE SITE BOUNDARY

DENOTES NEW KERBS

LOCAL AUTHORITY: MANCHESTER CITY COUNCIL
TOTAL AREA OF SITE: 0.34Ha



SITE LAYOUT NTS

REV	DETAILS	DRAWN	CHECKED	DATE
E	REVISED SITE LAYOUT	LB	MR	MAY 25
D	AMENDED TO MCC COMMENTS 26.02.25	LB	MR	FEB 25
C	REVISED SITE LAYOUT	LB	MR	FEB 25
B	AMENDED TO MCC COMMENTS 14.01.25	LB	MR	JAN 25
A	REVISED SITE LAYOUT	LB	PJW	DEC 24

CLIENT:

ZULFIQAR ALI

PROJECT:

CLIFTON STREET, MANCHESTER

DRAWING TITLE:

PROPOSED SITE ACCESS PLAN

SCALES: 1:500 @ A3

DRAWN: LB | CHECKED: PJW | DATE: NOV 24

Eddisons
340 Deansgate
Manchester
M3 4LY

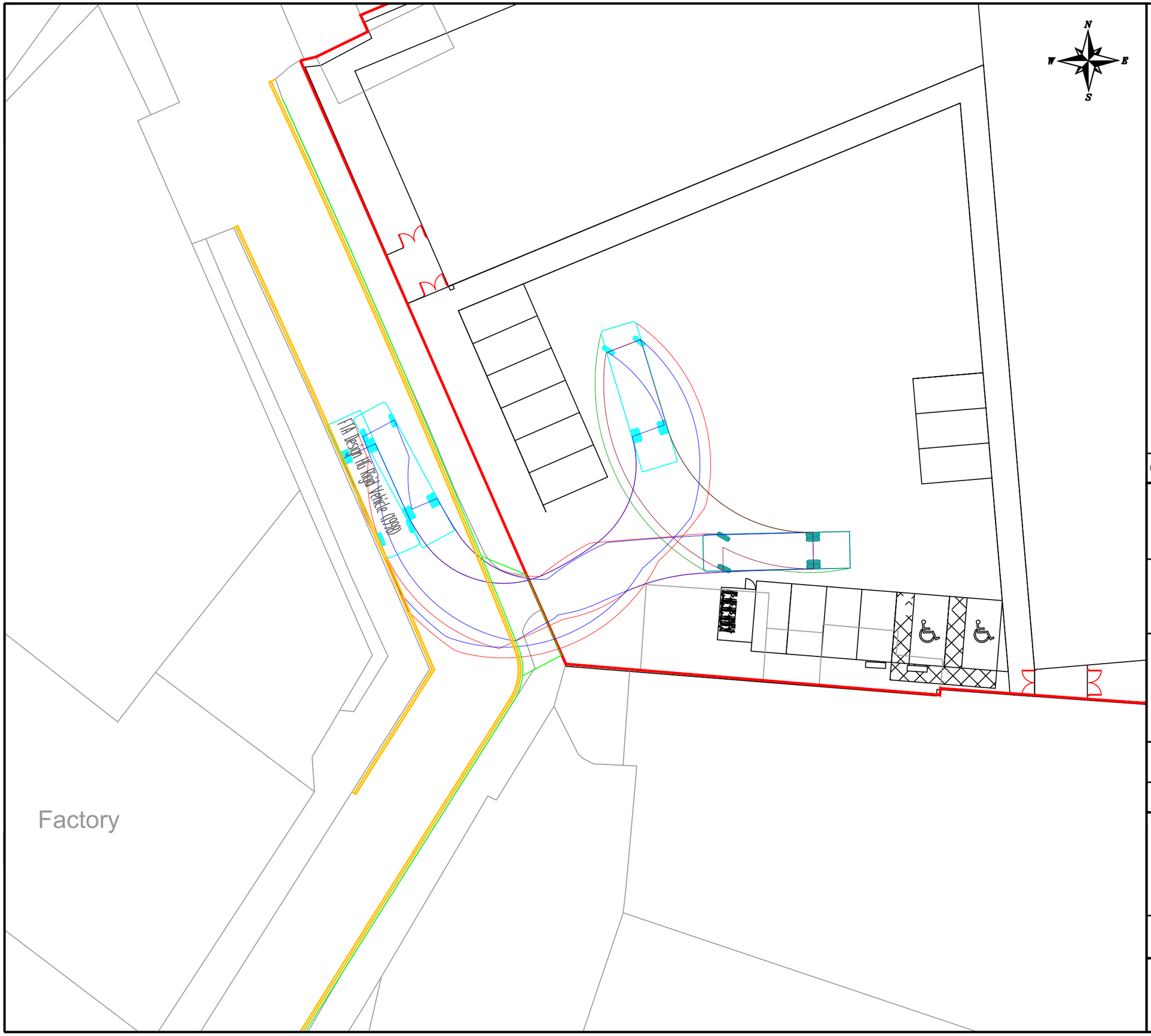
Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 4325-F01

REVISION: E

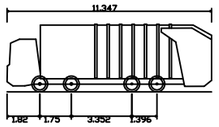
Eddisons

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N
W E
S

NOTES



Manchester CC Refuse Vehicle	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m



REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

ZULFIQAR ALI

PROJECT:

CLIFTON STREET,
MANCHESTER

DRAWING TITLE:

SWEPT PATH ANALYSIS

SCALES:

1:250 @ A3

DRAWN:	CHECKED:	DATE:
LG	MR	MAR 24

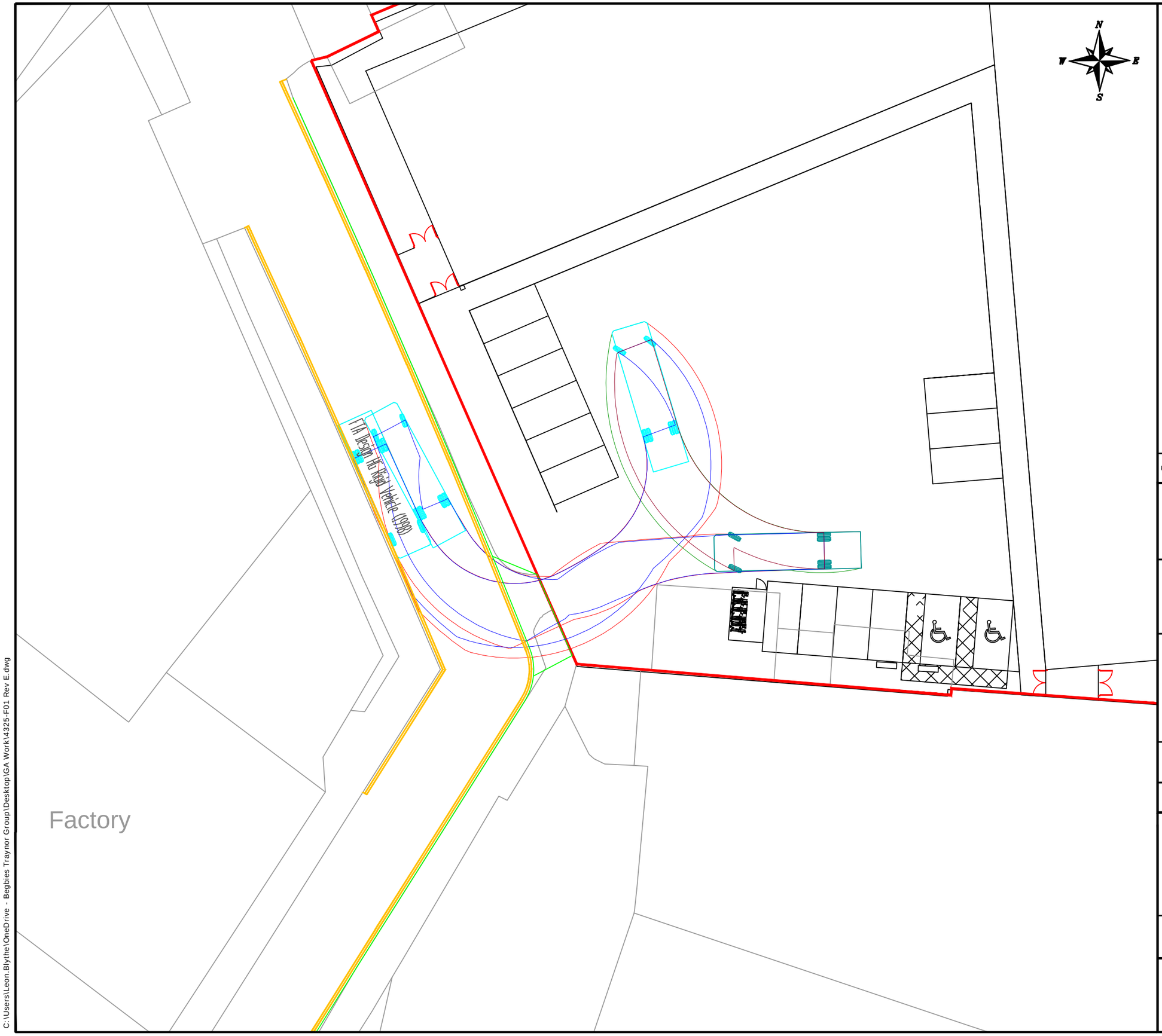
Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

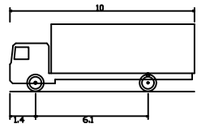
DRAWING NUMBER:	REVISION:
4325-SP01	E

Eddisons

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NOTES



FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	11.000m

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

ZULFIQAR ALI

PROJECT:

CLIFTON STREET,
MANCHESTER

DRAWING TITLE:

SWEPT PATH ANALYSIS

SCALES:

1:250 @ A3

DRAWN:	CHECKED:	DATE:
LB	PJW	DEC 24

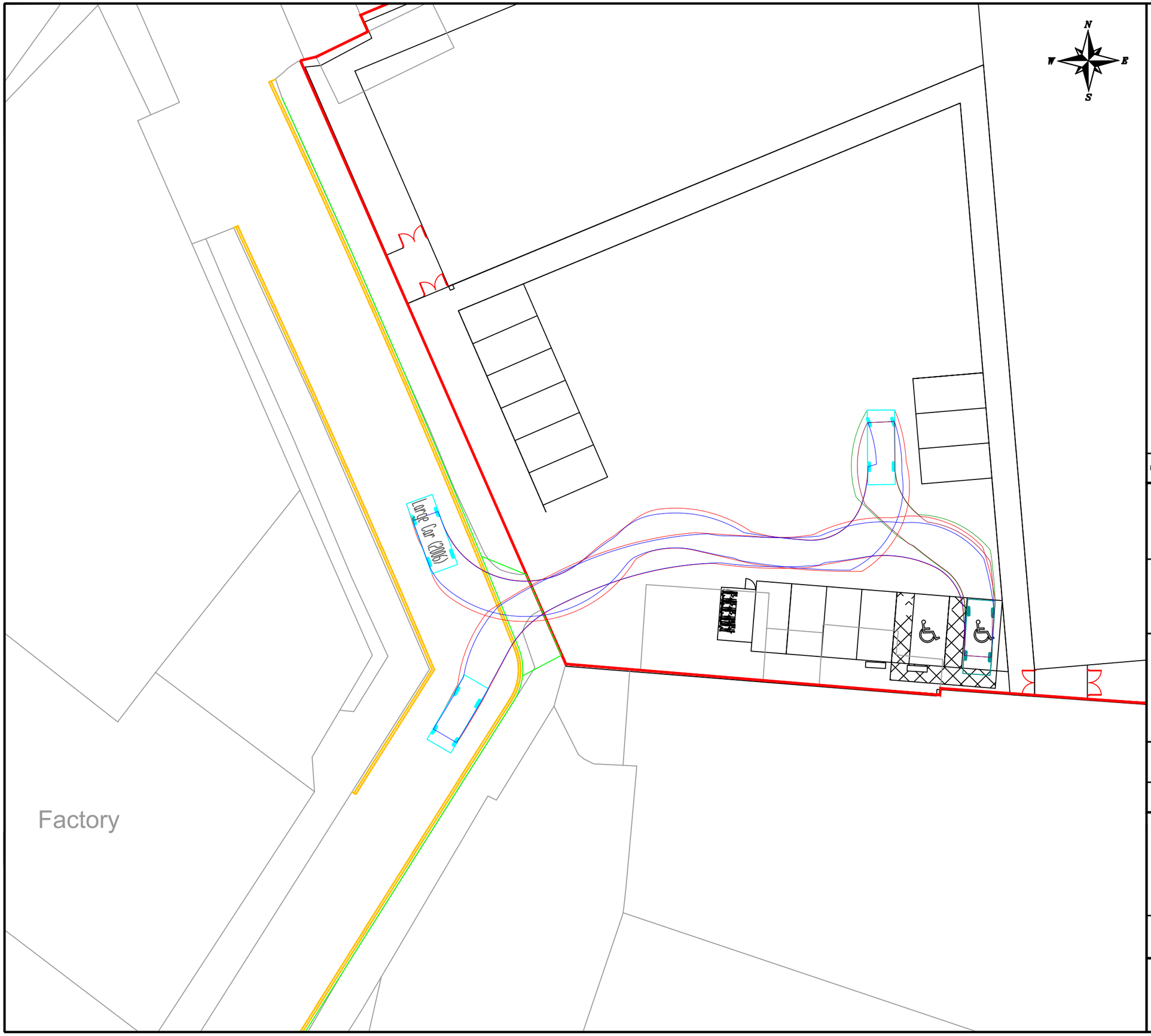
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Manchester
M3 4LY

Email: info@croftts.co.uk
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Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	REVISION:
4325-SP02	C

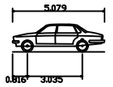
Eddisons

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N
W
E
S

NOTES



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

Large Car (2006)

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

ZULFIQAR ALI

PROJECT:

CLIFTON STREET,
MANCHESTER

DRAWING TITLE:

SWEPT PATH ANALYSIS

SCALES:

1:250 @ A3

DRAWN:	CHECKED:	DATE:
LB	MR	FEB 25

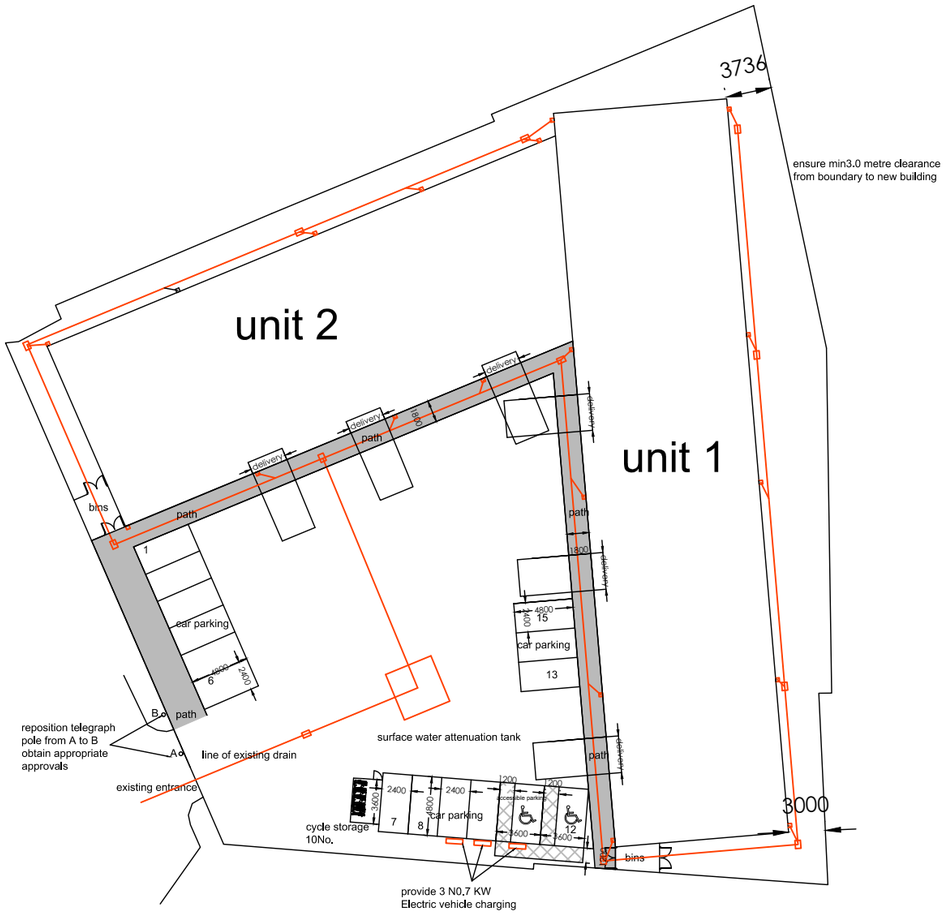
Eddisons
340 Deansgate
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M3 4LY

Email: info@croftts.co.uk
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DRAWING NUMBER:	REVISION:
4325-SP03	A

Eddisons

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proposed site plan 1:500

Site Plan 1:500

0m 10 20 30 40 50 75 100m

Notes :-
Do not scale from this drawing .

All dimensions to be checked on site prior to the commencement of works.

All work & drainage to be to the entire satisfaction of the local authority , statutory undertakings & in accordance with the current building regulations.

Any drains passing under building to be exposed & encased in 150mm conc.

All structural timber is to be stress graded

Rev.		By	Date

pha ARCHITECTS

Chartered Architects & Interior Designers

1 Cranleigh Avenue
Stockport
SK4 3 PZ

Tel : 07581 056 056

Site
Clifton Street
Manchester

Title
Proposed Site Plan
With Surface Water Drainage
marked in red

Project Manager/ Checked	Drawn By	Scale	Date
		1:500@ A3	0723

Arch./Des.	Drawing Number	Rev.
	F01/CS/03	J

Eddisons, 340 Deansgate,
Manchester, M3 4LY

T: +44 (0) 161 837 7350
www.eddisons.com

eddisons.com

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