

Proposed Commercial Development
Jubilee Works, Clifton Street, Manchester

February 2024

TRANSPORT STATEMENT

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Eddisons

REPORT

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CLIENT:	Zulfiqar Ali
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1 INTRODUCTION

1.1 Preamble

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

1.2 Format of Report

1.2.1 Following this introduction, Section 2 of the report will detail the existing site conditions and describe the adjacent highway network, while Section 3 will set out the development proposals.

1.2.2 Section 4 will consider the accessibility of the site by non-car modes, including walking, cycling and public transport.

1.2.3 Section 5 will consider the trip generation and traffic impact assessment of the local highway network and Section 6 will draw together the report's findings and conclusions.

2 EXISTING CONDITIONS

2.1 Introduction

2.1.1 This section will detail the existing site and surroundings and provide details about the existing highway network.

2.2 Existing Site

2.2.1 The location of the site in relation to the surrounding area is presented in **Plan 1**.

2.2.2 The site is situated to the east of Manchester city centre in the Miles Platting area. It is broadly square in shape, and sits within a commercial area.

2.2.3 To the north of the site lies further industrial buildings within the industrial estate, whilst other commercial premises lie to the south. To the west lies further industrial buildings, along with a railway line. Finally, to the west lies Clifton Street.

2.3 Local Highway Network

2.3.1 Clifton Street carriageway measures approximately 6.5 metres in width and provides footways either side measuring approximately 2.4 metres in width. Clifton Street runs in a north-south direction providing access through the industrial estate.

2.3.2 There is no through route to the south of Clifton Street, whilst to the north, it forms a junction with Lord North Street. Lord North Street then runs south where it forms a priority junction with the A6010 Hulme Hall Lane. To the north, it forms a priority-controlled junction with Grimshaw Lane which in turn provides access to Oldham Road to the north.

2.3.3 Oldham Road connects the site to the Ring Road to the south via Ancoats and to the north runs it runs all the way to Junction 22 of the M60. The M60 provides access to the majority of Greater Manchester.

2.3.4 The A6010 runs south where it provides access to the area of Openshaw and beyond.

- 2.3.5 To the north it provides access to the Cheetham Hill area. It therefore provides access to the key amenities and residential areas within the vicinity of the site.
- 2.3.6 It is therefore considered that the site is well connected to the local highway network and the wider motorway network.

3 DEVELOPMENT PROPOSALS

3.1 Introduction

3.1.1 The following paragraphs will describe the development proposals and report on proposed access arrangements and car parking.

3.2 Proposed Development

3.2.1 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 previous development.

3.2.2 The site will be 'L' shaped and consists of 2 new light industrial units with a total area of approximately 1,600 square metres.

3.2.3 The proposed internal site layout is provided in **Plan 2**.

3.3 Vehicular Access

3.3.1 The site will be accessed via the existing access junction off Clifton Street.

3.3.2 As part of the development Clifton Street footway along the site boundary is set to be resurfaced and tactile paving as part of the S278 Agreement in order to enhance pedestrian accessibility to/from the site.

3.4 Servicing

3.4.1 The internal layout has been designed to facilitate refuse vehicles and allow them to enter the site, turn around and exit in a forward gear.

3.4.2 This will ensure there is no detrimental impact to the public highway and confirm that the site can be serviced without giving rise to any road safety issues.

3.5 Car Parking

3.5.1 There is a total of 15 car parking spaces on the site which includes 2 disabled bays. Furthermore, this also includes 1 EV parking space as the 1 bay is required per 100sqm of space.

3.6 Cycle Parking

3.6.1 Sheltered and secured cycle parking spaces are provided in alignment with Core Strategy standards.

4 ACCESSIBILITY BY NON CAR MODES

4.1 Introduction

4.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

4.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. To achieve these objectives, paragraph 30 states that when making decisions, local authorities should:

‘Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.’

4.1.3 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

4.1.4 The accessibility of the proposed site has been considered by the following modes of transport:

- accessibility on foot;
- accessibility by cycle;
- accessibility by bus; and
- accessibility by rail.

4.2 Access on Foot

4.2.1 Existing footways are provided along Clifton Street, Lord North Street and the A6010 Hulme Hall Lane. These link to the wider pedestrian network.

4.2.2 The DFT National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.

- 4.2.3 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 4.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 4.1 IHT 'Providing for Journeys on Foot' Walk Distances

- 4.2.4 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*
- 4.2.5 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that *'walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'.*
- 4.2.6 **Table 4.2** below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 4.2 Manual for Streets Walk Distances

4.2.7 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far Do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres;
- Personal business – 1,600 metres.

4.2.8 Overall, in Table 5.1, the document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. **Table 4.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 4.3 WYG Report/NTS Data Walk Distances

4.2.9 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.

4.2.10 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'

4.2.11 A 20-minute walk equates to a walking distance of around 1,600 metres.

4.2.12 In light of the above, a pedestrian catchment showing the areas in which pedestrians can reach by foot using all usable pedestrian routes, has been provided in **Plan 3**.

4.2.13 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

4.3 Access by Cycle

4.3.1 An alternative mode of travel to the site could be achieved by bicycle.

4.3.2 Clearly, the new advice contained within the Highway Code, which was updated on 29th January 2022, will improve the safety of vulnerable road users including cyclists, pedestrians, and horse-riders. Most of the new advice relates to where cyclists should position themselves within the lane in various traffic conditions and motorists being required to give cyclists priority in slow moving traffic and locations where there is insufficient room for vehicles to overtake cyclists safely, allowing 1.5-metres for cyclists when overtaking them.

4.3.3 The Cycling England document 'Integrating Cycling Into Development Proposals' advises that *'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'*

4.3.4 A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kph and would encompass areas including Manchester City Centre, Droylsden, Gorton, Crumpsall, Longsight and Failsworth.

4.3.5 National Cycle Route 60 is located to the south of the site where it runs south to the Belle Vue area. Here it meets National Cycle Route 6. This route runs north then west via North Reddish, Levenshulme, Fallowfield and Whalley Range. The route then forms National Route 55 where it provides through the Trafford area. These cycle routes are both on and off-road and are located approximately 840m from the centre of the site.

4.3.6 National cycle route 66 is located to the north of the site in Failsworth. From here it runs southwest via the canal, just parallel to the site, to the centre of Manchester. This is an on-road cycle route and is located approximately 220m away from the centre of the site.

4.3.7 The site can, therefore, be considered as being accessible by cycle.

4.4 Access by Bus

4.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

4.4.2 The nearest bus stop to the site is located along Briscoe Lane, to the east of the development site. This stop consists of a bus stop pole, shelter and timetable. Additional bus stops are located further along Briscoe Lane and along the A6010 Hulme Hall Lane, a short distance northwards. All the nearest bus stops to the site are shown on Plan 3.

4.4.3 A summary of the services available from the nearest bus stops from the development site is provided in **Table 4.4** below.

Servic No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00- 17:00	Post 17:00	Pre 08:00	08:00- 17:00	Post 17:00	
53	Cheetham Hill - Salford	5 services	30 mins	15 services	3 services	30 mins	10 services	60 mins
74	Manchester - Oldham	2 services	-	-	-	-	-	-
76	Manchester - Oldham	8 services	15 mins	15 services	4 services	15 mins	18 services	30 mins
76A	Piccadilly Gardens - Oldham Bus Station	-	60 mins	2 services	-	60 mins	2 services	-

Table 4.4 Existing Bus Services Operating in the Vicinity of the Site

- 4.4.4** As can be seen from Table 4.4, the nearest bus stops to the site provides various services throughout the day to destinations such as Oldham, Cheetham Hill and Salford.
- 4.4.5** It is noted that the above services provide a choice of how people travel with the bus services operating from around 04:30am to around 23:33pm, making travel by public transport a real alternative to travelling by car for commuting trips.
- 4.4.6** In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 4.5** below.

Destination	Duration
Oldham	35 mins
Cheetham Hill	18 mins

Table 4.5 Example Bus Journey Times from the Site

- 4.4.1** The above table demonstrates that Oldham is just a 35-minute bus journey from the site and Cheetham Hill is just an 18-minute bus journey.

4.4.2 It is therefore concluded that the proposed development site is accessible by bus.

4.5 Accessibility by Rail

4.5.1 The nearest train station located to the site is Manchester Victoria which can be accessed via a 49-minute walk or a 26-minute tram journey on the pink line. This train station is managed by Northern and has 6 platforms, offering 6 services per hour to destinations such as Liverpool and Newcastle.

4.5.2 This provides opportunities for commuting/leisure opportunities from the site via rail.

4.6 Accessibility by Metrolink

4.6.1 The nearest tram stop to the site is Central Park which can be accessed via a 17-minute walk. This tram stop is located on the pink line and provides access to East Didsbury, Rochdale and Deansgate. Trams from this stop run every 12-minutes.

4.7 Accessibility Summary

4.7.1 The site has been considered in terms of accessibility by non-car modes.

4.7.2 The following conclusions can be drawn from this section of the report:

- The site is well located to cater for trips on foot and provides potential for a employees who live locally to simply walk to work.
- it has been demonstrated that the site is accessible by cycle, with a number of national cycle routes being located within close proximity of the site.
- The services from the bus stops on Briscoe Lane, travelling to destinations such as Oldham and Cheetham Hill shows that the proposed development can be considered as accessible by bus.
- The site is accessible via rail with Manchester Victoria being just a journey away.

- 4.7.3 In light of the above, it is considered that the site is highly accessible and caters for needs of the development's staff and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

5 TRAFFIC IMPACT ANALYSIS

5.1 Introduction

5.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car and would be in general accordance with transport policies, the following section considers the traffic impact of the development proposals on the local highway network.

5.2 Assessment Criteria

5.2.1 Given the proposed land use, it is assumed reasonable to consider the AM and PM weekday peak hours as being those with the greatest impact on the local highway network.

5.3 Proposed Development

5.3.1 To establish the traffic impact likely to be generated by the proposed light industrial development, the TRICS database has been used with reference to the 'Employment – Industrial Estates' range of sites, for all sites excluding those located in Greater London or Ireland.

5.3.2 A summary of the trip rates and trips based on the total proposed light industrial units comprising 1,600 square metres are presented in **Table 5.1** below with the full TRICS output contained in **Appendix 1**.

Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
Vehicle	AM Peak Hour	0.184	0.082	3	1
	PM Peak Hour	0.060	0.173	1	3

Table 5.1 Proposed Trip Generation for Light Industrial Units (1,600 sqm)

5.3.3 As can be seen in Table 5.1, the proposed light industrial units are forecast to generate approximately 4 two-way trips during the Weekday AM and PM peak hours.

5.3.4 In light of such a minimal impact, and given there are no known capacity issues in the area, no further assessments have been undertaken of the local road network.

5.3.5 It is considered that such increases are within the normal variation of daily traffic flows and will not result in a material change to traffic conditions.

5.4 Impact Summary

5.4.1 This section of the Report has considered the impact of the proposal in transport terms.

5.4.2 As such, it is considered that the predicted level of traffic can be accommodated onto the local highway network.

5.4.3 On that basis, it can be assumed that the impact of the proposals on the local highway network would be minimal and in any event, could not be considered to be severe, as is the test set out within the NPPF.

6 CONCLUSIONS

6.1.1 Eddisons has been instructed by Zulfiqar Ali to advise on the traffic and transport matters relating to a planning application for a commercial development on land off Clifton street in Manchester.

6.1.2 The proposals include the redevelopment of a brownfield site to 2 industrial units comprising approximately of 1,600 square metres.

6.1.3 A number of conclusions can be drawn from the report, namely:

- The development uses previously developed land.
- The proposed industrial land use is consistent with previous operations on the site and so the principle of development is already established.
- The site is accessible on foot and by cycle with the existing pedestrian footways/cycleway providing access to a nearby public transport provision.
- The proposed development will be accessed by safe and efficient vehicular access arrangements and provision for pedestrians will be improved as part of the proposals.
- The site can be adequately service and will not give rise to any road safety issues.
- The traffic impact of the development has been predicted using the TRICS database and has shown the impact of the proposals will be minimal.

6.1.4 It can therefore be concluded that the proposals are acceptable in highway terms.

PLANS



SITE LOCATION

CLIENT:

ZULFIQAR ALI

DRAWING TITLE:

JUBILEE WORKS, CLIFTON STREET,
MANCHESTER

Eddisons
340 Deansgate
Manchester
M3 4LY

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

DRAWING NUMBER:

4325-01

REVISION:

-

DRAWN:

RC

DATE:

01.02.24

CHECKED:

MR

DATE:

01.02.24

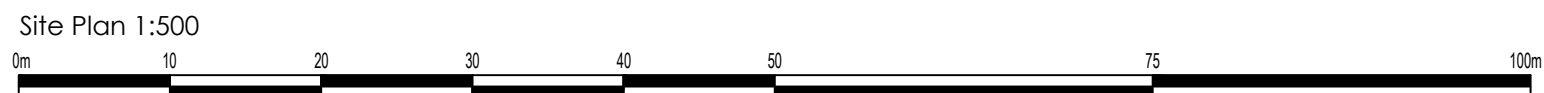
SCALES:

NTS @ A4

Eddisons

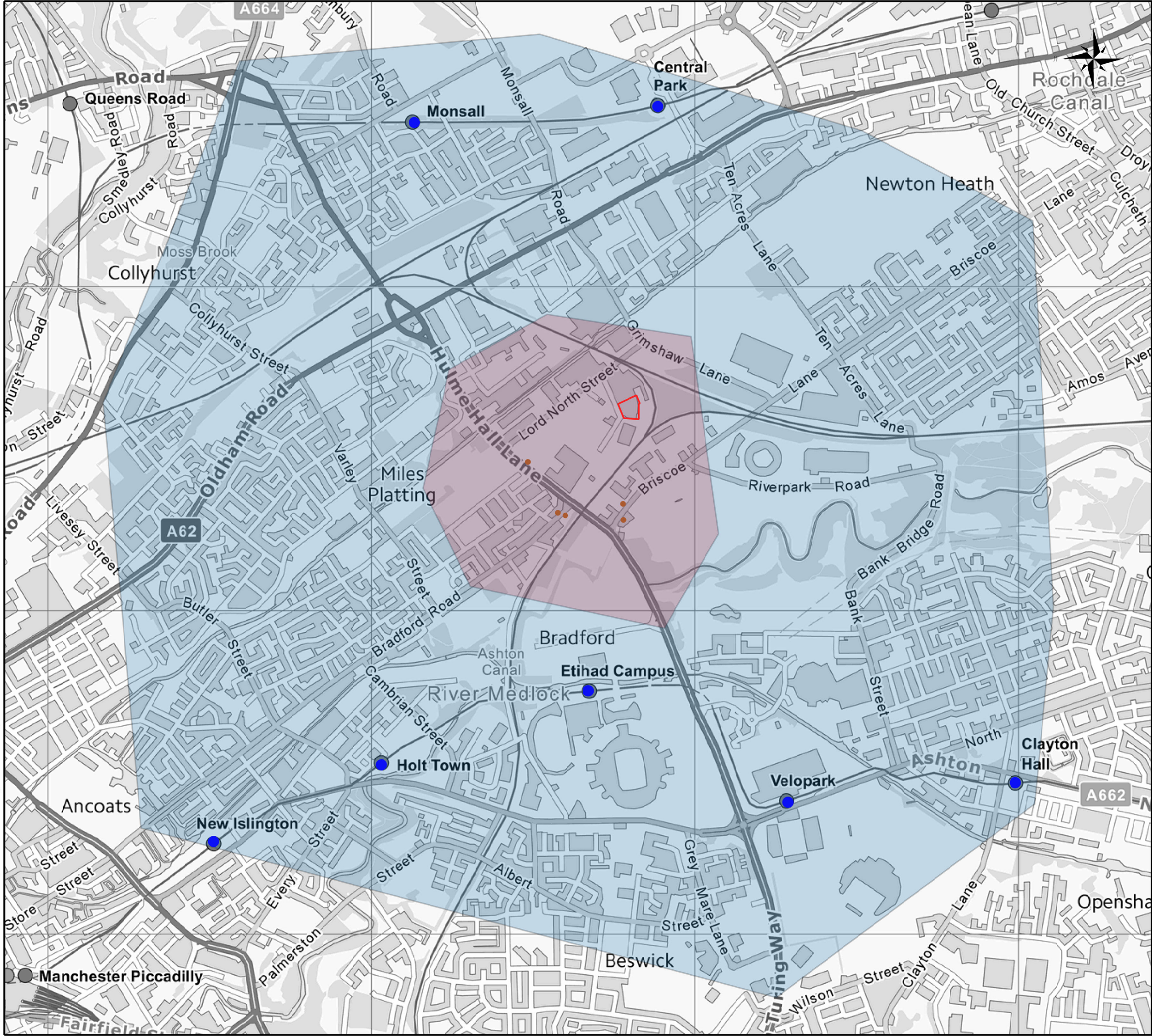


proposed site plan 1:500



- 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	D			



NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian catchment
- Tram Stop
- Nearest Bus Stops

REV	DETAILS	DRAWN	CHECKED	DATE
CLIENT: ZULFIQAR ALI				
PROJECT: JUBILEE WORKS, CLIFTON STREET, MANCHESTER				
DRAWING TITLE: 800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES				
SCALES: NTS @ A3				
DRAWN:	RC	CHECKED:	MR	DATE: MAR 24
Eddisons 340 Deansgate Manchester M3 4LY Email: info@crofts.co.uk Tel: 0161 837 7380 Web: www.eddisons.com/services/transport-planning				
DRAWING NUMBER: 4325-03				REVISION: -
Eddisons				

APPENDICES

APPENDIX 1

TRICS Output

Calculation Reference: AUDIT-851401-210712-0700

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	EX ESSEX	4 days
03	SOUTH WEST	
	BR BRISTOL CITY	2 days
	DC DORSET	1 days
	DV DEVON	1 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	2 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WK WARWICKSHIRE	4 days
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	6 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	4 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	2 days
10	WALES	
	CM CARMARTHENSHIRE	1 days
	SW SWANSEA	2 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	AG ANGUS	1 days
	FA FALKIRK	2 days
	FI FIFE	1 days
	PK PERTH & KINROSS	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: 1050 to 974258 (units: sqm)
Range Selected by User: 552 to 974258 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 21/10/20

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

Selected survey days:

Monday	7 days
Tuesday	12 days
Wednesday	7 days
Thursday	13 days
Friday	13 days

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

Selected survey types:

Manual count	52 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	14
Edge of Town	30
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	2

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	23
Commercial Zone	2
Development Zone	2
Residential Zone	9
Village	1
Out of Town	4
No Sub Category	11

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	52 days
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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	1 days
5,001 to 10,000	13 days
10,001 to 15,000	10 days
15,001 to 20,000	7 days
20,001 to 25,000	5 days
25,001 to 50,000	14 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	6 days
50,001 to 75,000	4 days
75,001 to 100,000	5 days
100,001 to 125,000	4 days
125,001 to 250,000	23 days
250,001 to 500,000	7 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	23 days
1.1 to 1.5	25 days
1.6 to 2.0	4 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	52 days
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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	52 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	AG-02-D-02 A933 WESTWAY ARBROATH HOSPITALFIELD Edge of Town No Sub Category Total Gross floor area: 78500 sqm Survey date: TUESDAY 25/04/17	INDUSTRIAL ESTATE	ANGUS	Survey Type: MANUAL
2	BR-02-D-04 CROFTS END ROAD BRISTOL SPEEDWELL Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 18018 sqm Survey date: FRIDAY 29/11/13	INDUSTRIAL ESTATE	BRISTOL CITY	Survey Type: MANUAL
3	BR-02-D-05 NOVERS HILL BRISTOL BEDMINSTER Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 18128 sqm Survey date: FRIDAY 29/11/13	INDUSTRIAL ESTATE	BRISTOL CITY	Survey Type: MANUAL
4	CA-02-D-04 LINCOLN ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 4133 sqm Survey date: TUESDAY 02/12/14	INDUSTRIAL ESTATE	CAMBRIDGESHIRE	Survey Type: MANUAL
5	CM-02-D-03 PARK STREET AMMANFORD BETWS Edge of Town Centre No Sub Category Total Gross floor area: 2900 sqm Survey date: TUESDAY 14/10/14	WORKSHOPS	CARMARTHENSHIRE	Survey Type: MANUAL
6	DC-02-D-20 OLD BARN FARM ROAD NEAR BOURNEMOUTH THREE LEGGED CROSS Free Standing (PPS6 Out of Town) Out of Town Total Gross floor area: 70000 sqm Survey date: MONDAY 24/03/14	INDUSTRIAL ESTATE	DORSET	Survey Type: MANUAL
7	DS-02-D-02 SHAFTESBURY STREET DERBY ROSE HILL Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 5686 sqm Survey date: WEDNESDAY 25/09/19	INDUSTRIAL ESTATE	DERBYSHIRE	Survey Type: MANUAL
8	DV-02-D-07 BITTERN ROAD EXETER SOWTON IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 3600 sqm Survey date: MONDAY 03/07/17	INDUSTRIAL ESTATE	DEVON	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	ES-02-D-06	INDUSTRIAL ESTATE	EAST SUSSEX
	COURTLANDS ROAD		
	EASTBOURNE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	7525 sqm	
	Survey date: MONDAY	21/10/13	Survey Type: MANUAL
10	ES-02-D-07	INDUSTRIAL ESTATE	EAST SUSSEX
	HUGHES ROAD		
	BRIGHTON		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	6625 sqm	
	Survey date: THURSDAY	16/10/14	Survey Type: MANUAL
11	EX-02-D-02	INDUSTRIAL ESTATE	ESSEX
	CHELMSFORD ROAD		
	DUNMOW		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	9300 sqm	
	Survey date: FRIDAY	08/07/16	Survey Type: MANUAL
12	EX-02-D-03	INDUSTRIAL ESTATE	ESSEX
	WYNCOLLS ROAD		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4876 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
13	EX-02-D-04	INDUSTRIAL ESTATE	ESSEX
	PASTURE ROAD		
	WITHAM		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	37130 sqm	
	Survey date: THURSDAY	10/05/18	Survey Type: MANUAL
14	EX-02-D-05	INDUSTRIAL ESTATE	ESSEX
	HECKWORTH CLOSE		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7280 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
15	FA-02-D-02	INDUSTRIAL ESTATE	FALKIRK
	MAIN STREET		
	FALKIRK		
	GRAHAMSTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	21250 sqm	
	Survey date: THURSDAY	30/05/13	Survey Type: MANUAL
16	FA-02-D-03	INDUSTRIAL ESTATE	FALKIRK
	LADYSMILL		
	FALKIRK		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	1250 sqm	
	Survey date: FRIDAY	31/05/13	Survey Type: MANUAL
17	FI-02-D-01	INDUSTRIAL ESTATE	FIFE
	DICKSON STREET		
	DUNFERMLINE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	7850 sqm	
	Survey date: THURSDAY	21/05/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18	GM-02-D-07 VULCAN STREET OLDHAM	BUSINESS PARK		GREATER MANCHESTER
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 4400 sqm Survey date: THURSDAY 22/10/15			
19	HE-02-D-02 BURCOTT ROAD HEREFORD	BUSINESS PARK		HEREFORDSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 5214 sqm Survey date: TUESDAY 22/10/13			
20	LC-02-D-05 APPLEBY STREET BLACKBURN	INDUSTRIAL ESTATE		LANCASHIRE
	Edge of Town Centre Industrial Zone Total Gross floor area: 7020 sqm Survey date: TUESDAY 04/06/13			
21	LC-02-D-06 SMALLSHAW LANE BURNLEY	INDUSTRIAL ESTATE		LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 7383 sqm Survey date: THURSDAY 29/09/16			
22	LC-02-D-07 CHAIN CAUL WAY PRESTON ASHTON-ON-RIBBLE	INDUSTRIAL ESTATE		LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area: 4700 sqm Survey date: FRIDAY 17/11/17			
23	LC-02-D-08 NOOK LANE BAMBER BRIDGE	INDUSTRIAL ESTATE		LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area: 4000 sqm Survey date: TUESDAY 06/11/18			
24	LN-02-D-03 DEACON ROAD LINCOLN	INDUSTRIAL ESTATE		LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 11265 sqm Survey date: FRIDAY 28/06/19			
25	NR-02-D-01 ROBINSON WAY KETTERING	INDUSTRIAL ESTATE		NORTHAMPTONSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 12900 sqm Survey date: THURSDAY 23/10/14			
26	NR-02-D-02 CORNHILL CLOSE NORTHAMPTON LODGE FARM IND. ESTATE	INDUSTRIAL ESTATE		NORTHAMPTONSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 12670 sqm Survey date: WEDNESDAY 21/10/20			

LIST OF SITES relevant to selection parameters (Cont.)

27	NY-02-D-02	INDUSTRIAL ESTATE	NORTH YORKSHIRE
	RACECOURSE ROAD		
	RICHMOND		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	35183 sqm	
	Survey date: TUESDAY	12/03/19	Survey Type: MANUAL
28	PK-02-D-01	INDUSTRIAL ESTATE	PERTH & KINROSS
	RUTHVENFIELD ROAD		
	PERTH		
	INVERALMOND		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	470200 sqm	
	Survey date: THURSDAY	10/09/20	Survey Type: MANUAL
29	SF-02-D-03	INDUSTRIAL ESTATE	SUFFOLK
	LANDSEER ROAD		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	3550 sqm	
	Survey date: THURSDAY	17/09/20	Survey Type: MANUAL
30	SM-02-D-01	INDUSTRIAL ESTATE	SOMERSET
	A359		
	YEOVIL		
	SPARKFORD		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Gross floor area:	12000 sqm	
	Survey date: WEDNESDAY	03/04/19	Survey Type: MANUAL
31	SW-02-D-01	INDUSTRIAL ESTATE	SWANSEA
	UPPER FOREST WAY		
	SWANSEA		
	SWANSEA ENTERPRISE PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6822 sqm	
	Survey date: WEDNESDAY	09/10/19	Survey Type: MANUAL
32	SW-02-D-02	INDUSTRIAL ESTATE	SWANSEA
	CLARION COURT		
	SWANSEA		
	SWANSEA ENTERPRISE PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5280 sqm	
	Survey date: THURSDAY	10/10/19	Survey Type: MANUAL
33	SY-02-D-03	INDUSTRIAL ESTATE	SOUTH YORKSHIRE
	CLIFF STREET		
	MEXBOROUGH		
	Town Centre		
	No Sub Category		
	Total Gross floor area:	2765 sqm	
	Survey date: THURSDAY	10/09/20	Survey Type: MANUAL
34	TV-02-D-03	INDUSTRIAL ESTATE	TEES VALLEY
	WYNYARD AVENUE		
	NEAR BILLINGHAM		
	WYNYARD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	121000 sqm	
	Survey date: FRIDAY	04/09/20	Survey Type: MANUAL
35	TW-02-D-07	INDUSTRIAL ESTATE	TYNE & WEAR
	SWALWELL BANK		
	GATESHEAD		
	WHICKHAM		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	6800 sqm	
	Survey date: FRIDAY	04/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

36	TW-02-D-08	INDUSTRIAL ESTATE	TYNE & WEAR
	NORTH HYLTON ROAD		
	SUNDERLAND		
	SOUTHWICK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	8310 sqm	
	Survey date: TUESDAY	04/04/17	Survey Type: MANUAL
37	VG-02-D-01	INDUSTRIAL ESTATE	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	13091 sqm	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
38	WK-02-D-01	INDUSTRIAL ESTATE	WARWICKSHIRE
	CASTLE MOUND WAY		
	RUGBY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	150564 sqm	
	Survey date: WEDNESDAY	27/06/18	Survey Type: MANUAL
39	WK-02-D-02	INDUSTRIAL ESTATE	WARWICKSHIRE
	OVERVIEW WAY		
	RUGBY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	974258 sqm	
	Survey date: WEDNESDAY	27/06/18	Survey Type: MANUAL
40	WK-02-D-03	INDUSTRIAL ESTATE	WARWICKSHIRE
	EASTBORO WAY		
	NUNEATON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	20860 sqm	
	Survey date: THURSDAY	26/09/19	Survey Type: MANUAL
41	WK-02-D-04	INDUSTRIAL ESTATE	WARWICKSHIRE
	ABELES WAY		
	ATHERSTONE		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	17500 sqm	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
42	WL-02-D-02	INDUSTRIAL ESTATE	WILTSHIRE
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	10000 sqm	
	Survey date: TUESDAY	20/09/16	Survey Type: MANUAL
43	WM-02-D-03	INDUSTRIAL ESTATE	WEST MIDLANDS
	JUNCTION ROAD		
	STOURBRIDGE		
	AUDNAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1138 sqm	
	Survey date: TUESDAY	28/11/17	Survey Type: MANUAL
44	WO-02-D-01	INDUSTRIAL ESTATE	WORCESTERSHIRE
	SANDY LANE		
	STOURPORT-ON-SEVERN		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	2758 sqm	
	Survey date: FRIDAY	23/05/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

45	WO-02-D-02	INDUSTRIAL ESTATE	WORCESTERSHIRE
	WEIR LANE		
	WORCESTER		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	9500 sqm	
	Survey date: MONDAY	14/11/16	Survey Type: MANUAL
46	WO-02-D-03	INDUSTRIAL ESTATE	WORCESTERSHIRE
	MILLENNIUM WAY		
	EVESHAM		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	84575 sqm	
	Survey date: TUESDAY	26/06/18	Survey Type: MANUAL
47	WY-02-D-03	INDUSTRIAL ESTATE	WEST YORKSHIRE
	ARMLEY ROAD		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	24980 sqm	
	Survey date: FRIDAY	20/09/13	Survey Type: MANUAL
48	WY-02-D-04	INDUSTRIAL ESTATE	WEST YORKSHIRE
	LAW STREET		
	CLECKHEATON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	23226 sqm	
	Survey date: THURSDAY	15/09/16	Survey Type: MANUAL
49	WY-02-D-05	INDUSTRIAL ESTATE	WEST YORKSHIRE
	CARR WOOD ROAD		
	CASTLEFORD		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	1776 sqm	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
50	WY-02-D-06	INDUSTRIAL ESTATE (PART)	WEST YORKSHIRE
	PIONEER WAY		
	CASTLEFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL
51	WY-02-D-07	INDUSTRIAL ESTATE	WEST YORKSHIRE
	THUNDERHEAD RIDGE RD		
	CASTLEFORD		
	GLASSHOUGHTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	3191 sqm	
	Survey date: MONDAY	15/05/17	Survey Type: MANUAL
52	WY-02-D-08	INDUSTRIAL ESTATE	WEST YORKSHIRE
	MILL LANE		
	HALIFAX		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	11305 sqm	
	Survey date: WEDNESDAY	17/10/18	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	1	469700	0.002	1	469700	0.001	1	469700	0.003
00:30 - 01:00	1	469700	0.002	1	469700	0.001	1	469700	0.003
01:00 - 01:30	1	469700	0.002	1	469700	0.000	1	469700	0.002
01:30 - 02:00	1	469700	0.003	1	469700	0.001	1	469700	0.004
02:00 - 02:30	1	469700	0.003	1	469700	0.001	1	469700	0.004
02:30 - 03:00	1	469700	0.002	1	469700	0.001	1	469700	0.003
03:00 - 03:30	1	469700	0.003	1	469700	0.000	1	469700	0.003
03:30 - 04:00	1	469700	0.003	1	469700	0.001	1	469700	0.004
04:00 - 04:30	1	469700	0.004	1	469700	0.001	1	469700	0.005
04:30 - 05:00	1	469700	0.005	1	469700	0.002	1	469700	0.007
05:00 - 05:30	8	66740	0.010	8	66740	0.005	8	66740	0.015
05:30 - 06:00	8	66740	0.017	8	66740	0.005	8	66740	0.022
06:00 - 06:30	9	60576	0.028	9	60576	0.011	9	60576	0.039
06:30 - 07:00	9	60576	0.059	9	60576	0.015	9	60576	0.074
07:00 - 07:30	52	44811	0.057	52	44811	0.020	52	44811	0.077
07:30 - 08:00	52	44811	0.105	52	44811	0.032	52	44811	0.137
08:00 - 08:30	52	44811	0.101	52	44811	0.041	52	44811	0.142
08:30 - 09:00	52	44811	0.083	52	44811	0.041	52	44811	0.124
09:00 - 09:30	52	44811	0.073	52	44811	0.049	52	44811	0.122
09:30 - 10:00	52	44811	0.060	52	44811	0.048	52	44811	0.108
10:00 - 10:30	52	44811	0.058	52	44811	0.053	52	44811	0.111
10:30 - 11:00	52	44811	0.052	52	44811	0.048	52	44811	0.100
11:00 - 11:30	52	44811	0.053	52	44811	0.052	52	44811	0.105
11:30 - 12:00	52	44811	0.056	52	44811	0.058	52	44811	0.114
12:00 - 12:30	52	44811	0.053	52	44811	0.066	52	44811	0.119
12:30 - 13:00	52	44811	0.058	52	44811	0.062	52	44811	0.120
13:00 - 13:30	52	44811	0.060	52	44811	0.061	52	44811	0.121
13:30 - 14:00	52	44811	0.066	52	44811	0.054	52	44811	0.120
14:00 - 14:30	52	44811	0.054	52	44811	0.070	52	44811	0.124
14:30 - 15:00	52	44811	0.049	52	44811	0.060	52	44811	0.109
15:00 - 15:30	52	44811	0.045	52	44811	0.068	52	44811	0.113
15:30 - 16:00	52	44811	0.048	52	44811	0.065	52	44811	0.113
16:00 - 16:30	52	44811	0.048	52	44811	0.083	52	44811	0.131
16:30 - 17:00	52	44811	0.048	52	44811	0.083	52	44811	0.131
17:00 - 17:30	52	44811	0.031	52	44811	0.105	52	44811	0.136
17:30 - 18:00	52	44811	0.029	52	44811	0.068	52	44811	0.097
18:00 - 18:30	52	44811	0.019	52	44811	0.045	52	44811	0.064
18:30 - 19:00	52	44811	0.020	52	44811	0.029	52	44811	0.049
19:00 - 19:30	9	60576	0.022	9	60576	0.029	9	60576	0.051
19:30 - 20:00	9	60576	0.019	9	60576	0.025	9	60576	0.044
20:00 - 20:30	9	60576	0.010	9	60576	0.011	9	60576	0.021
20:30 - 21:00	9	60576	0.009	9	60576	0.006	9	60576	0.015
21:00 - 21:30	1	469700	0.011	1	469700	0.003	1	469700	0.014
21:30 - 22:00	1	469700	0.010	1	469700	0.005	1	469700	0.015
22:00 - 22:30	1	469700	0.010	1	469700	0.004	1	469700	0.014
22:30 - 23:00	1	469700	0.011	1	469700	0.006	1	469700	0.017
23:00 - 23:30	1	469700	0.010	1	469700	0.004	1	469700	0.014
23:30 - 24:00	1	469700	0.013	1	469700	0.004	1	469700	0.017
Total Rates:			1.594			1.503			3.097

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:	1050 - 974258 (units: sqm)
Survey date date range:	01/01/13 - 21/10/20
Number of weekdays (Monday-Friday):	52
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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