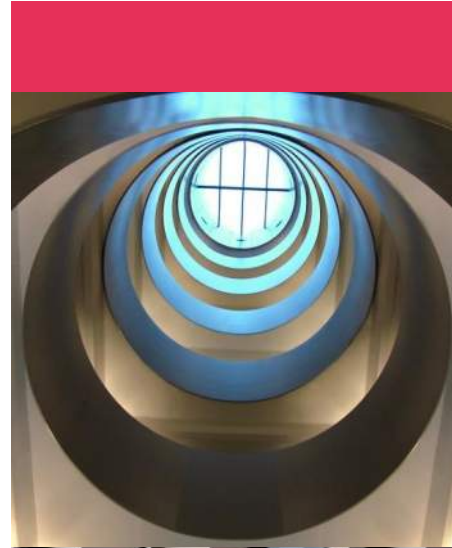


39 Deansgate – Manchester

Transport Statement

Curtins Ref: 79464-CUR-00-XX-RP-TP-001
Revision: V02
Issue Date: 06 August 2021

Client Name: Kames Property Income Fund



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Rev	Description	Issued by	Checked	Date
V01	1 st Issue	AT	AT	06 July 2021
V02	2 nd Issue	LL	AT	06 August 2021

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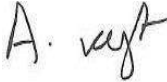
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Plan 70691-CUR-00-XX-DR-TP-06005-P01 – (Accessibility) Indicative Public Transport Catchment

Appendices

Appendix A – Proposed Layout

Appendix B – TRICS Output

1.0 Introduction

1.1 Project Introduction

- 1.1.1 Curtins has been appointed on behalf of Kames Property Income Fund to provide traffic and transportation advice in relation to the redevelopment of 39 Deansgate, within Manchester's Central Business District. The site is also included within the Ramada Complex Strategic Regeneration Framework (SRF).
- 1.1.2 The proposed refurbishment involves the demolition of the existing 9-storey building and the *"Erection of a 17 storey building comprising office use (Use Class E(g)(i)) and flexible ground floor commercial units (Use Classes E(a),(b),(c) and sui generis 'drinking establishment')", new electricity sub-station, basement cycle parking and rooftop plant enclosure, together with access, servicing and associated works following demolition of the existing building"*.
- 1.1.3 The proposed layout plans are included in **Appendix A**.

1.2 Purpose of the Report

- 1.2.1 In January 2020, Curtins prepared a Transport Statement (TS) to accompany the planning application and inform Highway Officers at Manchester City Council (MCC) with regard to the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.
- 1.2.2 In January 2021, the planning application (Manchester City Council planning reference: 126328/FO/2020) was refused by Members against Officer recommendation for reasons pertaining to loss of amenity and impact on the heritage assets of the surrounding area.
- 1.2.3 The resubmission application has been subject to further discussions with Senior Planning Officers at MCC and additional supporting information to justify the proposed development and further highlight its public benefits has been provided. To this end, this report is an updated version of the 2020 TS, capturing any changes to the site context and local context, notably changes to the city centre in light of the COVID-19 pandemic.

1.3 Scope of the Report

- 1.3.1 Based on previous scoping discussions with MCC and Curtins' previous experience in this area, this TS contains the following:
- An audit of accessibility by all modes of travel including walking, cycling, and public transport;
 - A review of highway safety within the vicinity of the site for the most recent five years;
 - Scale outline drawings of the proposed access strategy for all vehicles;

- Relevant vehicle tracking drawings to demonstrate the proposed vehicular access and servicing arrangements;
- Details of proposed car parking arrangements and justification for the provision;
- Details of future employee vehicular trips and commentary on any highway impacts; and
- A review of the relevant local and national transport planning policy.

1.4 Structure of the Report

- 1.4.1 Following on from this introduction, **Section 2** of this report considers the site location and existing situation, focusing on car parking baseline conditions. **Section 2** also considers the site location and surrounding highway network, and contains a review of the Personal Injury Accident records within the vicinity of the site.
- 1.4.2 **Section 3** gives an overview of the development proposals including details on proposed access, car parking, and a servicing and waste strategy.
- 1.4.3 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.
- 1.4.4 **Section 5** considers the traffic generation of the proposals.
- 1.4.5 **Section 6** provides an assessment of highway impact (including the impact on public parking provision) in light of the forecasted development traffic.
- 1.4.6 **Section 7** summarises key national and local transport planning policy, and **Section 8** provides a report summary and conclusion.

2.0 Existing Situation

2.1 Site Location

2.1.1 The Site is irregular in shape and comprises an area of around 1,227m² (0.12 ha).

2.1.2 The following **Figure 2.1** shows the location of the site in relation with Manchester City Centre:



Figure 2.1 – Site Location in Relation to Manchester City Centre.

(Source: OpenStreetMap, 2020)

2.1.3 Located within the Ramada Complex SRF within Manchester's Central Business District, the site is bound by Deansgate to the West, St Mary's Gate to the North, the Grade II* listed Barton Arcade to the South and by 12-14 St Mary's Gate to the East. It is also situated within the St Ann's Conservation Area.

2.1.4 The following **Figure 2.2** shows the location of the site in relation to the surrounding highway network:



Figure 2.2 – Site Location in Relation to the Surrounding Highway Network.

(Source: OpenStreetMap, 2020)

2.2 Existing Use

- 2.2.1 39 Deansgate is currently occupied by a 9-storey mixed use building known as 'Speakers' House', built in 1963 and designed by the architectural practice of Douglas Stephen & Partners. It has been refurbished numerous times over the years, most recently in 2013 when new cladding was added to the main shop front façades.
- 2.2.2 The existing building has a net area of 3,754m² (40,408sq. ft) with accommodation arranged over ground, mezzanine, and eight upper floors. The ground floor, circa 1,116m² (12,013sq. ft) is occupied by retail tenants including:
- A fast food restaurant;
 - A shop;
 - A supermarket; and
 - A travel agency.
- 2.2.3 The upper floors are currently used as offices, with an area in excess of 2,638m² (28,395sq. ft).
- 2.2.4 There is a podium car park with capacity for 13 cars. Approximately nine of these spaces are currently in use.
- 2.2.5 In light of the COVID-19 pandemic, there have been significant changes at the building. There are more vacancies (both office and retail), and it continues to be difficult to attract occupiers.

2.3 Existing Access

Vehicular Access

- 2.3.1 There is a single existing vehicular access into the building, located to the east via Exchange Street, which is a designated pedestrian zone. Vehicular access to Exchange Street is therefore limited and controlled by droppable bollards.
- 2.3.2 The bollards are lowered automatically from 7am to 11am for servicing and deliveries. At any other time of the day, permit holders can lower the automated bollards with a fob.
- 2.3.3 Access to the podium car park is secured by gates, followed by a curved, priority-controlled ramp.

Pedestrian and Cycle Access

- 2.3.4 Pedestrian access to the building is taken directly from Deansgate.
- 2.3.5 Access to the retail units at the ground floor level is achieved via several entrances off Deansgate and St. Mary's Gate.

2.4 Surrounding Highway Network

A56 Deansgate

- 2.4.1 Forming the western boundary of the site, Deansgate is a major route connecting Manchester City Centre to the north and the A56 Chester Road and the A57(M) Mancunian Way to the south. The route also has a large number of active frontages in the vicinity of the site with a selection of commercial uses including retail, restaurants, cafés, and real estate agents amongst others.
- 2.4.2 Deansgate commences to the south at the signalised junction with Whitworth Street West as a continuation of A56 Chester Road. Deansgate extends for approximately 1.2km towards the north, where it becomes Victoria Street at a signalised junction with Victoria Bridge Street.
- 2.4.3 Deansgate is approximately 14 metres wide with footways provided along both sides of the carriageway. Loading bays, disabled parking, taxi ranks and some on-street parking reduce the available width of the carriageway.
- 2.4.4 In the vicinity of the site, footways are circa 4.5m wide on both sides of the road, complete with dropped kerbs and tactile paving, along with a signalised crossing at the junction with Blackfriars Street and St. Mary's Gate. Deansgate is also well-lit with street lighting present at regular intervals. There is also cycle provision in the form of advanced cycle stop lanes at signalised junctions.
- 2.4.5 The road is subject to a speed limit of 20mph and has TROs in the form of double yellow lines in the vicinity of the site.

- 2.4.6 In May 2020, during the COVID-19 pandemic, a section of Deansgate between King Street West and Blackfriars Street was pedestrianised / closed to car traffic, under emergency legislation brought in by the Government to allow people more room to social distance. 'Surface guard' barriers were installed to block access to vehicles whilst providing space for bicycles to pass, and tree planters were also placed in the middle of the carriageway.
- 2.4.7 Road closure signs appear on both ends of the pedestrianised zone to inform vehicles about the restriction, however businesses vehicles would still be able to access the closed sections to load and unload during certain times (06:00 – 08:00 on Mondays to Saturdays). Emergency services would also have full access if necessary.
- 2.4.8 In December 2020, Manchester City Council installed new 'Rhino' barriers to allow buses and taxis to travel one-way down the road (southbound, with the northbound carriageway still closed). Pedestrians still have extra room to walk along the carriageway, and the tree planters remain. This remains the arrangement along this section of Deansgate at the time of writing.
- 2.4.9 Manchester City Council then held a public consultation on the permanent pedestrianisation of Deansgate (and additional changes to surrounding roads), shown in **Figure 2.3** below:

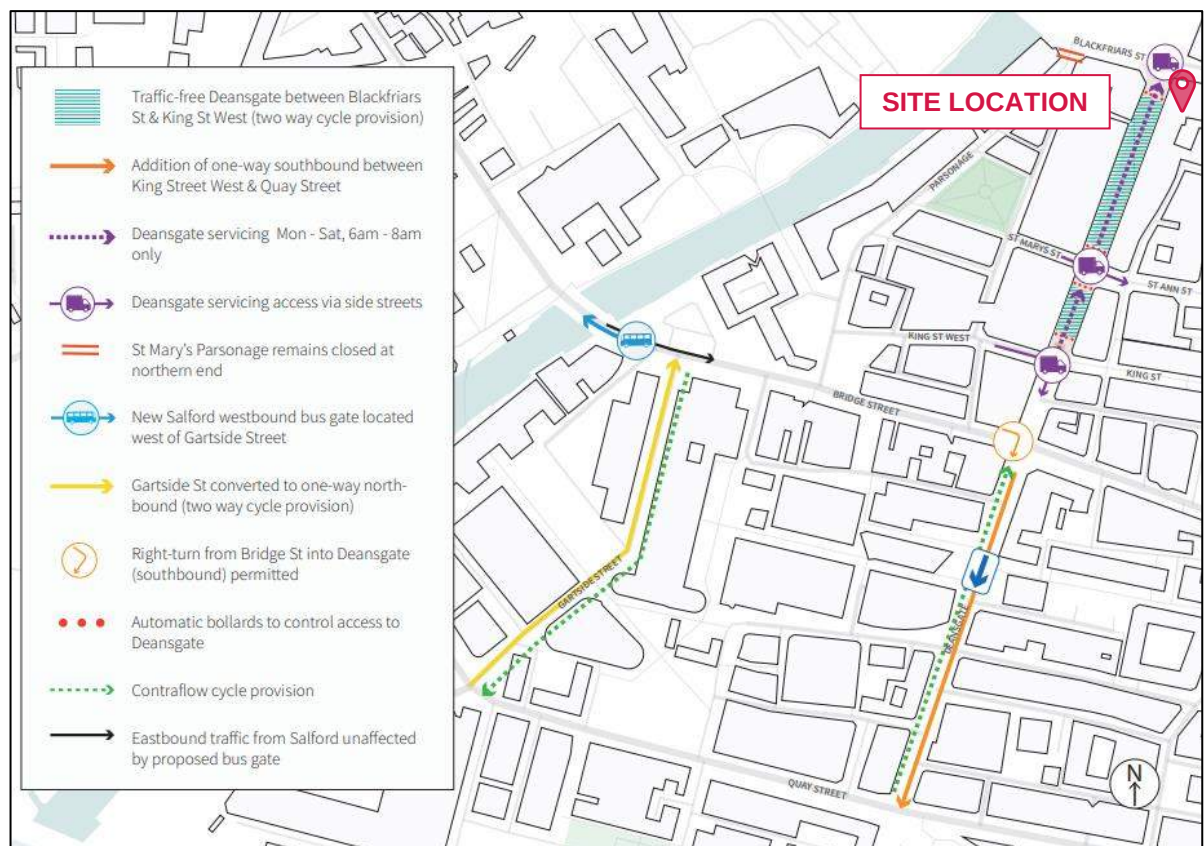


Figure 2.3 – Map of Changes and New Features to Deansgate.

(Source: Manchester City Council, 2020)

- 2.4.10 The consultation period ended in January 2021, where Manchester City Council stated all comments received will be reviewed, and reported to the Executive Member for Environment for consideration and to decide the next steps. The impact of the trial closure will be monitored for a period of at least 12 months, and a decision will be made on whether to make it permanent.

St. Mary's Gate

- 2.4.11 St. Mary's Gate runs along the northern boundary of the proposed development. This road commences to the east at the signalised junction with Cross Street and Corporation Street and continues for a length of circa 160m towards the west, terminating at a signalised junction with Deansgate.
- 2.4.12 In the vicinity of the site, St. Mary's Gate is a two-way street with a carriageway of approximately 12m, including two loading areas at the western end (the bay to the north of approximately 12m long and the one to the south 15m) and a taxi rank along both sides of the road.
- 2.4.13 At the junction with Exchange Street, the road becomes a one-way street with vehicles travelling in a westerly direction. At this location, a turning area of approximately 18m of diameter is provided for vehicles to turn around.
- 2.4.14 There are well-maintained footways on both sides of the carriageway which are approximately 5m in width. The road is well-lit with street lighting.

Exchange Street

- 2.4.15 Towards the east of the site, Exchange Street is a pedestrianised street with droppable bollards limiting the access for vehicles. These bollards are lowered automatically from 7am to 11am to allow service vehicles to access the office buildings and retail units located along St. Ann's Square area, including 39 Deansgate. At any other time of the day, permit holders, including users of the podium car park located at the site can lower the automated bollards with a fob.
- 2.4.16 The average width of Exchange Street is 17m. The footways / pedestrian areas are complete with dropped kerbs and tactile paving at designated pedestrian crossing, and the street is also well lit with street lighting at regular intervals.

2.5 Access for Mobility and Visually Impaired Users

- 2.5.1 The site benefits from its city centre location and the existing infrastructure afforded by its position within the Central Business District. There are a number of existing features which ensure safe, convenient and aided access for those site users who have young children, and those who are disabled and / or visually impaired.
- 2.5.2 Dropped kerbs, tactile paving and colour coded crossings are present at every pedestrian crossing place in the vicinity of the site, including at signalised pedestrian crossing points.

2.6 Highway Safety

2.6.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the TfGM reported road accidents website for the most recent five years. The details of the search are contained in **Figure 2.4**, and a breakdown of the information is contained in **Table 2.1**:

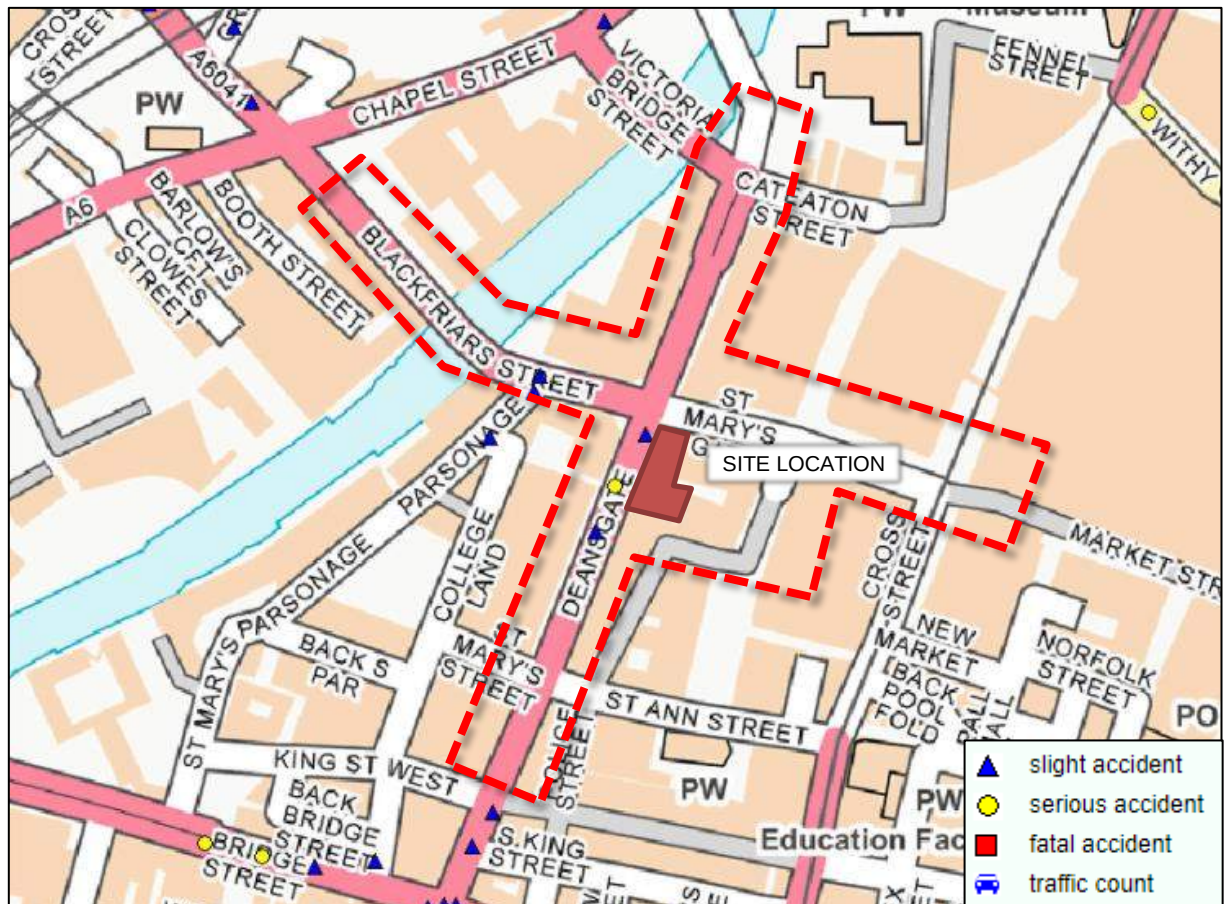


Figure 2.4 – Extents of PIA Search Area.

(Source: Transport for Greater Manchester, 2021)

Junction / Link	Slight	Serious	Fatal	Totals
A56 Deansgate	1	1	0	2
Blackfriars Street / Parsonage	2	0	0	2
Blackfriars Street / Deansgate / St Mary's Gate	1	0	0	1
Totals	4	1	0	5

Table 2.1 – Personal Injury Accident Data Summary

2.6.2 There has been a total of 5 accidents in the latest five-year period available, comprising 4 'slight' severity incidents and 1 'serious' severity incident. No 'fatal' accidents have been recorded in the study area and period.

- 2.6.3 Although all accidents are regrettable, a review of the data shows that the above collisions are generally dispersed across multiple areas within the study area and across the study years. This review does not highlight any clusters of collisions which would warrant further investigation, and there are no concentrations of vehicle collisions or irregular casualties that would suggest an existing safety issue that would be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Overview of Proposals

- 3.1.1 The proposed development involves the demolition of the existing 9-storey building and the erection of a new 17-storey building. This will allow the creation of retail units (Use Classes E(a, b, c) (formerly A1 / A2 / A3) and Sui Generis (formerly A4)) on Deansgate at ground floor level, with the remaining upper floors dedicated to office use (Use Class E(g) (formerly B1)).
- 3.1.2 The proposed area schedule in NIA (m²) for the building can be summarised as follows:
- Offices (mezzanine to fifteenth floor) – 12,604m²; and
 - E(a, c) (formerly A1 / A3) and Sui Generis (formerly A4) Retail / Restaurant units (ground floor) – 454m².
- 3.1.3 The proposed development layout plans are included in **Appendix A**.

3.2 Proposed Access

Vehicular Access

- 3.2.1 There will be no vehicular access directly into the building as there is no proposed parking provision.

Pedestrian Access Facilities and Cycle Access

- 3.2.2 Pedestrian access to the proposed building's main entrance would be available via a revolving door off Deansgate. This would lead pedestrians through the reception space and to the core of the building.
- 3.2.3 There are two retail units proposed at ground floor as part of the development. The unit located to the south will be accessed from Deansgate whilst the unit located to the north will be accessed of the corner of Deansgate with St. Mary's Gate.
- 3.2.4 Cycle access is provided to the rear of the building via the service yard off Exchange Street. Access to the basement cycle store is provided via a dedicated ramp.

3.3 Parking

Car Parking

- 3.3.1 It is proposed that the development would not provide any parking spaces.

Cycle Parking

- 3.3.2 Cycle parking for 96 bicycles would be provided in the basement. This greatly exceeds MCC's citywide requirements for 1 space per 200m² GFA for office uses (equating to 64 spaces for 12,604m² NIA (NIA used interchangeably with GFA on this occasion)).

- 3.3.3 MCC's cycle parking spaces for different retail uses range between 1 space per 50m² to 200m² GFA, therefore for robustness, using 1 space per 50m² GFA, this equates to 10 spaces for 454m² NIA (NIA used interchangeably with GFA on this occasion) which is also accommodated for in the cycle parking provisions.
- 3.3.4 The cycle parking is envisaged to incorporate a bicycle pump and repair station, along with several showers and drying rooms.
- 3.3.5 This is one of the many initiatives to encourage more employees to travel by sustainable modes (in addition to the provision of shower and changing room facilities as outlined in the accompanying Travel Plan (**Document Reference: 79464-CUR-00-XX-RP-TP-002**).

3.4 Servicing and Delivery

- 3.4.1 Servicing of and deliveries to 39 Deansgate would be undertaken in a similar fashion to the current arrangement.
- 3.4.2 Service vehicles would utilise the loading area to the rear of the building, accessed off Exchange Street. Access to this loading area is limited to a four-hour time window in the morning, from 7am to 11am, where the bollards controlling the access to Exchange Street are lowered. There are no plans to alter the existing arrangement on Exchange Street.
- 3.4.3 More details on the waste collection schedule and number of bins proposed are provided in the Waste Management Strategy prepared by Curtins (**Document Reference: 79464-CUR-00-XX-RP-TP-003_WMS**).

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Cycle Accessibility; and
- Public Transport Accessibility.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**:

CIHT Category	Town Centres (m)	Commuting / School / Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Recommended Walking Distances

4.2.2 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 70691-CUR-00-XX-DR-TP-06003** to the rear of the report shows distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips; which are considered a good approximation for trips associated with the development.

4.2.3 Within the 500m catchment area, there are a number of residential properties such as those within the Parsonage Gardens area and apartments fronting River Irwell at approximately 400m west of the site.

- 4.2.4 Most notably, within 500m north east of the site is the Printworks, Market Street (including Arndale Centre) and the northern section of Deansgate. Deansgate comprises supermarkets, cafes, bars and restaurants along with a vibrant nightlife, the Printworks contains leisure outlets, restaurants / bars, the Vue cinema and a Co-Op establishment, whereas the Arndale centre is one of the largest city-centre shopping malls in Europe and houses over 200 shops as well as several food and drink establishments.
- 4.2.5 There are also hotels, gyms, and fitness centres within the 500m catchment.
- 4.2.6 Located just outside the 500m catchment, the Manchester Victoria rail / tram station and Shudehill tram / bus station are located approximately 600m to the northeast of the site. These locations allow for easy access for future employees of the site which commute to work from Greater Manchester and beyond. The Market Street tram stop is located approximately 520m to the east of the site.
- 4.2.7 Within the wider 1,000m – 2,000m catchments, there are a great number of residential properties in all directions. Additional leisure, food, retail, employment, high street banks, health clubs, and convenience stores are accessible along Deansgate, St Ann's Square, and Piccadilly Gardens. The whole of Manchester City Centre is within a 2,000m walk of the site.
- 4.2.8 In addition to the above, the development could include ancillary retail and food/drink uses at ground floor level, which would be within immediate reach of end users.
- 4.2.9 The surrounding roads have footways available for pedestrian use, and the carriageways are well lit by street lighting. In the immediate vicinity of the site, there are several signalised crossing points, pedestrian refuge islands, dropped kerbs and tactile paving to aid pedestrians. There is already a high pedestrian footfall in the area, and so high-quality pedestrian facilities exist. The site is considered highly accessible by foot.

4.3 Cycle Accessibility

- 4.3.1 In order to assist in assessing the accessibility of the site by cycle, **Plan 70691-CUR-00-XX-DR-TP-06004** to the rear of the report presents an 8km cycle catchment for the site. The 8km (5-mile) cycling distance refers to a recommendation by Cycling England in the document *'Integrating Cycling into Development Proposals'* (2009), which states: *"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 (i.e. for work, a distance of 5 miles should be assumed)"*.
- 4.3.2 The 8km catchment encompasses all of Manchester city centre including all major transport links, shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship. The catchment also extends as far as Heaton Park to the north, Fairfield to the east, Fallowfield to the south, and Old Trafford to the west.

- 4.3.3 Existing cycle infrastructure on Corporation Street and Dantzic Street allows cycle access into Manchester City Centre, with direct access to Manchester Victoria Station and the Printworks. All major train and bus stations within Manchester city centre are within 8km of the site and are accessible following Sustrans cycle routes.
- 4.3.4 The local cycle network within the vicinity of the site is reproduced in **Figure 4.1** below:

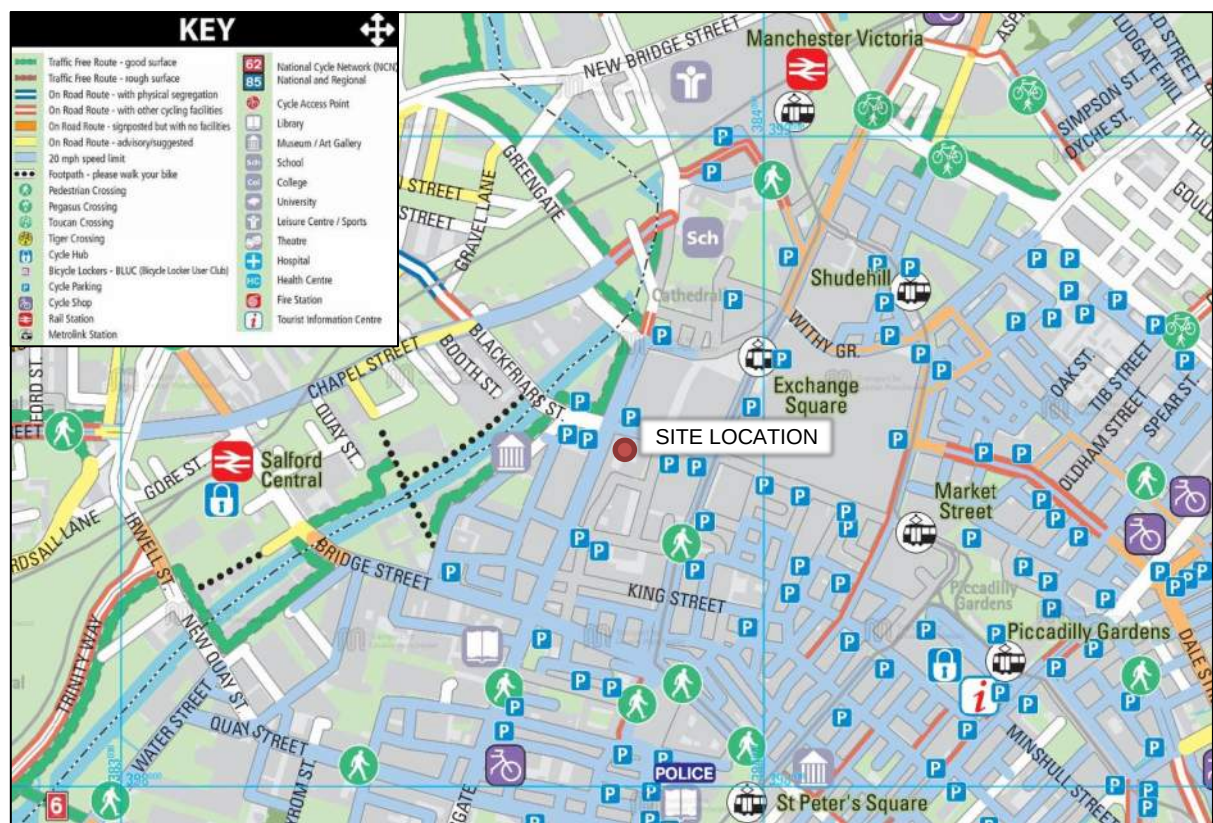


Figure 4.1 – Local Cycle Network
(Source: TfGM, 2019)

- 4.3.1 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". Within the Bee Network are 'Beeways', which are signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. The site is in close proximity to the confirmed Beeways network in Manchester City Centre, allowing future site users to benefit from the public realm improvements for better safety and quality of commute.
- 4.3.2 There are two national cycle routes within proximity of the site. Route 6 on the National Cycle Network (NCN) to the south can be accessed from the development via Deansgate. Route 6 passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, Derby, Nottingham, Worksop, Sheffield, Manchester, Blackburn, Preston, Lancaster, Kendal and Windermere, and will connect London and Threlkeld in Cumbria when complete. More locally, Route 6 connects Manchester City Centre to Chorlton and the Fallowfield Loop.

- 4.3.5 Route 66 to the east can be accessed by on road local cycle routes running through the Northern Quarter. It runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley and Kingston upon Hull. More locally, Route 66 connects Manchester City Centre to Miles Platting and Failsworth.
- 4.3.6 The site is ideally placed to take advantage of the cycle connections around Manchester City Centre. Furthermore, the development will provide secure cycle parking spaces to encourage cycling. In summary, it is considered that cycling is a highly realistic mode of travel to and from the site.

4.4 Public Transport Accessibility

- 4.4.1 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.
- 4.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The site is located in an area with a GMAL rating of 8 and is considered appropriately situated to take advantage of existing public transport infrastructure within Manchester city centre.
- 4.4.3 **Plan 70691-CUR-00-XX-DR-TP-06005** to the rear of the report demonstrates the areas accessible via public transport within 20, 40 and 60 minutes of the site. Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 4.2** below:

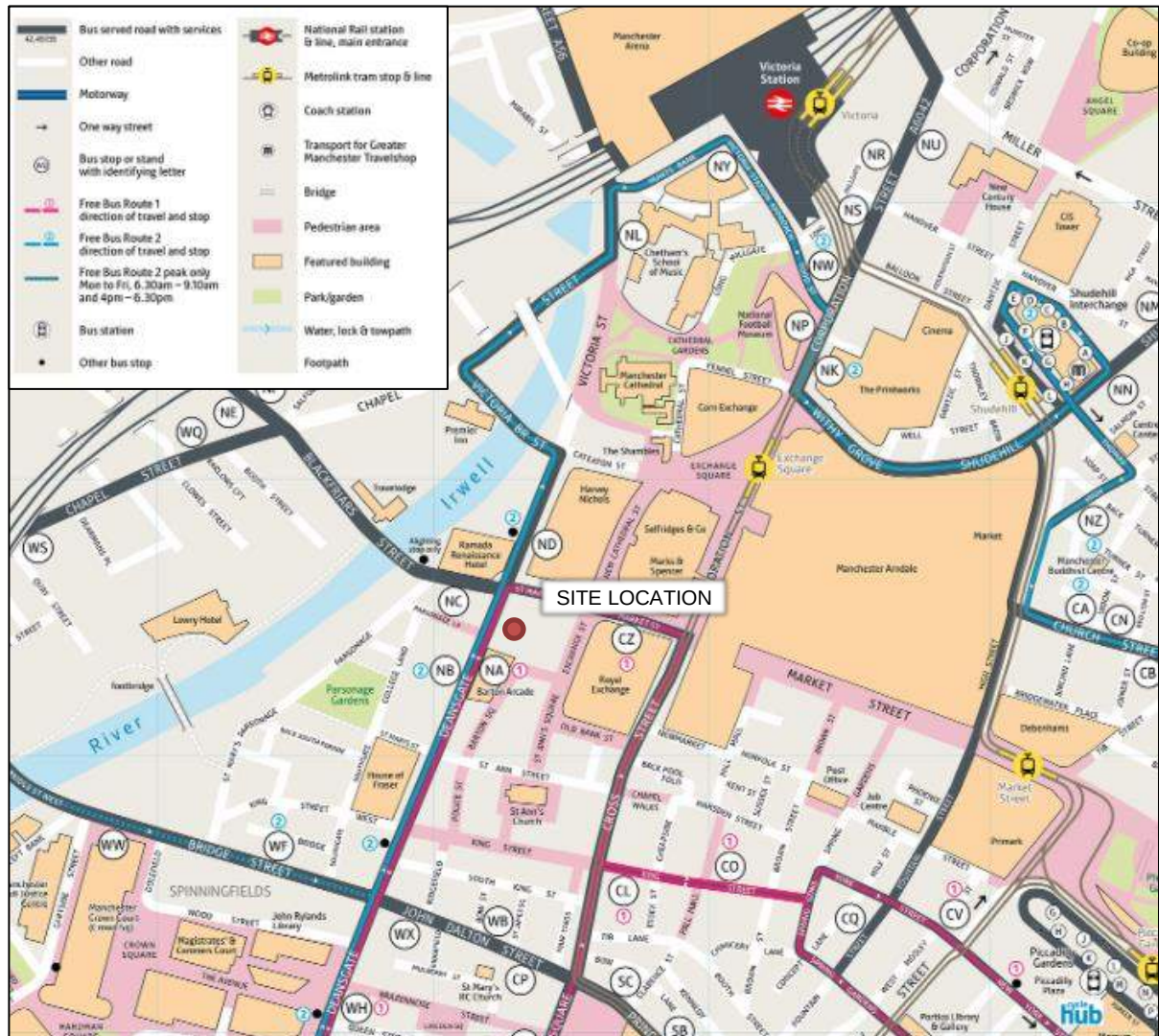


Figure 4.2 – Public Transport Network in the Vicinity of the Site

(Source: TfGM, 2019)

Bus Accessibility

- 4.4.4 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document ‘*Buses in Urban Developments*’ (2018) indicates that ideally, a bus stop should be located within the following from a new development based on its location and the number of services:

Situation	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 minutes or better)	400
Less frequent routes	300
Town/city centres	250

Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 4.4.5 A distance of 400m, which equates to an approximate 5-minute walk, is also commonly cited as a benchmark for access to local bus services.

4.4.6 There are a number of bus stops comfortably within 400m walk of the site, with the closest being located on Deansgate, approximately 30m to the south of the proposed main access. There are also bus stops along Blackfriars Street and Bridge Street (c. 75m west and 350m south of the site respectively). A summary of the buses that serve all of these stops are provided in **Table 4.3** below:

Service	Route	Peak Frequency		
		Weekday	Saturdays	Sun/Hols
From Deansgate:				
8	Shudehill – Salford – Pendlebury – Farnworth – Bolton	12 mins	12 mins	20 mins
X41	Manchester City Centre – Haslingden – Baxenden - Accrington	Hourly	Hourly	Hourly
X43	Manchester City Centre – Salford – Rawtenstall – Queensgate	20 mins	20 mins	30 mins
From Blackfriars Street:				
10	Shudehill – Salford – Pendleton – Brookhouse Estate	12 mins	12 mins	20 mins
67	Shudehill – Salford – Pendleton – Eccles – Glaze Estate	15 mins	15 mins	30 mins
67A	Shudehill – Salford – Pendleton – Eccles – Glaze Estate	2 in the AM	3 in the AM	30 mins in the AM
92	Shudehill – Salford – Prestwich – Hollins – Redvales – Bury	3 in the late PM	3 in the late PM	Hourly in the PM
93	Shudehill – Salford – Lower Broughton – Prestwich – Bury	15 mins	15 mins	30 mins
97	Shudehill – Higher Broughton – Prestwich – Simister	Hourly	Hourly	Hourly
98	Shudehill – Salford – Lower Broughton – Hollins – Bury	20 mins	20 mins	30 mins
100	Shudehill – Salford – Whitefield – Radcliffe – Elton – Bury	20 mins	20 mins	30 mins
From Bridge Street:				
34	Piccadilly Gardens – Salford – Leigh – Golborne – Bryn	30 mins	30 mins	Hourly
34A	Piccadilly Gardens – Salford – Pendleton – Eccles – Worsley	12 mins	30 mins	Hourly
36	Piccadilly Gardens – Salford – Peel – Great Lever – Bolton	12 mins	12 mins	20 mins
37	Piccadilly Gardens – Salford – Swinton – Farnworth – Bolton	12 mins	12 mins	20 mins
38	Piccadilly Gardens – Salford – Swinton – Logistics North	10 mins	10 mins	30 mins
50	MediaCityUK – Pendleton – Salford – Burnage – East Didsbury	10 mins	10 mins	15 mins
V1	Manchester Royal Infirmary – Salford – Tyldesley – Leigh	10 mins	30 mins	30 mins
V2	Manchester Royal Infirmary – Salford – Tyldesley – Atherton	30 mins	30 mins	30 mins
V4	Manchester Royal Infirmary – Salford – Deans – Ellenbrook	4 in the AM 5 in the PM	N/A	N/A

Table 4.3 – Summary of Bus Services

4.4.7 The above services primarily link the site to Greater Manchester. Shudehill Interchange is located c. 800m to the north-east the site also has bus and coach services that run to all areas of Manchester and further afield. For example, services from Shudehill provide access to:

- Accrington;
- Birmingham;
- Burnley;
- Coventry;
- Glasgow;
- Liverpool;
- Preston;
- Prestwich; and
- Skipton.

4.4.8 Furthermore, situated within a 30m walking distance from the proposed development main entrance, the Deansgate bus stop is one of the calling points of numbers 1 and 2 of the Manchester free bus route. The free bus is a service providing direct access across key city centre locations. The free bus routes and frequencies are detailed in **Figure 4.3** below:

free bus routes around the city centre



Salford City Council



MAYOR OF
GREATER
MANCHESTER

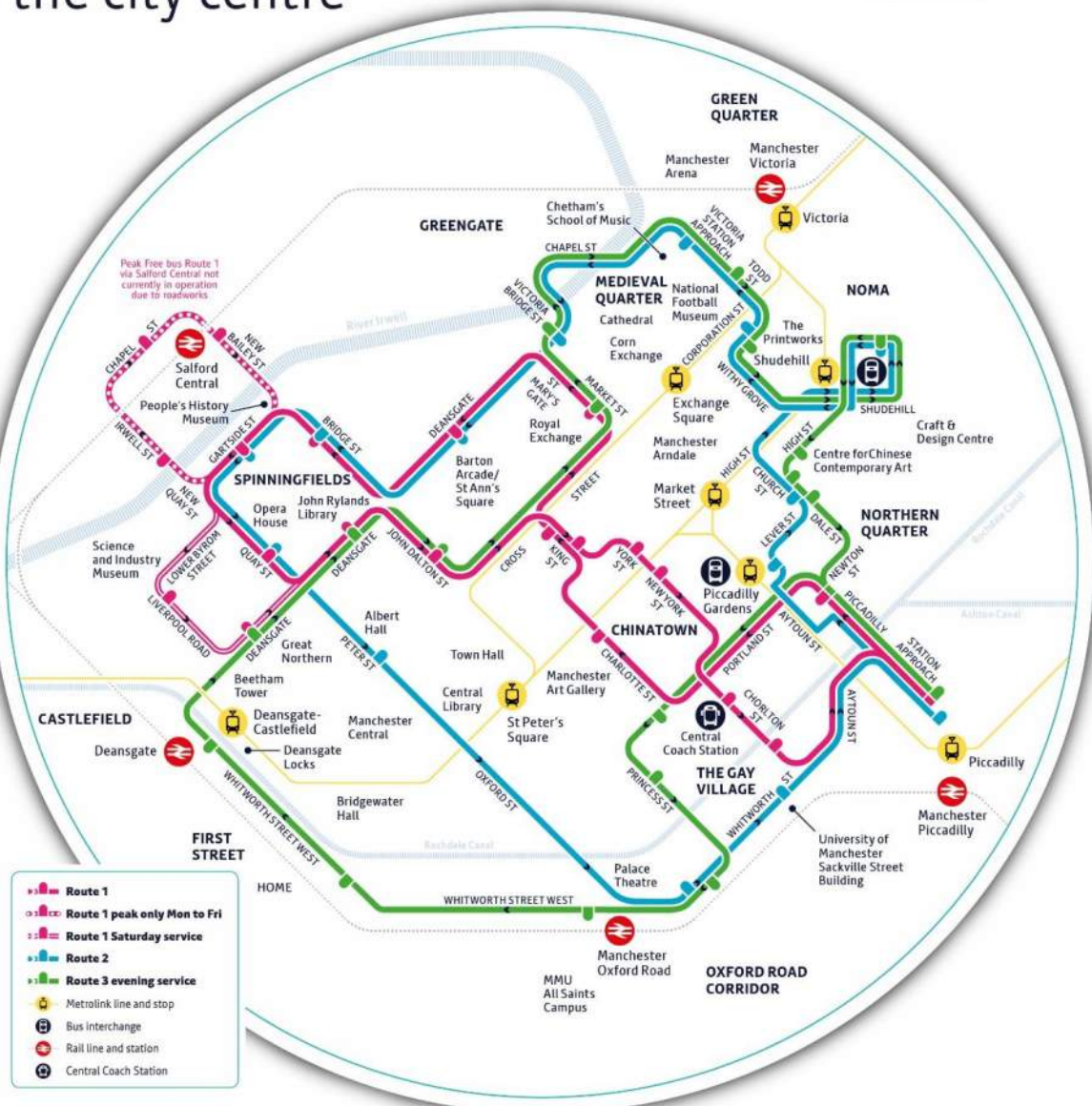


Figure 4.3 – Free Bus Route and Timetable
(Source: TfGM, 2021)

- 4.4.9 It is noted that the provision of bus services will change during different seasons in the year and over time in response to current circumstances. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on TfGM's website: tfgm.com/public-transport/bus.
- 4.4.10 Overall, the site is well served by bus. The site also benefits from the free bus service.

Rail Accessibility

- 4.4.11 The Chartered Institution of Highways and Transportation (CIHT) document, '*Planning for Public Transport in Developments*' notes that those travelling to a site by rail will typically be prepared to walk further to the site than those travelling by bus, with a preferred distance of 800m.
- 4.4.12 The closest rail station to the development is Manchester Victoria, located approximately 600m north of the proposed development. **Table 4.4** shows the frequencies of regular trains that run from Manchester Victoria Train Station:

Service	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
By Northern Rail			
York, Leeds and Colne to Preston and Blackpool Calling at, but not limited to: Manchester Victoria, Rochdale, Todmorden, Burnley, Rose Grove, Accrington and Blackburn. Change at other stations to access additional stops	Hourly each way	Hourly each way	Hourly each way
Bolton to Manchester and Manchester Airport Calling at: Bolton, Salford Crescent, Salford Central, Manchester Victoria. Change at other stations to access additional stops.	4 per hour each way	4 per hour each way	2 per hour each way
Manchester to Blackburn and Clitheroe Calling at, but not limited to: Manchester Victoria, Salford Central, Bolton, Bromley Cross, Blackburn, Ramsgrave & Wilpshire, Clitheroe	Hourly each way	Hourly each way	Hourly each way
Manchester to Southport and Kirkby Calling at, but not limited to: Rochdale, Manchester Victoria, Salford Crescent, Kearsley, Bolton, Wigan Wallgate, Gathurst, Burscough Bridge, Southport. Change at other stations to access additional stops	3 per hour each way	3 per hour each way	Hourly each way
Liverpool to Manchester Airport and Warrington Bank Quay via Earlestown Calling at, but not limited to: Chester, Warrington Bank Quay, Earlestown, Newton-le-Willows, Eccles, Manchester Victoria. Change at other stations to access additional stops	3 per hour each way	2 per hour each way	Hourly each way

Service	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
Manchester to Stalybridge and Huddersfield Calling at: Manchester Victoria, Ashton-under-Lyne, Stalybridge	Hourly each way	Hourly each way	No service
Blackpool North to Manchester Victoria, Preston to Hazel Grove Calling at, but not limited to: Preston, Leyland, Chorley, Horwich Parkway, Bolton, Salford Crescent, Salford Central, Manchester Victoria. Change at other stations to access additional stops	Every 2 hours each way	Every 2 hours each way	1 in the AM 1 in the PM
Leeds to Manchester Victoria via Bradford Interchange / Brighouse and Manchester to Blackburn Calling at, but not limited to: Leeds, Bradford Interchange, Halifax, Hebden Bridge, Todmorden, Rochdale, Manchester Victoria. Change at other stations to access additional stops	4 per hour each way	4 per hour each way	2 per hour each way
Chester to Leeds Calling at, but not limited to: Chester, Runcorn East, Warrington Bank Quay, Newton-le-Willows, Manchester Victoria, Rochdale, Halifax, Bradford Interchange, Leeds	Hourly each way	Hourly each way	No service
By TransPennine Express			
Liverpool and Manchester to Leeds, Hull, York, Scarborough, Middlesbrough, Newcastle and Edinburgh Calling at, but not limited to: Liverpool Lime Street OR from Manchester Airport, Manchester Victoria, Huddersfield, Leeds, York, Scarborough,	2 per hour each way	2 per hour each way	Hourly each way

Table 4.4 – Summary of Rail Services calling at Victoria

- 4.4.13 The trains that service Victoria Rail Station regularly run 7 days a week from a number of different locations within the North West; this provides frequent access for users of the site. More locally the above services provide access to residential areas such as Ashton-under-Lyne, Salford, Eccles and Rochdale.
- 4.4.14 Journey times have also been reduced and improved following the Ordsall Chord bridge which was completed in 2017 and links Manchester's three main railway stations (Victoria, Oxford Road and Piccadilly) to allow more trains to run across the whole of the north. There are also new direct links to Manchester Airport from across the north of England.
- 4.4.15 It is noted that the provision of rail services will change during different seasons in the year and over time in response to current circumstances. The rail frequencies are accurate at the time of writing,

whereas up-to-date rail times can be found on Northern Rail and TransPennine Express' websites: northernrailway.co.uk/travel/timetables and <https://www.tpexpress.co.uk/travel-updates/timetables>.

4.4.16 It is considered the site is highly accessible via rail.

Metrolink (Light Rail) Accessibility

4.4.17 The nearest Metrolink station is located approximately 350m walk from the site, along Exchange Square. There are alternative Metrolink stations located along Market Street, Victoria Station and Shudehill, located respectively at an approximate 550m, 600m and 650m walk from the site. The following lines call at these stops:

- **Navy Line** – Manchester Airport to Manchester Victoria (Market Street, Victoria, and Shudehill only);
- **Yellow Line** – Piccadilly to Bury (Market Street, Victoria, and Shudehill only);
- **Green Line** – Altrincham to Bury (Market Street, Victoria, and Shudehill only); and
- **Brown and Pink Line** – Shaw and Crompton / Rochdale Town Centre to East Didsbury (Victoria and Exchange Square only).

4.4.18 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Thursdays, 06:00 – 01:00 on Fridays and Saturdays, and 07:00 – 00:00 on Sundays. Some lines only operate during peak hours, for example:

- **Green Line** (Altrincham to Bury) – 07:00 – 20:00 on Mondays to Fridays and 09:00 – 18:30 on Saturdays. Outside these hours, use the Purple (Altrincham to Piccadilly) and Yellow (Piccadilly to Bury) Lines; and
- **Brown Line** (Shaw and Crompton to East Didsbury) – 07:00 – 20:00 on Mondays to Fridays and 09:00 – 18:30 on Saturdays. Outside these hours, use the Pink (Rochdale Town Centre to East Didsbury) Line.

4.4.19 The start and end times for specific stations will change during different seasons in the year and over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: tfgm.com/public-transport/tram/tram-times.

4.4.20 Users can change at Piccadilly Gardens, St Peter's Square or Cornbrook stations to access additional services to Ashton-under-Lyne, Eccles, and Media City UK, as shown in the Metrolink map in **Figure 4.4** overleaf. It is considered the site is highly accessible by Metrolink (light rail).

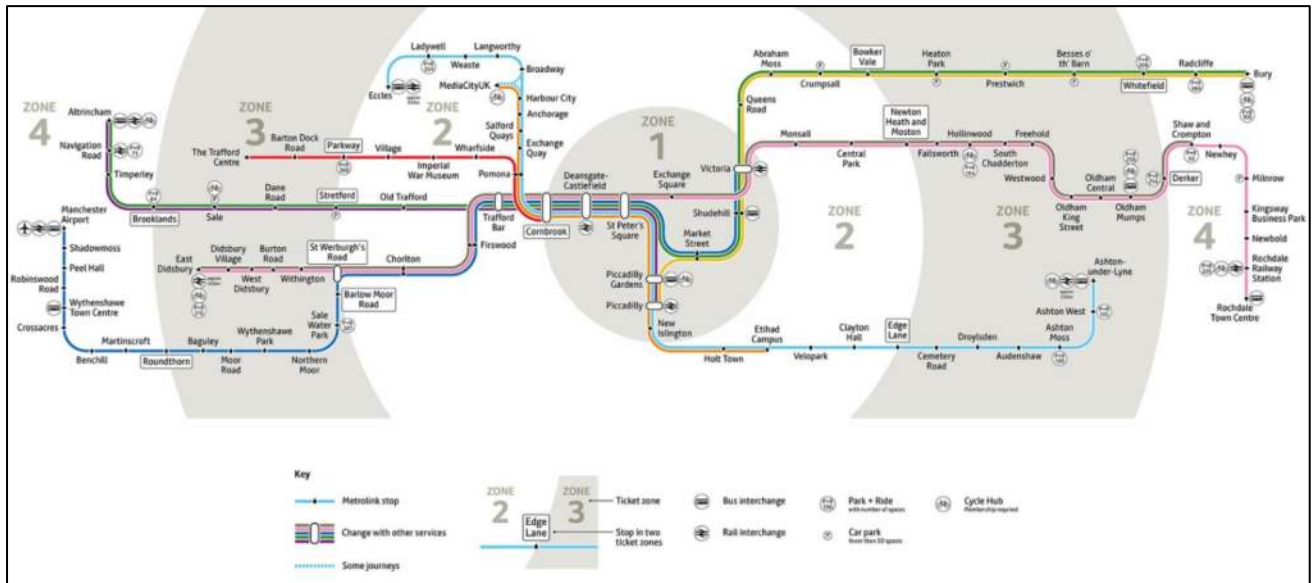


Figure 4.4 – TfGM Metrolink Network Map

(Source: TfGM, 2021)

4.5 Summary

- 4.5.1 It is considered the site is highly accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.

5.0 Forecasted Trip Generation

5.1 Introduction

5.1.1 The following section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours.

5.1.2 In order to undertake the assessment, the TRICS database has been used. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK, including retail and office land uses.

5.2 Existing Trip Generation

5.2.1 The existing building has a net area in the region of 4,365m² with accommodation arranged over ground, mezzanine, and eight upper floors. The ground floor, circa 1,115m², is occupied by commercial tenants, currently including the following:

- Two fast food restaurants;
- a betting shop;
- a chiropractor;
- a supermarket; and
- a travel agency.

5.2.2 Although it is considered that these uses are ancillary to the main office uses, for robustness these have been included within the calculations.

5.2.3 For ease of calculation, all these uses have been combined into local shops in the TRICS database search.

5.2.4 The upper floors are currently used as offices, with an area in excess of 3,250m².

5.2.5 The level of trips generated by the existing planning uses of the site have been estimated using multi-modal peak hour trip rates obtained from surveys of sites of a similar size and nature. The full search criteria used in the TRICS database are presented in **Appendix B. Table 5.1** below summarises this. All trip rates are per 100m² GFA:

Trip Rate Mode	Average TRICS Trip Rates AM (08:00 – 09:00)				Average TRICS Trip Rates PM (17:00 – 18:00)			
	Arrive	Depart	Total	Modal Split (%)	Arrive	Depart	Total	Modal Split (%)
E(g) (formerly B1) – Office (per 100m ²)								
Vehicles	0.591	0.070	0.661	46%	0.047	0.568	0.615	46%
Cyclists	0.067	0.000	0.067	5%	0.000	0.054	0.054	4%
Pedestrians	0.291	0.035	0.326	22%	0.023	0.332	0.355	26%
Public Transport	0.381	0.007	0.388	29%	0.003	0.315	0.318	24%
Retail Centre – Local Shops (per 100m ²)								
Vehicles	4.596	4.234	8.830	27%	5.822	6.797	12.619	50%
Cyclists	0.279	0.306	0.585	2%	0.111	0.223	0.334	1%
Pedestrians	10.975	11.671	22.646	69%	5.292	6.602	11.894	47%
Public Transport	0.084	0.557	0.641	2%	0.306	0.167	0.473	2%

Table 5.1 – Existing Multi-Modal Trip Rates and Split.

5.2.6 From **Table 5.1** above, the total number of trips currently generated can be found. This is provided in **Table 5.2**:

Trip Rate Mode	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
E(g) (formerly B1) – Office (3,250m ²)						
Vehicles	19	2	21	2	18	20
Cyclists	2	0	2	0	2	2
Pedestrians	9	2	11	1	11	12
Public Transport	12	1	13	0	10	10
Retail Centre – Local Shops (1,115m ²)						
Vehicles	51	47	98	65	76	141
Cyclists	4	3	7	1	3	4
Pedestrians	123	130	253	59	74	133
Public Transport	1	6	7	3	2	5

Table 5.2 – Existing Trip Generation

5.2.7 The number of vehicle trips generated by the existing planning uses could equate to 119 and 161 two-way movements respectively in the normal AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00). However, there parking spaces in the building are limited to 13, so usage could be less than this.

5.3 Forecasted Trip Generation

5.3.1 The proposed development comprises two elements with trip generating potential:

- Offices (mezzanine to fifteenth floor) – 12,604m²; and
- E(a, c) (formerly A1 / A3) and Sui Generis (formerly A4) Retail / Restaurant units (ground floor) – 454m².

5.3.2 The retail and restaurant use would be ancillary to the office uses and form a minor part of the development traffic. It is considered that the vast majority of trips to these elements will be either linked trips as employees visit shops before work, or pass-by trips as other people travel by the site on an alternative trip. However and for robustness, the trips generated by these uses have been also calculated.

5.3.3 The level of trips generated by the proposed Class E(g) (formerly B1) office uses of the site have been estimated using modal splits and trip rates similar to that of **Table 5.1** and are summarised in **Table 5.3** below:

Trip Rate Mode	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
E(g) (formerly B1) – Office (12,604m ²)						
Vehicles	74	9	83	6	72	78
Cyclists	8	0	8	0	7	7
Pedestrians	37	4	41	3	42	45
Public Transport	48	1	49	0	40	40
Retail Centre – Local Shops (454m ²)						
Vehicles	21	19	40	26	31	57
Cyclists	1	1	3	1	1	2
Pedestrians	50	53	103	24	30	54
Public Transport	0	3	3	1	1	2

Table 5.3 – Proposed Development Trip Generation

5.3.4 The number of vehicle trips generated by the proposed development could equate to 123 and 135 two-way movements in the typical AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00) respectively.

5.4 Net Vehicular Site Impact

5.4.1 The following **Table 5.4** indicates the net vehicular impact of the proposed site:

Trip Rate Mode	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Existing Trip Generation						
Vehicles	70	49	<u>120</u>	66	94	<u>161</u>
Cyclists	5	3	9	1	4	5
Pedestrians	132	131	263	60	84	144
Public Transport	13	6	20	4	12	16
Proposed Trip Generation						
Vehicles	95	28	<u>123</u>	32	102	<u>135</u>
Cyclists	10	1	11	1	8	8
Pedestrians	87	57	144	27	72	99
Public Transport	48	3	52	2	40	42
Net Site Impact						
Vehicles	+25	-21	<u>+3</u>	-34	+8	<u>-26</u>
Cyclists	+5	-2	+2	0	+4	+3
Pedestrians	-45	-74	-119	-33	-12	-45
Public Transport	+35	-3	+32	-2	+28	+26

Table 5.4 – Net Vehicular Site Impact

- 5.4.2 The proposed development could result in a small increase of 3 two-way vehicular trips in the normal AM peak period, equating to approximately one vehicle every twenty minutes. During the PM peak, there is a potential substantial reduction of 26 two-way vehicular trips.
- 5.4.3 However, due to the location, the accessible nature of the proposed development, and the lack of on-site parking, the above is a worst-case assessment as less people would be motivated to travel by car.
- 5.4.4 It is anticipated that the vast majority of trips would be made by public transport, bicycle or on foot as the proposals comprise no car parking provision and high cycle parking provision.
- 5.4.5 On this basis, Curtins do not believe that capacity assessments would be required, and that the highway network is sufficient to accommodate the additional proposed development traffic.

6.0 Highway Impact

6.1 Introduction

- 6.1.1 Notwithstanding the previous section, this section of the report demonstrates the likely highway impact associated with the development proposals with a particular focus on car parking and travel patterns.

6.2 Car Parking

Local Highway Network

- 6.2.1 **Section 5** demonstrated that there could be a small increase in traffic in the AM peak period as a result of the proposed development, albeit this would not have a detrimental impact on the local highway network.

Car Parking Demand

- 6.2.2 It is not envisaged a significant number of end users will commute to the site by car, particularly considering the following:
- High levels of existing accessibility associated with the site, as demonstrated in **Section 4** of this report;
 - Natural parking provision constraints (i.e. no site spaces provided) and associated costs with alternative parking; and
 - A full Travel Plan will be developed (an Interim Travel Plan has been provided to support the application, **Document Reference: 79464-CUR-00-XX-RP-TP-002**) which would contain initiatives that facilitate sustainable travel.
- 6.2.3 Nevertheless, a review of nearby public car parks and associated provision has been undertaken in order to understand parking levels in the surrounding area. There are many publicly available car parks situated within a 600m walking catchment, equating to a walking time of approximately 9 minutes when walking at an average speed of 1.2m/s. Nearby car parking is summarised in **Table 6.1**.
- 6.2.4 It is noted that the car park locations and quantity of spaces are subject to change in later years as developments in the City Centre come forward. **Table 6.1** is accurate at the time of writing, whereas up-to-date parking locations and numbers can be found on the following websites:
- Manchester City Council: https://www.manchester.gov.uk/directory/52/car_parking;
 - Private car park operators (with directories):
 - NCP: <https://www.ncp.co.uk/parking-solutions/cities/manchester/>;
 - Q-Park: <https://www.q-park.co.uk/en-gb/cities/manchester/>; and
 - Independent online directories: <https://www.parkopedia.com/>.

Car Park	Car Park Location	Approximate Walking Distance from Site	Approximate Number of Spaces	Disabled Bays	Electric Vehicle (EV) Charging Bays
1	MCC, Deansgate, M3 2EQ	75m	331	√*	×
2	Selfridges, M3 1AZ	110m	155	√*	×
3	MCC, King Street West, M3 2WY	300m	537	√*	×
4	SIP, Harding Street Arches, M3 7BX	400m	24	×	×
5	Q-Park, Deansgate North, M3 7WJ	450m	455	√ (23)	√ (4)
6	Gorton Street Car Park, M3 7NL	450m	160	×	×
7	Euro Car Parks, Norton Street, M3 7NW	500m	43	×	×
8	Euro Car Parks, Greengate, M3 7NW	500m	168	×	×
9	Euro Car Parks, Gravel Lane, M3 7BN	500m	17	×	×
10	MCC, Bridge Street, M3 5AH	550m	65	×	×
11	Euro Car Parks, Browncross Street, M3 5AX	600m	118	×	×
Total:			2,073	23	4

Table 6.1 – Existing Off-site Car Parking Provision

* Denotes that there is availability, but the quantity of spaces is unknown.

6.2.5 The above table demonstrates 11 car parks were found within less than 10 minutes' walk of the site, providing car parking provision for approximately 2,073 vehicles. Of this provision, there are also at least 23 disabled parking bays and 4 electric vehicle (EV) charging bays. It is therefore considered there is adequate opportunity for off-site parking should future users chose to commute by car.

6.2.6 It is considered the proposals would have an insignificant effect on the car parking provision across the 600m catchment, and throughout Manchester City Centre.

Existing On-Street Parking

6.2.7 The site is located within Manchester City Centre and therefore opportunities for on-street parking are limited. However, there are 12 bays along St. Mary's Parsonage, approximately 150m to the west of the proposed development.

6.2.8 These bays are located within Zone 1 of Manchester City Centre's Controlled Parking Zone (CPZ), where the pay-and-display parking charges of up to £6.00 for a maximum stay of two hours is applicable on Mondays to Sundays between 08:00 and 20:00. Parking between 20:00 and 08:00 would then be free (subject to parking restrictions).

6.2.9 However, due to the short length of stay for on-street parking bays, it is predicted that these facilities would more likely be used by visitors to the site instead of employees.

6.2.10 It is noted that the car park locations and quantity of spaces are subject to change in later years as developments in the City Centre come forward. Details of the above provision are accurate at the time of writing, whereas up-to-date parking locations and numbers can be found on Manchester City Council's website: https://www.manchester.gov.uk/directory/105/on_street_parking_bays.

6.2.11 There are also no parking restrictions for blue badge holders, where drivers displaying a blue badge can use parking bays across Manchester City Centre for free and for an unlimited time, therefore those with poor mobility could also utilise these on-street spaces.

Car Club

6.2.12 It is acknowledged that many employees that do not own a car may require the use of a car on certain occasions. The Enterprise Car Club offers a cost-effective, hassle-free and greener alternative to car ownership and traditional vehicle hire in Manchester.

6.2.13 The car club allows users to view the availability of cars at designated parking bays throughout the city via a mobile application, where they can unlock and start driving their selected car on the spot. Cars can be reserved by the hour, day or even longer. The price of the journey depends upon the vehicle type, the duration of the reservation and the miles driven, but starts at around £5 an hour.

6.2.14 The nearest Car Club bay is located at 20 St. Mary's Parsonage, M3 2LG, which is an approximate 300m walking distance (5 minutes' walk) towards the south-east of the site. **Figure 6.1** below shows additional locations across Manchester City Centre that Enterprise Car Club currently operate in.

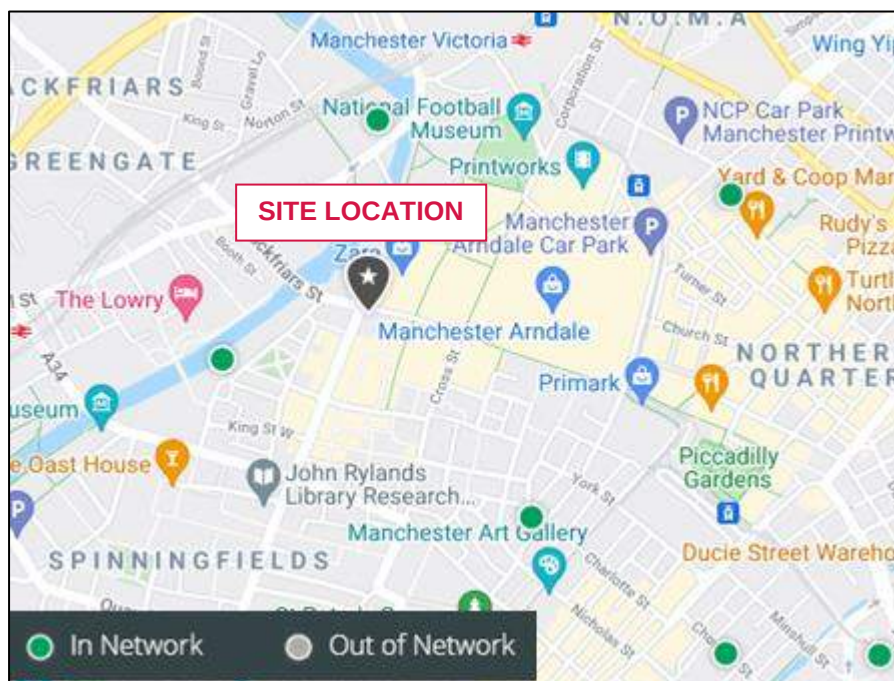


Figure 6.1 – Enterprise Car Club Locations in Manchester City Centre
(Source: Enterprise Car Club, 2021)

6.2.15 **Figure 6.1** is accurate at the time of writing, however additional real-time information on the availability of certain car club bays can be found on Enterprise Car Club's mobile application or website: <https://www.enterpriseclub.co.uk/gb/en/programs/regions/north-west-england/manchester.html>.

6.2.16 It is considered that the Car Club could therefore be a highly attractive facility for employees who require occasional private car use, therefore minimising the highway impact.

Electric Vehicle (EV) Charging Provision

6.2.17 Additionally, there are many EV charging points in Manchester City Centre, some of which are within an acceptable walking distance of the site. There is an EV charging point located c. 550m to the west of the site along Browncross Street / Quay Street, M3 5FU, which comprises two 7kW sockets with two connectors each (total charging provision for 4 cars) and is subject to a maximum stay of 4 hours.

6.2.18 This charging point is one of the many charging points located on the Be.EV network (formerly Greater Manchester Electric Vehicle (GMEV)), which is managed by TfGM. EV owners who wish to join the Be.EV network can sign up for an account online, after which they can operate charging points using a card or a smartphone application.

6.2.19 All Be.EV charge points are free to use, however there is an annual cost associated with the access card. Charging points outside the Be.EV network and across the rest of the UK can be operated via the access card or via a direct debit set up jointly with the user's account to "pay as you go".

6.2.20 **Figure 6.2** below illustrates the location of the nearest Be.EV charge points in the vicinity of the site:

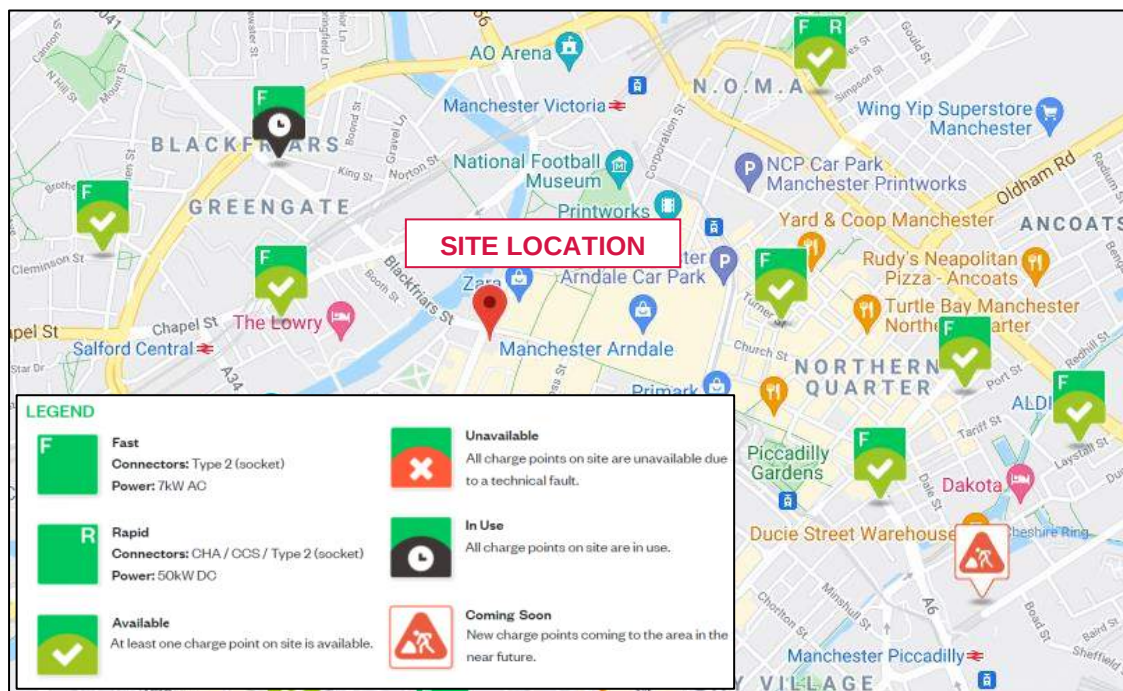


Figure 6.2 – Electric Vehicle (EV) Charge Points in the vicinity of the site
(Source: Be.EV and Google Maps, 2021)

6.2.21 **Figure 6.2** is accurate at the time of writing, however additional real-time information on the availability of certain electric vehicle charging points can be found on Be.EV's mobile application or website: <https://be-ev.co.uk/locations/#map>.

6.3 Change in Travel Patterns

6.3.1 There is an abundance evidence which suggests that car trips are generally decreasing, as set out in the below paragraphs.

6.3.2 The First Report of the Commission on Travel Demand entitled 'All Change? The future of travel demand and the implications for policy and planning ("All Change")' was published in May 2018. The report demonstrates that the evidence of previous transport planning, based on growing car ownership and use, is now limited and sometimes wrong (this point is also recognised in the Department for Transport Road Traffic Forecast Report - RTF18).

6.3.3 Evidence in All Change shows that people generally make 16% fewer trips than in 1996, travel 10% fewer miles than in 2002 and spend 22 hours less time travelling than in 2008. This shift is associated with societal shifts in how we work and shop; changing demographics; shifts in income across the population; as well as increased urbanisation. All of these changes are underpinned by and connected to the rise in internet and communication technologies. The report identifies a number of trends that should be considered in the development planning process. These are identified as follows:

- Retail (increases in online shopping);
- Need for travel (generally people are travelling less and shorter distances);
- Commuting patterns (employees working from home and not having fixed place of work/hours);
- Age/Gender (fewer young drivers)
- Socio-economic conditions (decline in home ownership and wage stagnation);
- Geographic differences (expansion of urban areas);
- Changing transport technologies (increase in shared mobility);
- Walking/cycling (uptake in cycling and walking activity); and,
- Rail travel (increase in rail patronage).

6.3.4 Additional evidence of changes in travel behaviour can be found in report of The National Travel Survey (NTS) 2019. The travel survey indicated that the total distance travelled per person per year has fallen by 10% between 2002 and 2019. Distance by all motorised private transport has fallen by 14% since 2003, and as a car driver by 13% since 2007. Miles travelled by surface rail have also increased by over 50% since 2003.

6.3.5 To further support this, reference is also made to a guidance note produced by TRICS in July 2019 which cautions against over estimating trip demand. The guidance note provides compelling evidence

suggesting that there has been a significant decline in car trip rates in recent years (from c. 58% of trips to employment / office sites nationwide made by car between 2009 – 2013, to c. 50% between 2014 – 2018).

- 6.3.6 There has also been a significant increase in pedestrian trips and public transport trips (from c. 33% of trips to employment / office sites nationwide made on foot and by public transport between 2009 – 2013, to c. 41% between 2014 – 2018). These figures are national averages in a mixture of locations and do not reflect the highly accessibility of the proposed development in the city centre, which is likely to demonstrate greater uptake of public transport and sustainable modes of travel.
- 6.3.7 Additionally, there has been a significant increase in residential accommodation within Central Manchester in recent years, as such many more workers are able to walk / cycle / travel by sustainable modes to work within the city centre. From the Manchester Crane Survey published by Deloitte in 2021, it was found that the overall number of residential units under construction in Central Manchester was c. 12,322 in 2020, a figure that is expected to grow in the coming years.
- 6.3.8 **Section 4** above has also demonstrated that the site is highly accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits excellent levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.
- 6.3.9 Secure and sheltered cycle parking for bicycles, a bicycle pump and repair station, along with several showers and drying rooms will also be provided as part of the development, which is one of the many initiatives to encourage more staff to travel by sustainable modes.
- 6.3.10 In January 2021, Transport for Greater Manchester (TfGM) published the Greater Manchester Transport Strategy 2040 (detailed in **Section 7.5** below), which is focused around improving the reliability of public transport and local cycling and walking connections so that fewer people would need to drive to work. Considering the above, the highly accessible nature of the proposed development, the lack of on-site parking and the high level of cycle parking provision, the number of vehicular journeys is a worst-case assessment as less people would be motivated to travel by car in the future.
- 6.3.11 All of the above evidence was prior to the emergence of COVID-19 and there is a feeling amongst transport planning professionals that traffic patterns may not return to 'normal' anytime soon, if ever. It is considered likely that the emergence of trends such as home working, hybrid working, flexible working and peak spreading will only be enhanced as a result of COVID-19.

6.4 Highway Impact Summary

- 6.4.1 In summary, any additional traffic from the proposed development would not have a significantly detrimental impact on the surrounding highway network. It is also considered the impact on car parking throughout the city centre would be insignificant.

7.0 Transport Planning Policy

7.1 Introduction

- 7.1.1 The following section sets out key local and national transport planning policies, and how the proposals relate to them.

7.2 National Planning Policy Framework (2021)

- 7.2.1 The National Planning Policy Framework (NPPF) sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

- 7.2.2 Paragraph 11 states that:

“Plans and decisions should apply a presumption in favour of sustainable development.”

- 7.2.3 For decision taking this means granting permission unless:

“...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies.”

- 7.2.4 Section 9 of the NPPF is entitled *Promoting Sustainable Transport* and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

“The planning system should actively manage patterns of growth ...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

- 7.2.5 The document emphasises the need for developments to offer a choice of sustainable modes of transport to *“reduce congestion and emissions, and improve air quality and public health”* and provide *“safe and suitable access”* for all users.

- 7.2.6 Paragraph 110 of the NPPF states that in assessing Sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

- a) *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the Site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*

- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*”

7.2.7 The development proposals have shown that safe and suitable access to the site can be achieved, with improvements already in place along Deansgate for pedestrian amenity. Additionally, it is not anticipated that the proposals would result in any significant impacts on the highway network.

7.2.8 Paragraph 111 of the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

7.2.9 Due to the lack of parking provision, is envisaged that staff at the site would not travel by car and would mostly arrive on foot, cycle, public transport, or be dropped-off. A TRICS assessment for staff has demonstrated that any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation.

7.2.10 Paragraph 112 of the NPPF states that applications for development should:

- *“give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

7.2.11 The proposed development is situated in an accessible location. There is good walking and cycling infrastructure adjacent to the site, and public transport is accessible within an acceptable walking distance.

7.2.12 The proposed development accords with the general principles of the NPPF.

7.3 National Planning Practice Guidance (NPPG)

7.3.1 In addition to the NPPF, a National Planning Practice Guidance (NPPG) document has also been developed by the Ministry of Housing, Communities & Local Government in 2012, with a revised version in 2018. It brings together planning practice guidance for England and sits alongside the NPPF. Within

this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

“Travel Plans, Transport Assessments and Statements can positively contribute to:

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads.”*

7.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Statement. It also clarifies the process for establishing a scope for what the document should contain. The NPPG has been considered in the production of this TS.

7.3.3 The guidance on Travel Plans reinforces the requirement for a Travel Plan, the scope of the document, and need for monitoring to continue the strategy into the future. The NPPG has been considered in the production of the accompanying Interim Travel Plan (**Document Reference: 79464-CUR-00-XX-RP-TP-002**).

7.4 Manchester Core Strategy (2012 – 2027)

7.4.1 The Manchester Core Strategy promotes similar principles to the NPPF. It contains three specific “Transport” policies, comprising:

- Policy T1 – Sustainable Transport;
- Policy T2 – Accessible areas of opportunity and need; and
- Policy T3 – Strategic Integration.

7.4.2 Policy T1 focuses on sustainable transport and access for all. The accessibility of the site would encourage users of the proposed development to travel by sustainable modes.

7.4.3 Policy T2 of the Manchester Core Strategy states:

“The Council will actively manage the pattern of development to ensure that new development...Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development.”

7.4.4 It is considered the proposed parking provision is reflective of the highly accessible nature of the development, whilst considering the realistic requirements of the users. The development would benefit from sustainable transport links across the city centre.

7.4.5 The parking standards set out in Appendix B of the Core Strategy have been reproduced in **Table 7.1**:

B1: Business					
Land Use	Maximum number of car parking spaces		Minimum number of spaces required for :-		
Stand Alone Offices	District Centres	Areas not within the City Centre or District Centres	Disabled people's parking as percentage of total (Citywide)		Cycles (Citywide)
			Up to 200 in total	Over 200 in total	
	1 space per 35sqm	1 space per 30sqm	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity	1 space per 200sqm minimum of 2 spaces

Table 7.1 – MCC Parking Standards

7.4.6 Manchester City Council consider parking provision in the city centre on a case-by-case basis, and it is noted that MCC have recently accepted new developments with low or no parking provision in areas that have high levels of public transport in the vicinity and proximity to major city centre areas.

7.4.7 It is considered the proposals are in accordance with the transport policies set out in the MCC Core Strategy, whereby the cycle parking of 96 spaces provided satisfies and exceeds the citywide recommended minimum number of spaces (64 spaces for 12,604m² total NIA of office uses and 10 spaces for 454m² NIA of retail uses). This has been agreed with MCC during the scoping discussions.

7.4.8 Policy T3 is in relation to strategic integration of developments with the sustainable transport network. The proposed development would not prejudice the implementation of any of the strategic integration projects.

7.5 Greater Manchester Transport Strategy 2040

7.5.1 In January 2021, TfGM published a 2040 Vision for Transport to develop flexible and customer-focused travel choices, supported by smart information, ticketing and payment systems, across a truly integrated Greater Manchester transport network. The Transport Strategy states an ambition for a well-connected, zero carbon Regional Centre at the heart of the North.

7.5.2 Under Policy 3, the Transport Strategy states that TfGM will “maintain a programme of interventions encouraging people to make sustainable journeys, supported through journey planning tools, and information to encourage travel behaviour change and mode shift, in order to make the most efficient use of available capacity (particularly during peak periods)”. Such interventions comprise:

- “Reducing the carbon and environmental cost of journeys;

- *New ways of working which make the best use of the transport network;*
- *Delivering public health benefits through enabling more active travel;*
- *Improving access to key services and jobs;*
- *Maximising sustainable travel in new developments; and*
- *Becoming more resilient to disruption.”*

7.5.3 The above measures and additional initiatives have also been provided in greater detail in the accompanying Interim Travel Plan (**Document Reference: 79464-CUR-00-XX-RP-TP-002**).

7.5.4 Under Policy 4, TfGM will also “work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network”. This will be in accordance with the principles of:

- *“Reducing the need to travel;*
- *Reducing the need to travel by car, and the distance travelled;*
- *Maximising accessibility by sustainable modes;*
- *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*
- *Maximising opportunities to provide additional public transport; and*
- *Designing to encourage active travel.”*

7.5.5 It is considered that the development proposals will not adversely impact the transport network, and instead would support the Transport Strategy by enhancing opportunities for sustainable travel by integrating into existing infrastructure.

7.6 Conclusions

7.6.1 It is considered that the proposed development is in line with national and local transport policies and guidance. The site is located within an area which has a range of existing local facilities and plenty of sustainable travel choices.

8.0 Summary and Conclusions

8.1 Summary

- 8.1.1 Curtins has been appointed on behalf of Kames Property Income Fund to provide traffic and transportation advice in relation to the redevelopment of 39 Deansgate, within Manchester's Central Business District. The site is also included within the Ramada Complex Strategic Regeneration Framework (SRF).
- 8.1.2 The proposed development involves the demolition of the existing 9-storey building and the erection of a new 17-storey building. This will allow the creation of retail units (Use Classes E(a, b, c) (formerly A1 / A2 / A3) and Sui Generis (formerly A4)) on Deansgate at ground floor level, with the remaining upper floors dedicated to office use (Use Class E(g)(i) (formerly B1a)).
- 8.1.3 In January 2020, Curtins prepared a Transport Statement (TS) to accompany the planning application and inform Highway Officers at Manchester City Council (MCC) with regard to the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective. The planning application (Manchester City Council planning reference: 126328/FO/2020) was refused in 2021. This report is an updated version of the 2020 TS, capturing any changes to the site context and local context, notably changes to the city centre in light of the COVID-19 pandemic.
- 8.1.4 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development. The most notable change is the pedestrianisation of a section of Deansgate during the COVID-19 pandemic, followed by the reopening of one lane southbound for buses and taxis. A public consultation has been undertaken by Manchester City Council for the permanent pedestrianisation of Deansgate in the vicinity of the site.
- 8.1.5 The site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.
- 8.1.6 An appropriate TRICS assessment has been undertaken to establish the likely number of vehicular trips associated with the proposed development. It is not considered that the additional traffic from the proposed development would have a significantly detrimental impact on the surrounding highway network. Furthermore, the impact on car parking throughout the city centre would be insignificant.
- 8.1.7 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

8.2 Conclusions

- 8.2.1 From a traffic and transportation perspective there are no reasons why the development proposals should not be granted planning approval.

Plans



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Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal •
Leeds • Liverpool • London • Manchester • Nottingham

Project:
39 DEANS_GATE - MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

Status:
PRELIMINARY

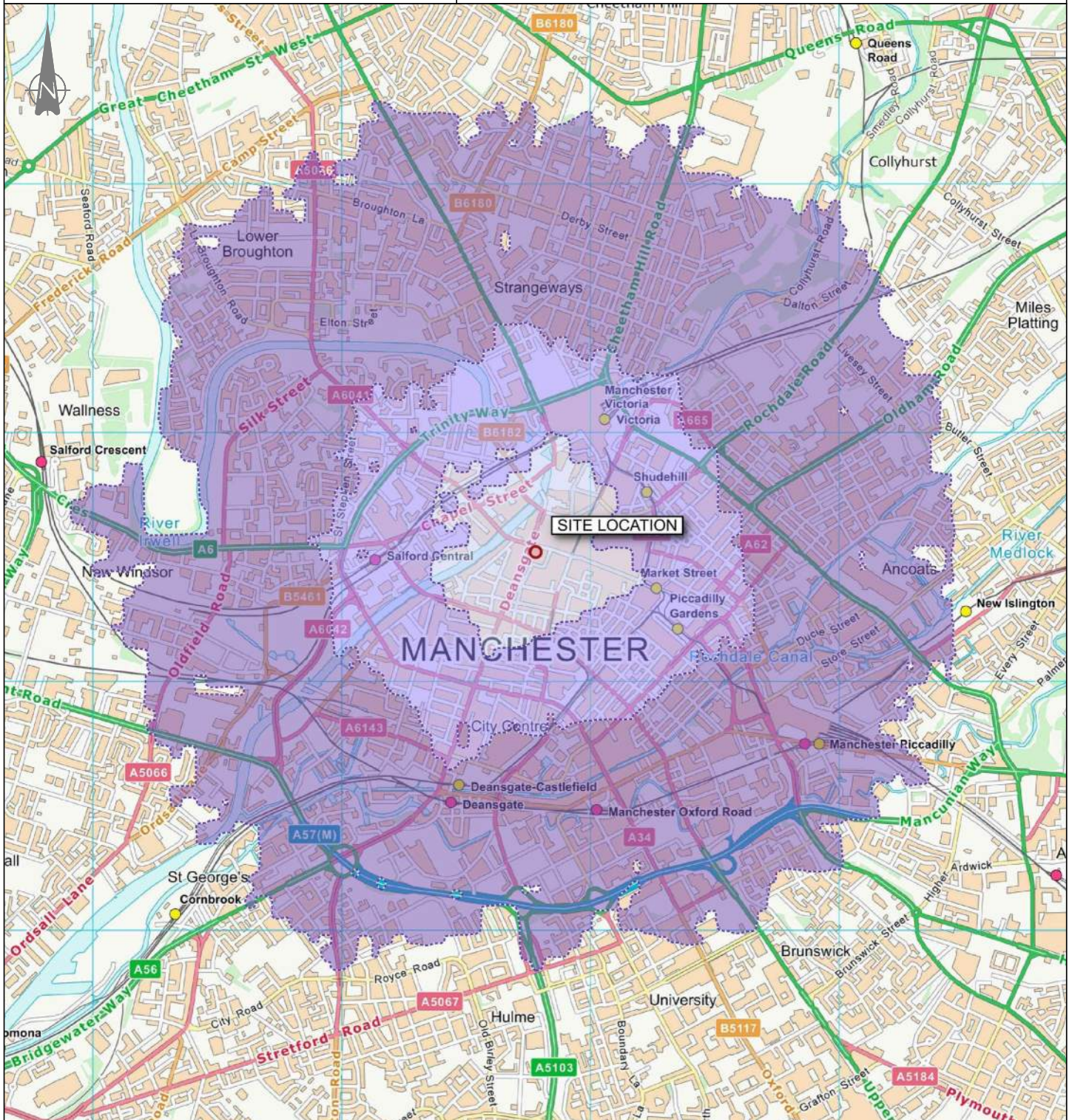
Drawn By: JM Checked By: DD

Designed By: JM Date: 22/11/19

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

70691 - CUR - 00 - XX - DR - TP - 06003 - P01

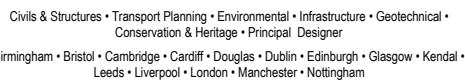


KEY: Site

Walking Catchment:

- 500m
- 1000m
- 2000m

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Project:
39 DEANS_GATE - MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE PUBLIC
TRANSPORT CATCHMENT

Status:
PRELIMINARY

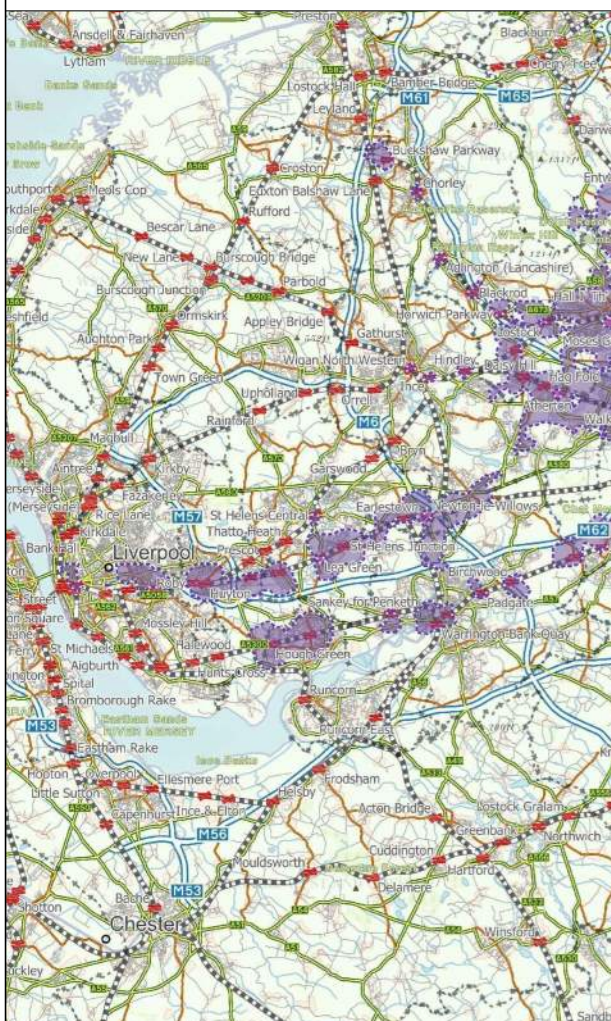
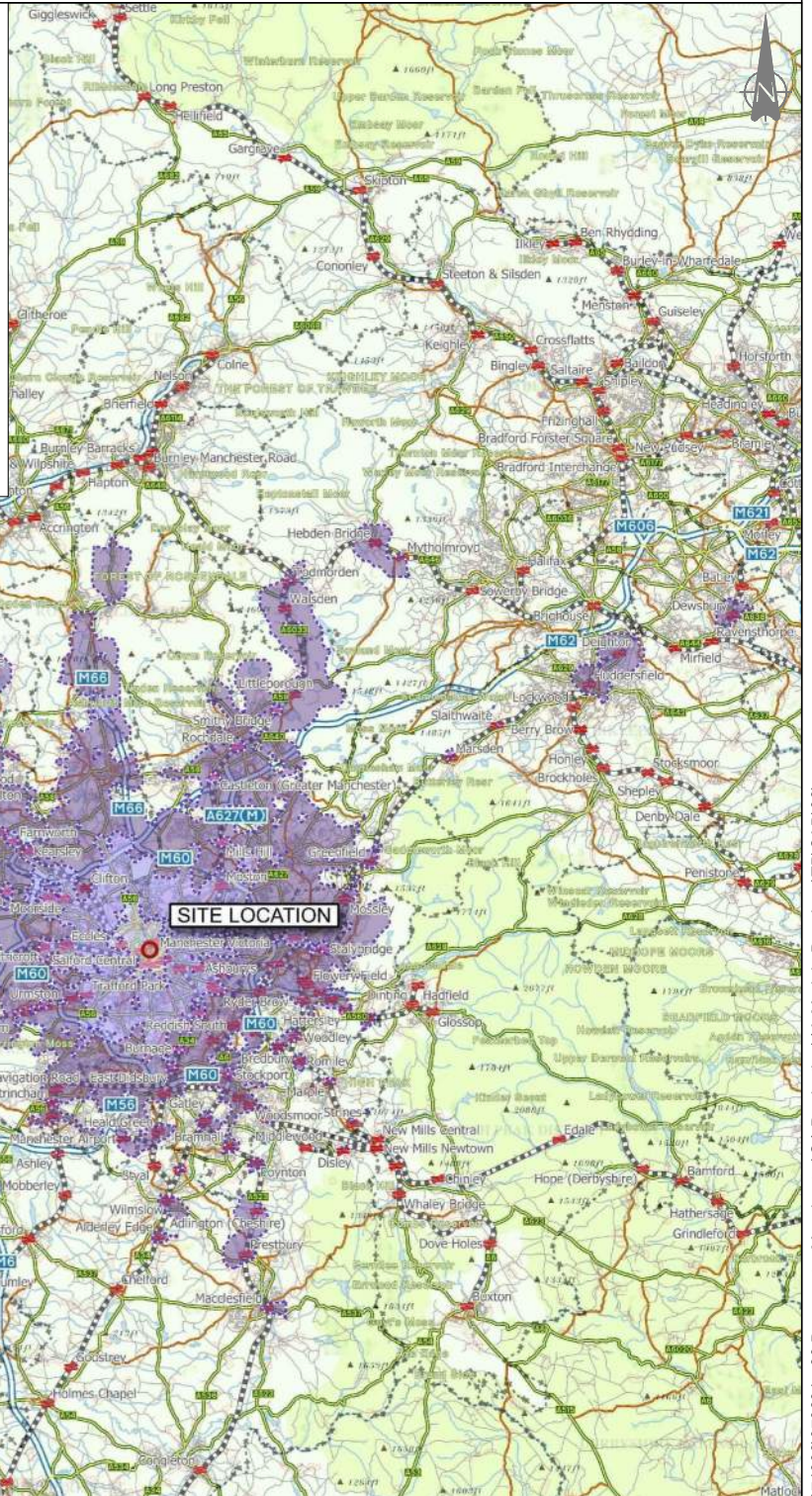
Drawn By: JM Checked By: DD

Designed By: JM Date: 22/11/19

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

70691 - CUR - 00 - XX - DR - TP - 06005 - P01



KEY:  Site

Public Transport Catchment:

-  20 minutes
-  40 minutes
-  60 minutes

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Appendix A – Proposed Layout



Proposed Ground Floor Plan
1 : 100

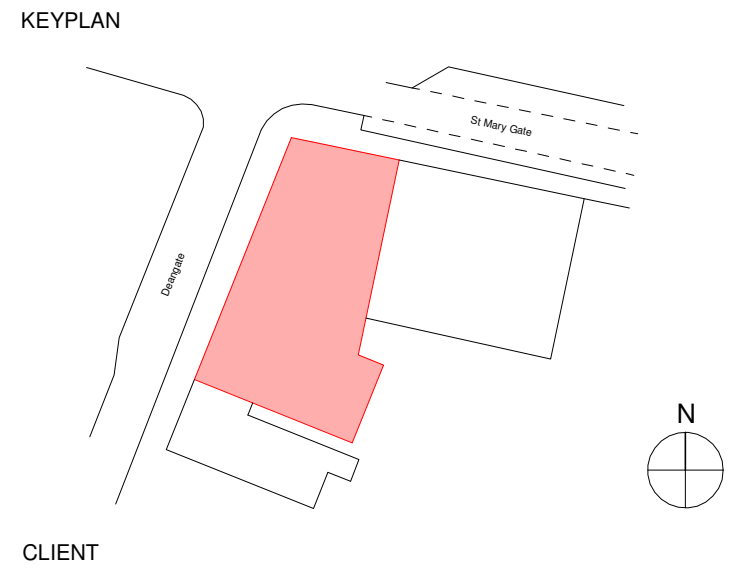
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The areas are approximate and can only be verified by a detailed dimensional survey of the completed building. Any decisions to be made on the basis of these predictions, whether as to project viability, pre-letting, lease agreements or otherwise, should include due allowance for the increases and decreases inherent in the design development and building processes. Existing buildings may present anomalies in relation to surveyed/drawn plans that may also effect the stated areas. All areas are subject to Town Planning and Conservation Area Consent and detailed Rights to Light analysis. Figures relate to the likely areas of the building at the current stage of the design and are calculated using one of the following (as stated in the accompanying areas schedule) IPMS1, IPMS2, IPMS3, Gross External Area (GEA), Gross Internal Area (GIA) or Net Internal Area (NIA) methods of measurement from the RICS Property Measurement 1st edition.

REV.	DATE	AMENDMENT
P01	20/12/19	Planning Issue
P02	July 2021	Planning Issue



Kames Property Income Fund

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PROJECT
39 Deansgate

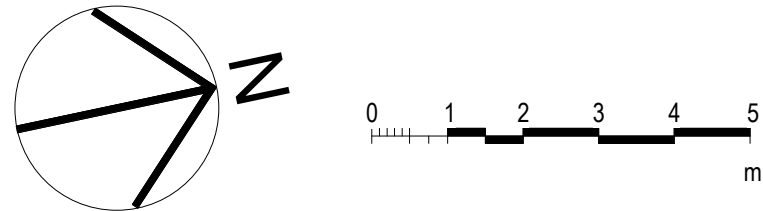
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1 : 100	DEC.19	MM	MM	TO'B

Proposed Ground Floor Plan

STATUS	PURPOSE FOR ISSUE	SR NO.
S2	PLANNING	6145
DRAWING NO.	REV.	
6145 - SRA-XX-00-DR-A-02110	P02	



Proposed Basement Plan
1 : 100



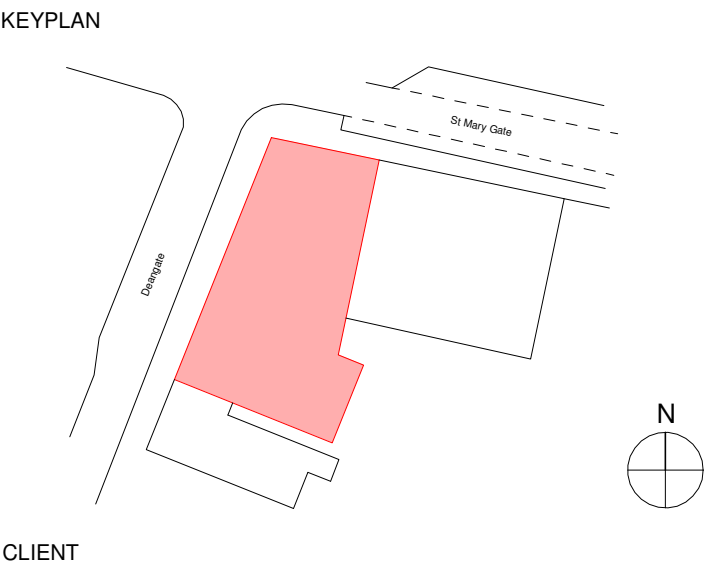
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AREA MEASUREMENT
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REV.	DATE	AMENDMENT
P01	20/12/19	Planning Issue
P02	July 2021	Planning Issue



CLIENT
Kames Property Income Fund

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PROJECT
39 Deansgate

SCALE@A1	DATE	ORIGINATOR	CHECKED	AUTHORISED
1 : 100	DEC.19	MM	MM	TO'B

Proposed Basement Plan

Stage 3

STATUS	PURPOSE FOR ISSUE	SR NO.
S2	PLANNING	6145
DRAWING NO.	REV.	
6145 - SRA-XX-B1-DR - A - 02199	P02	

Appendix B – TRICS Output

Calculation Reference: AUDIT-148301-191127-1100

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	SO SLOUGH	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days

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

Secondary 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: 1800 to 40000 (units: sqm)
Range Selected by User: 178 to 40000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 14/03/19

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

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	8 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	8
-------------	---

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:

Commercial Zone	1
Built-Up Zone	6
High Street	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B1	8 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®.

Population within 1 mile:

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

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

Population within 5 miles:

125,001 to 250,000	3 days
250,001 to 500,000	2 days
500,001 or More	3 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	4 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	3 days
No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	8 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BR-02-A-02 ST THOMAS STREET BRISTOL	PLANNING & ENGINEERING	BRISTOL CITY
	Town Centre Built-Up Zone Total Gross floor area:	5736 sqm	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
2	CA-02-A-05 NEW ROAD PETERBOROUGH	OFFICES	CAMBRIDGESHIRE
	Town Centre Built-Up Zone Total Gross floor area:	8793 sqm	
	Survey date: TUESDAY	16/12/14	Survey Type: MANUAL
3	EX-02-A-03 VICTORIA AVENUE SOUTHEND-ON-SEA	HMRC	ESSEX
	Town Centre Built-Up Zone Total Gross floor area:	45000 sqm	
	Survey date: WEDNESDAY	23/10/13	Survey Type: MANUAL
4	GM-02-A-07 MOSELEY STREET MANCHESTER	LAW OFFICES	GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:	4200 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL
5	GM-02-A-08 FOUNTAIN STREET MANCHESTER	REGUS	GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:	3960 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
6	SO-02-A-01 HIGH STREET SLOUGH	COUNCIL OFFICES	SLOUGH
	Town Centre High Street Total Gross floor area:	1800 sqm	
	Survey date: THURSDAY	27/02/14	Survey Type: MANUAL
7	TV-02-A-04 CORPORATION ROAD MIDDLESBROUGH	COUNCIL OFFICES	TEES VALLEY
	Town Centre Commercial Zone Total Gross floor area:	3950 sqm	
	Survey date: TUESDAY	08/10/13	Survey Type: MANUAL
8	TW-02-A-07 MULGRAVE TERRACE GATESHEAD	OFFICES	TYNE & WEAR
	Town Centre Built-Up Zone Total Gross floor area:	2090 sqm	
	Survey date: MONDAY	13/06/16	Survey Type: MANUAL

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

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

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	8804	0.440	8	8804	0.034	8	8804	0.474
08:00 - 09:00	8	8804	0.591	8	8804	0.070	8	8804	0.661
09:00 - 10:00	8	8804	0.454	8	8804	0.085	8	8804	0.539
10:00 - 11:00	8	8804	0.250	8	8804	0.165	8	8804	0.415
11:00 - 12:00	8	8804	0.156	8	8804	0.121	8	8804	0.277
12:00 - 13:00	8	8804	0.152	8	8804	0.128	8	8804	0.280
13:00 - 14:00	8	8804	0.149	8	8804	0.135	8	8804	0.284
14:00 - 15:00	8	8804	0.104	8	8804	0.156	8	8804	0.260
15:00 - 16:00	8	8804	0.102	8	8804	0.375	8	8804	0.477
16:00 - 17:00	8	8804	0.097	8	8804	0.534	8	8804	0.631
17:00 - 18:00	8	8804	0.047	8	8804	0.568	8	8804	0.615
18:00 - 19:00	8	8804	0.045	8	8804	0.160	8	8804	0.205
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.587			2.531			5.118

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:	1800 - 40000 (units: sqm)
Survey date range:	01/01/11 - 14/03/19
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-148301-191127-1159

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL VEHICLES

Selected regions and areas:

08	NORTH WEST	
	CH CHESHIRE	2 days
09	NORTH	
	TV TEES VALLEY	2 days
	TW TYNE & WEAR	1 days

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

Secondary 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: 260 to 1840 (units: sqm)
Range Selected by User: 240 to 1840 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 28/10/14

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	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 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:

Neighbourhood Centre (PPS6 Local Centre)	5
--	---

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:

Residential Zone	5
------------------	---

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:

A1	1 days
----	--------

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

100,001 to 125,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	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	2 days
1.1 to 1.5	3 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	5 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-01-I-02	LOCAL SHOPS	CESHIRE
	CHRISTLETON ROAD		
	CHESTER		
	BOUGHTON HEATH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	260 sqm	
	Survey date: TUESDAY	15/05/12	Survey Type: MANUAL
2	CH-01-I-03	LOCAL SHOPS	CESHIRE
	MILL LANE		
	CHESTER		
	BACHE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	365 sqm	
	Survey date: THURSDAY	17/05/12	Survey Type: MANUAL
3	TV-01-I-03	LOCAL SHOPS	TEES VALLEY
	ACKLAM ROAD		
	MIDDLESBROUGH		
	ACKLAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	1840 sqm	
	Survey date: FRIDAY	04/10/13	Survey Type: MANUAL
4	TV-01-I-04	LOCAL SHOPS	TEES VALLEY
	CARGO FLEET LANE		
	MIDDLESBROUGH		
	ORMESBY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	585 sqm	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
5	TW-01-I-02	LOCAL SHOPS	TYNE & WEAR
	DURHAM ROAD		
	SUNDERLAND		
	BARNES PARK		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	540 sqm	
	Survey date: WEDNESDAY	21/11/12	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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	1.296	1	540	1.296	1	540	2.592
07:00 - 08:00	5	718	3.928	5	718	3.259	5	718	7.187
08:00 - 09:00	5	718	4.596	5	718	4.234	5	718	8.830
09:00 - 10:00	5	718	6.128	5	718	4.903	5	718	11.031
10:00 - 11:00	5	718	5.599	5	718	4.958	5	718	10.557
11:00 - 12:00	5	718	6.769	5	718	7.103	5	718	13.872
12:00 - 13:00	5	718	7.298	5	718	6.880	5	718	14.178
13:00 - 14:00	5	718	5.933	5	718	5.877	5	718	11.810
14:00 - 15:00	5	718	6.045	5	718	6.713	5	718	12.758
15:00 - 16:00	5	718	5.153	5	718	5.571	5	718	10.724
16:00 - 17:00	5	718	5.599	5	718	5.070	5	718	10.669
17:00 - 18:00	5	718	5.822	5	718	6.797	5	718	12.619
18:00 - 19:00	5	718	7.242	5	718	7.772	5	718	15.014
19:00 - 20:00	3	988	6.813	3	988	7.049	3	988	13.862
20:00 - 21:00	3	988	4.789	3	988	5.228	3	988	10.017
21:00 - 22:00	3	988	3.811	3	988	3.912	3	988	7.723
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			86.821			86.622			173.443

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:	260 - 1840 (units: sqm)
Survey date range:	01/01/11 - 28/10/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.185	1	540	0.000	1	540	0.185
07:00 - 08:00	5	718	0.195	5	718	0.084	5	718	0.279
08:00 - 09:00	5	718	0.279	5	718	0.306	5	718	0.585
09:00 - 10:00	5	718	0.223	5	718	0.223	5	718	0.446
10:00 - 11:00	5	718	0.251	5	718	0.195	5	718	0.446
11:00 - 12:00	5	718	0.167	5	718	0.167	5	718	0.334
12:00 - 13:00	5	718	0.139	5	718	0.167	5	718	0.306
13:00 - 14:00	5	718	0.167	5	718	0.195	5	718	0.362
14:00 - 15:00	5	718	0.223	5	718	0.306	5	718	0.529
15:00 - 16:00	5	718	0.557	5	718	0.446	5	718	1.003
16:00 - 17:00	5	718	0.418	5	718	0.362	5	718	0.780
17:00 - 18:00	5	718	0.111	5	718	0.223	5	718	0.334
18:00 - 19:00	5	718	0.501	5	718	0.418	5	718	0.919
19:00 - 20:00	3	988	0.270	3	988	0.337	3	988	0.607
20:00 - 21:00	3	988	0.034	3	988	0.135	3	988	0.169
21:00 - 22:00	3	988	0.337	3	988	0.270	3	988	0.607
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.057			3.834			7.891

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.

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TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	4.259	1	540	3.333	1	540	7.592
07:00 - 08:00	5	718	3.928	5	718	2.674	5	718	6.602
08:00 - 09:00	5	718	10.975	5	718	11.671	5	718	22.646
09:00 - 10:00	5	718	7.716	5	718	6.462	5	718	14.178
10:00 - 11:00	5	718	7.883	5	718	7.883	5	718	15.766
11:00 - 12:00	5	718	7.549	5	718	7.270	5	718	14.819
12:00 - 13:00	5	718	8.969	5	718	8.217	5	718	17.186
13:00 - 14:00	5	718	8.384	5	718	8.050	5	718	16.434
14:00 - 15:00	5	718	7.967	5	718	7.994	5	718	15.961
15:00 - 16:00	5	718	12.925	5	718	13.705	5	718	26.630
16:00 - 17:00	5	718	7.632	5	718	7.883	5	718	15.515
17:00 - 18:00	5	718	5.292	5	718	6.602	5	718	11.894
18:00 - 19:00	5	718	6.462	5	718	6.741	5	718	13.203
19:00 - 20:00	3	988	5.093	3	988	5.093	3	988	10.186
20:00 - 21:00	3	988	4.013	3	988	4.384	3	988	8.397
21:00 - 22:00	3	988	3.170	3	988	3.676	3	988	6.846
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			112.217			111.638			223.855

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.

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TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.741	1	540	1.111	1	540	1.852
07:00 - 08:00	5	718	0.139	5	718	0.251	5	718	0.390
08:00 - 09:00	5	718	0.084	5	718	0.557	5	718	0.641
09:00 - 10:00	5	718	0.111	5	718	0.084	5	718	0.195
10:00 - 11:00	5	718	0.056	5	718	0.167	5	718	0.223
11:00 - 12:00	5	718	0.446	5	718	0.557	5	718	1.003
12:00 - 13:00	5	718	0.446	5	718	0.390	5	718	0.836
13:00 - 14:00	5	718	0.446	5	718	0.251	5	718	0.697
14:00 - 15:00	5	718	0.195	5	718	0.084	5	718	0.279
15:00 - 16:00	5	718	0.613	5	718	0.167	5	718	0.780
16:00 - 17:00	5	718	0.334	5	718	0.139	5	718	0.473
17:00 - 18:00	5	718	0.306	5	718	0.167	5	718	0.473
18:00 - 19:00	5	718	0.139	5	718	0.139	5	718	0.278
19:00 - 20:00	3	988	0.202	3	988	0.067	3	988	0.269
20:00 - 21:00	3	988	0.034	3	988	0.101	3	988	0.135
21:00 - 22:00	3	988	0.202	3	988	0.337	3	988	0.539
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		4.494			4.569				9.063

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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