

TECHNICAL NOTE



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105-107 Princess Street, Manchester

Job Number: J324129

Date: 17th September 2021

Client: Lapwine Ltd

Prepared By: MA

Approved By: ME

Transport Note

1 Introduction

- 1.1 This Technical Note (TN) has been prepared by Mode Transport Planning ('Mode') on behalf of Lapwine Ltd (the 'Applicant') to provide a transport and highways assessment for a change of use application at Princess House, 105-107 Princess Street, Manchester.
- 1.2 Princess House is a 5-storey building currently comprising a Sui Generis (night club) on the lower ground floor, the ground and 1st floor. The 2nd, 3rd and 4th floors are currently vacant and last used as a F1(a) Non-Residential Institution (language school).
- 1.3 The development proposals comprise a change of use on the 1st, 2nd, 3rd and 4th floors to Use Class E(g)(i) (Office) together with internal refurbishment, reconfiguration and works to the external elevations. The night club use will be retained on the lower ground floor and ground floor. [Table 1.1](#) details the floor areas and proposed change in use at Princess House.
- 1.4 The proposed office use includes a reception area and showers/ changing room on the ground floor, accessed via Princess Street and Abingdon Street respectively. A new bin store access will be provided at the junction of Abingdon Street / Richmond Street. The proposed layout drawings are attached in [Appendix A](#).

Table 1.1: Development Proposals

Floor	Floor Area	Existing Use	Proposed Use
Lower Ground	450 sqm	Sui Generis (Night Club)	As Existing
Ground	450 sqm	Sui Generis (Night Club)	As Existing*
First	454 sqm	Sui Generis (Night Club)	E(g)(i) (Office)
Second	454 sqm	F1 Use (Non-Residential Institutions)	E(g)(i) (Office)
Third	454 sqm	F1 Use (Non-Residential Institutions)	E(g)(i) (Office)
Fourth	388 sqm	F1 Use (Non-Residential Institutions)	E(g)(i) (Office)

* Including office reception area, bicycle store, showers/changing and bin store

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105-107 Princess Street, Manchester

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mode

transport planning

1.5 The site location and surrounding local highway network are shown in [Figure 1.1](#).

[Figure 1.1: Site Location](#)



1.6 In order to assess the transport and highways impact of the proposals, this TN includes a trip generation exercise and detailed car parking provision assessment. In addition, access to sustainable modes of travel and travel planning measures have also been considered.

2 Trip Generation

2.1 Trips generated by the proposed office use have been derived using the industry standard TRICS (Trip Rate Information Computer System) database. TRICS trip rates have been derived by selecting comparable sites. The peak hour trip rates for the proposed office use are summarised in [Table 2.1](#), with the full TRICS outputs attached in [Appendix B](#).

[Table 2.1: TRICS Trip Rates – Peak Hours](#)

Land Use (trip rates)	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Office (per 100sqm)	0.980	0.261	1.241	0.340	0.921	1.261

- 2.2 Using the TRICS trip rates in [Table 2.1](#), the vehicle trips generated by the proposed change in use have been calculated. The trip generation results, based on the combined floor area of 1,750 sqm, are shown in [Table 2.2](#). The office reception area on the ground floor has not been included in the trip generation exercise as this is considered to be ancillary to the main office space and would not itself generate trips.

Table 2.2: Trip Generation – Peak Hours

Land Use (trip rates)	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Office (1,750 sqm)	17	5	22	6	16	22

- 2.3 As shown in [Table 2.2](#), the development proposal is expected to generate 22 two-way trips during the AM peak hour and 22 two-way trips during the PM peak hour.
- 2.4 Overall, it can be concluded that the proposed change in use to office will generate few vehicles trips during the peak hours and will have a negligible impact on the local highway network, particularly considering the extant F1 Use at the site.
- 2.5 Therefore, the proposals therefore accord with paragraph 111 of the NPPF (July 2021) which 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’*.

3 Car Parking Provision

- 3.1 The current use and proposed change of use do not include any on-site car parking provision. This is supported by the site being highly accessible by sustainable modes of travel, particularly the excellent bus services available along Princess Street and tram services available from St Peter’s Square.
- 3.2 In addition, there are a wide range of residential, retail and leisure amenities all within an easy walking and cycling distance. This approach follows a general focus within national and local transport policy on encouraging a modal shift from car usage to more sustainable modes of transport.
- 3.3 The accessibility of the site by sustainable modes of travel and proximity to local amenities is described in detail in [Chapter 4](#).
- 3.4 That said, MCC’s adopted parking standards allow a maximum of 1 space per 35sqm, and it is acknowledged that some staff and visitors may wish to utilise a private vehicle for journeys to the site and therefore a level of car parking provision should be available in order to avoid unregulated on-street parking causing a nuisance on the local highway network.
- 3.5 On this basis, there are a range of existing public car parks located within close proximity of the site, which are shown in [Figure 3.1](#).

Table 3.1: Existing Car Parks in Local Area



3.6 As shown in Figure 3.1, there is a good level of off-street car parking provision in the vicinity of the site including secure internal car parks. This provision is supported by strict control of on-street parking on the local highway network and throughout the city centre; therefore, illegal or inappropriate parking is unlikely to occur as a consequence of this proposed change of use.

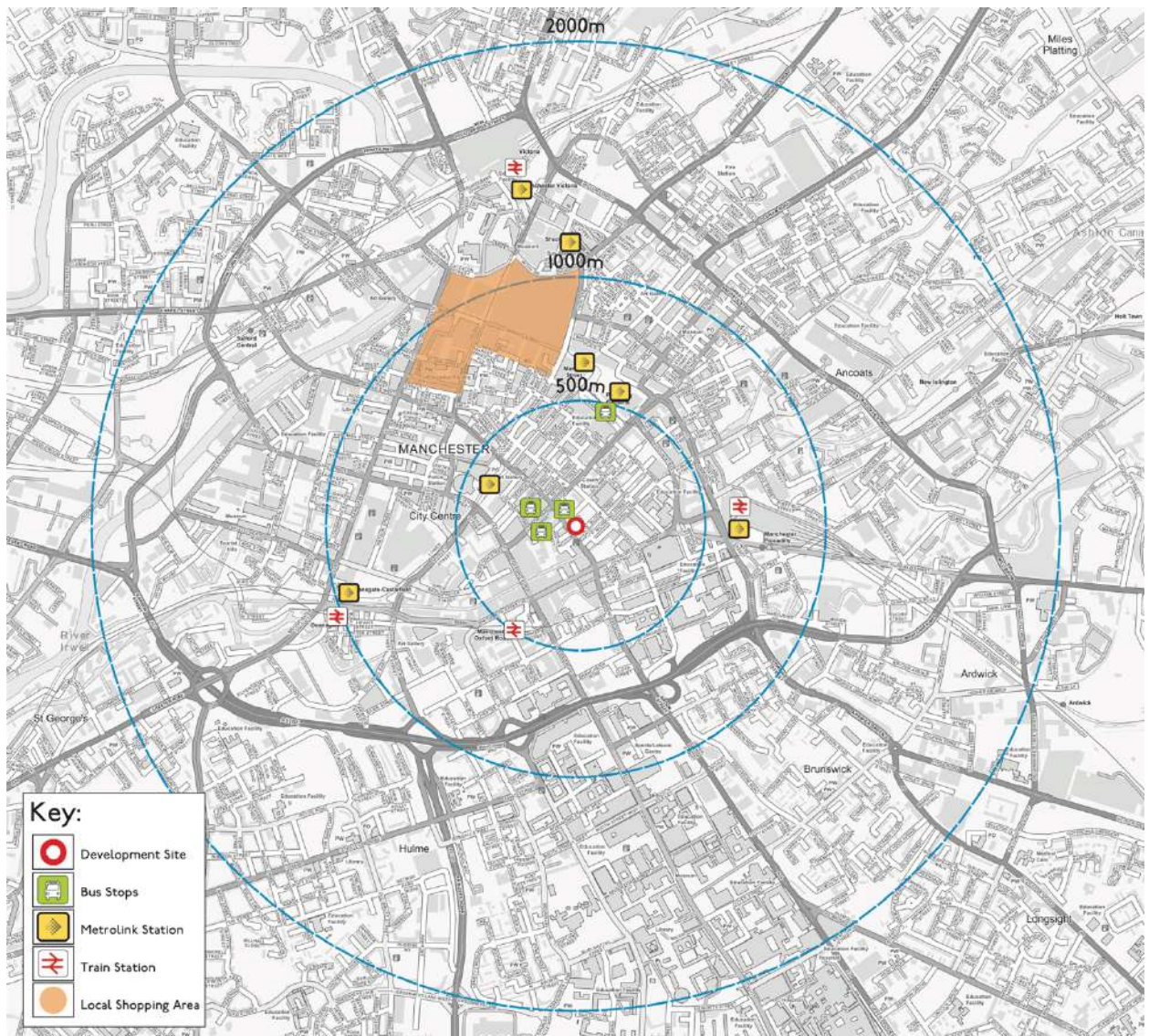
3.7 Also, as an alternative to private car use, staff and businesses can utilise local car hire companies, car clubs and car sharing schemes, as summarised in Chapter 5.

4 Sustainable Transport

Walking

- 4.1 It is commonly accepted that walking and cycling is the most important mode of travel at a local level and offers the greatest potential to replace short car trips, particularly under 2km. As shown in [Figure 4.1](#), there is an abundance of local amenities located within a 2km from the site, including access to bus stops, tram stops and railway stations.

Figure 4.1: Sustainable Travel Options and Local Amenities

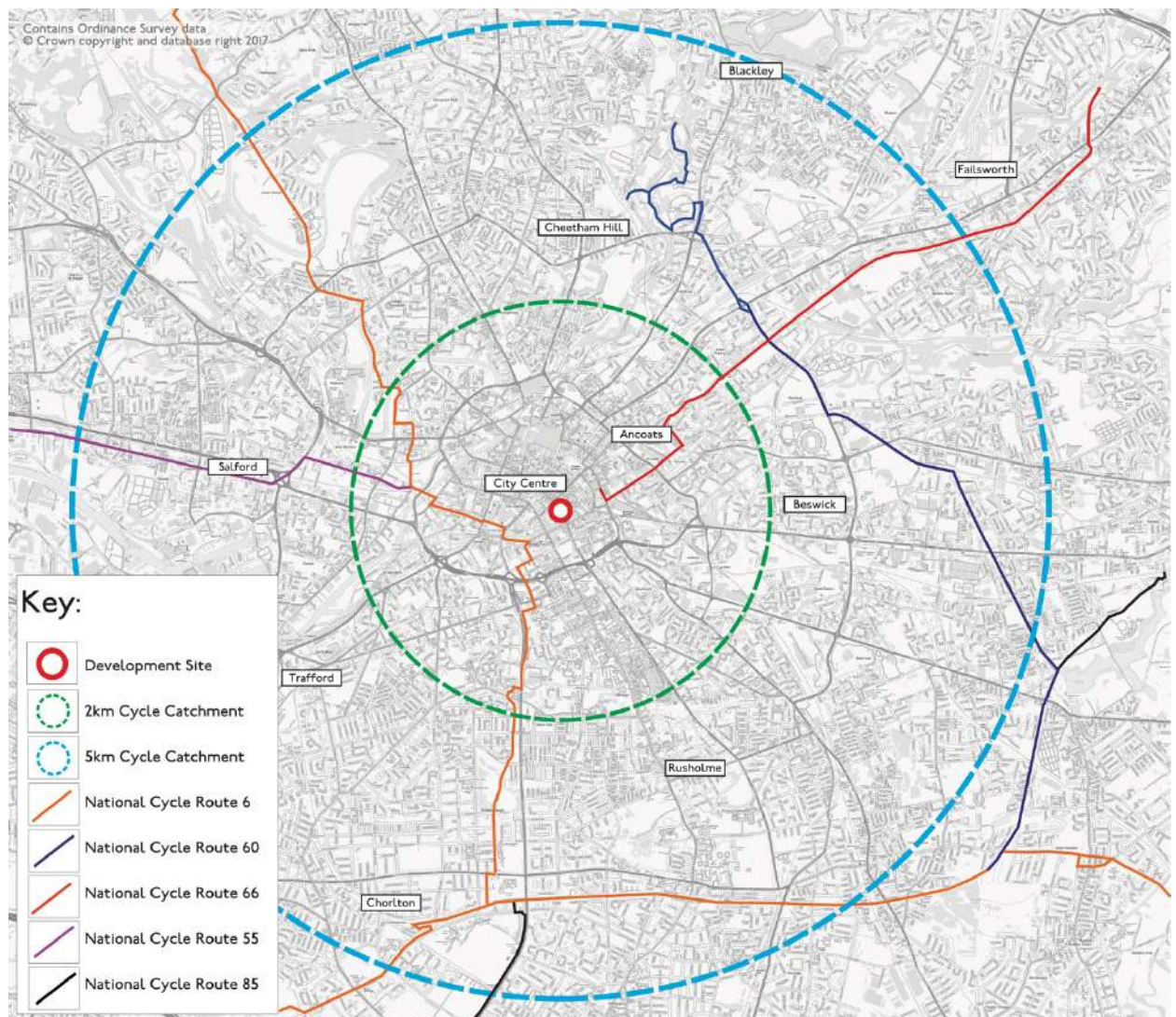


- 4.2 In terms of local pedestrian infrastructure, there are good quality, well surfaced and street-lit footways in the area, and the topography is flat and conducive to walking. In summary, the site is ideally located to encourage walking to a range of local amenities, and as part of a daily commute to work.

Cycling

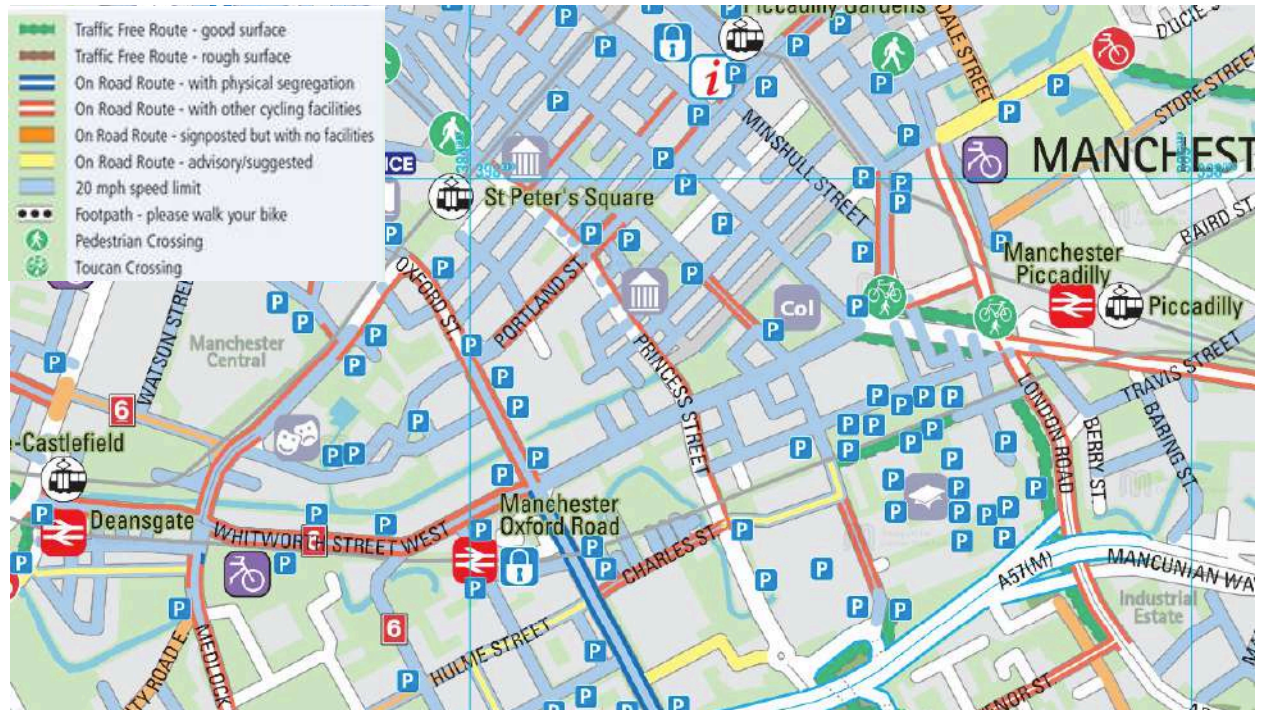
- 4.3 It is widely accepted that cycling has the potential to replace a significant amount of car trips of up to 5km. As shown in [Figure 4.2](#), Manchester City Centre and the surrounding areas including Ancoats, and Beswick are located within 5km cycle distance of the site, providing access to a wide range of facilities and residential areas.

Figure 4.2: Cycling Catchment and National Cycle Routes



- 4.4 There are a number of on and off-road cycle routes in the vicinity of the site, including use of the bus lane, advanced stop lines and National Cycle Route 6 that runs along Whitworth Street West. In addition, local cycle routes and infrastructure are available from the site, including on-road and traffic-free routes throughout the city centre.
- 4.5 Local cycle routes and cycle infrastructure are shown in [Figure 4.3](#).

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



- 4.6 Staff at the site will have access to good quality local cycle infrastructure which will facilitate and encourage cycling.
- 4.7 Secure internal cycle parking (17 spaces) will be provided on the ground floor accessible directly from Abingdon Street, which exceeds MCC's minimum cycle parking standards for the 1,750 sqm office space, as detailed in MCC's Core Strategy 2021 to 2027.
- 4.8 To further facilitate cycling by staff and visitors at the site, showers and a changing room are provided on the ground floor, and a shower is also provided on each office floor.

Public Transport

- 4.9 [Figure 4.1](#) shows the nearest bus stop, local tram stops, rail stations located within a 2km catchment from the site.
- 4.10 The site benefits from convenient access to local bus services available from bus stops located on Princess Street and Portland Street. The nearest bus stop is located approximately 25m from the site, providing high frequency services to local destinations. A summary of frequent bus services from nearby bus stops on Princess Street and Portland Street is shown in [Table 4.1](#).

Technical Note

105-107 Princess Street, Manchester

Transport Note

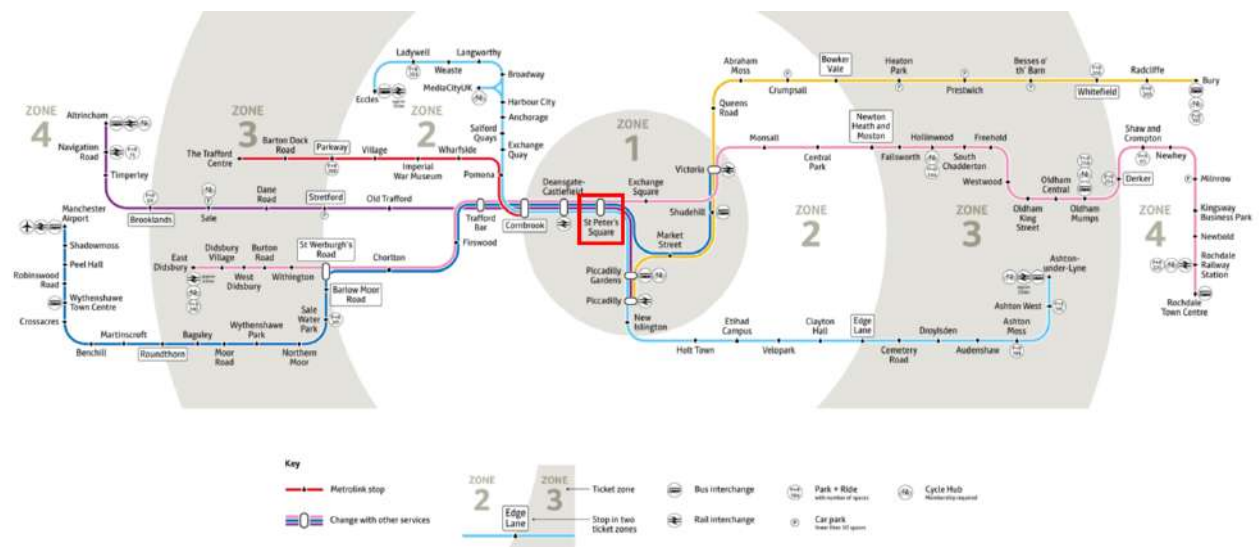
Table 4.1: Regular Bus Services accessible from Princess Road

Service No	Route	Approx. Two-Way Frequency – (buses /hour)			
		Mon-Fri (AM/PM peak)	Mon-Fri (off-peak)	Sat	Sun
85/86	Chorlton – Alexandra Park - Manchester	6	6	6	3
101	Wythenshawe – Newall Green – Moss Side - Manchester	4	4	4	2
197	Stockport – Levenshulme – Longsight - Manchester	3	3	2	1
250	Trafford Centre – Old Trafford - Manchester	6	6	6	6

4.11 In addition to the bus service in Table 4.1, further bus services including Nos. 43, 50, 103, 111, 143 are available from Princess Street and Portland Street.

4.12 Metrolink tram services are available throughout Manchester, with the closest stop located with 400m from the site at St Peter's Square, providing links to MediaCityUK, Eccles, Bury and Altrincham, as shown in Figure 4.4.

Figure 4.4: Metrolink Network (source: TfGM)

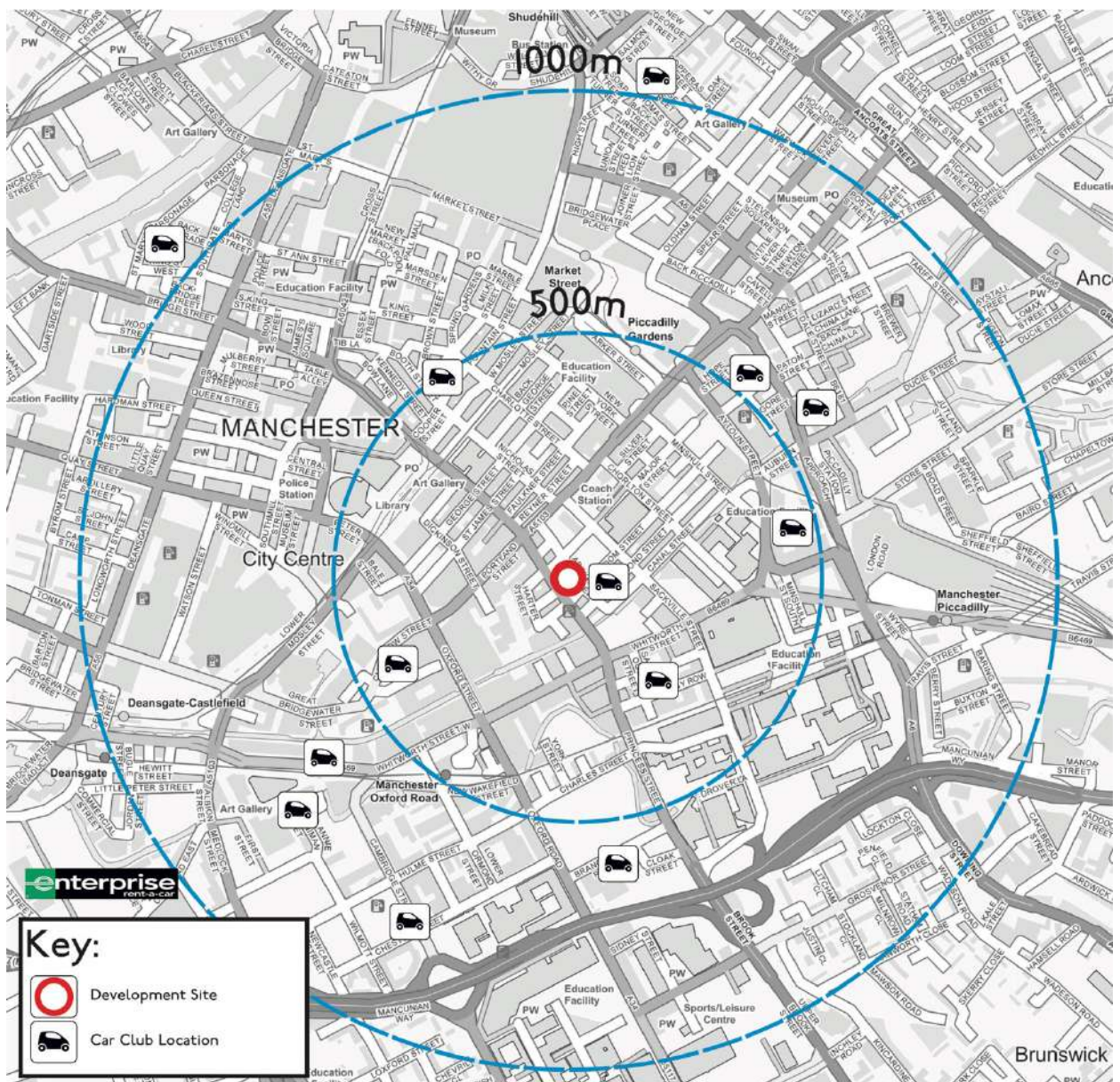


4.13 Train services are available from Manchester Oxford Road, Manchester Deansgate and Manchester Piccadilly, all located within approximately 1km of the site, providing services to local, regional and national destinations.

Car Clubs

- 4.14 Although many people living and working in the city do not own a car, there are alternative options available that offer the flexibility of private car usage but without the commitment of car ownership. These options include car hire companies, car clubs and car sharing schemes that could all be utilised by staff.
- 4.15 **Figure 4.5** shows the location of car club sites (Enterprise Car Club) in Manchester City Centre, all accessible within a 1km catchment of the site.

Figure 4.5: Car Club Sites in Manchester



4.16 Car-sharing websites operate in Manchester, allowing people to share journeys with other people. These currently include:

- www.carsharegm.com; and
- www.liftshare.com/uk

Summary

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

4.18 The site is therefore compliant with paragraph 110 of the National Planning Policy Framework (NPPF) which states that:

'In assessing sites that may be allocated for development in plans, or specific application for development, it should be ensured that: a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location'.

4.19 Furthermore, the proposals accord with paragraph 112 of the NPPF which states that:

'applications for development should: a) give priority first to pedestrian and cycle movements, both with the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport'.

5 Travel Planning Measures

5.1 The scale of the proposed use does not trigger the requirement for a Travel Plan; however, the occupiers will be encouraged to advise staff on how to travel sustainably. A summary of the potential travel planning measures which could be adopted by the occupier is set out below:

Encouraging Walking

5.2 Staff will be encouraged to walk by promoting the benefits which include health, reduction in stress, cost and environmental friendliness.

Encouraging Cycling

5.3 Staff will be encouraged to take advantage of the local cycle routes/ facilities near the site and shown how to access relevant information such as bicycle purchase/repair details. This information, where possible, is likely to be displayed prominently on notice boards.

5.4 Further information regarding the benefits of regular exercise, cycling events within the local area and cycle clubs can also be promoted through similar measures.

Promoting Public Transport

5.5 The promotion of walking and cycling will encourage staff to adopt these modes, but for those travelling further from and to the site, public transport provides a more suitable alternative to the private car. A lack of awareness of the facilities available is often cited as a reason for not using public transport facilities.

- 5.6 The occupiers will ensure up-to-date public transport frequency information is available to staff, to maximise the potential use of this mode. This will include available journeys by bus or multi-model journeys, such as rail and bus.
- 5.7 Public transport information will be displayed prominently on notice boards along with the TfGM journey planning website (<https://www.tfgm.com/public-transport>).

Promoting Car Sharing

- 5.8 Car sharing represents a relatively convenient alternative form of travel and significant potential exists to reduce the total private mileage and car parking demand.
- 5.9 The principal benefits associated with the introduction of a car sharing scheme are considerable and include:
- Reduced travel costs – drivers and passengers can split the costs of travel;
 - Improved access – to areas which aren't accessible through public transport;
 - Meet new people – sharing a car is a great way to meet colleagues, friends and neighbours;
 - Reduced congestion – by sharing cars you can do your bit to help reduce congestion in the area;
 - Reduced pollution – cutting congestion will also help to reduce pollution; and
 - Reduced Carbon Dioxide emissions – which in turn will help to reduce the development of global warming.
- 5.10 Staff will be encouraged to car share, where possible.

Promoting Car Clubs

- 5.11 As shown in **Chapter 4**, there are a number of car club sites available in Manchester City Centre. Dependant on the type of business the occupiers are involved in, information can be made available to staff to utilise car club vehicles as an alternative to private cars.

6 Summary and Conclusion

- 6.1 Mode has been commissioned to provide a transport and highways assessment for a change of use application at Princess House, 105-107 Princess Street, Manchester.
- 6.2 Princess House is a 5-storey building currently comprising a Sui Generis (night club) on the lower ground floor, the ground and 1st floor. The 2nd, 3rd and 4th floors are currently vacant and last used as a F1(a) Non-Residential Institution (language school).
- 6.3 The development proposals comprise a change of use on the 1st, 2nd, 3rd and 4th floors to Use Class E(g)(i) (Office) together with internal refurbishment, reconfiguration and works to the external elevations. The night club use will be retained on the lower ground floor and ground floor.
- 6.4 The proposed office use includes a reception area and showers/ changing room on the ground floor, accessed via Princess Street and Abingdon Street respectively. A new bin store access will be provided at the junction of Abingdon Street / Richmond Street.

6.5 In summary, this note has demonstrated the following:

- The proposed office use will generate few vehicles trips during the peak hours and will have a negligible impact on the local highway network, particularly considering the extant F1 Use at the site;
- Although no car parking is proposed on-site, there is ample car parking available in surrounding public car parks, and car club sites are also available in the city centre;
- The site is located to take full advantage of the sustainable transport modes, with easy access by walking, cycling, bus, tram and rail to local amenities in the city centre and wider area;
- Secure internal cycle parking will be provided on the ground floor accessible directly from Abingdon Street, which exceeds MCC's minimum cycle parking standards. In addition, showers and a changing room is provided on the ground floor, and showers are also available on each office floor; and
- There are a range of potential travel planning measures which could be introduced by the occupier to encourage staff to travel sustainably.

6.6 In conclusion, it is considered that the change in use to office use is appropriate in highways terms. The change in use will generate low-level vehicle trips during the peak periods. Furthermore, staff and visitors can take advantage of the site's excellent accessibility to sustainable modes of travel and alternatives to private car usage.

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

Technical Note

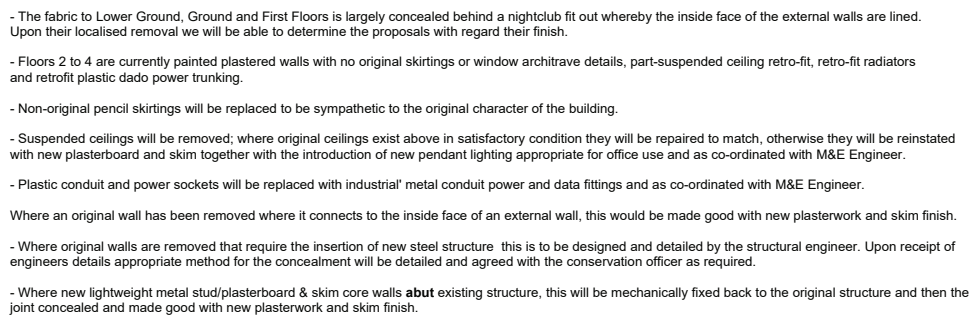
105-107 Princess Street, Manchester

Transport Note



Appendix A – Proposed Layout Drawings

- BASED UPON OCCUPEYE LTD MEASURED SURVEY RECEIVED
25.03.2019 VIA LAMBERT SMITH HAMPTON



PROJECT			
PRINCESS HOUSE 105-107 PRINCESS STREET MANCHESTER			
CLIENT			
			
DRAWING			
PROPOSED LOWER GROUND FLOOR FABRIC PLANS AND INTERNAL ELEVATIONS			
SCALE	SHEET SIZE	DRAWN	CHECKED
1:100	@ A3	DC	DL
		DATE	
		12.04.19	

JOB No 18-094	DRAWING No 1023	REVISION C
STATUS Planning		

BASED UPON OCCUPEYE LTD MEASURED SURVEY RECEIVED
25.03.2019 VIA LAMBERT SMITH HAMPTON

REV	DATE	DRN	CHKD
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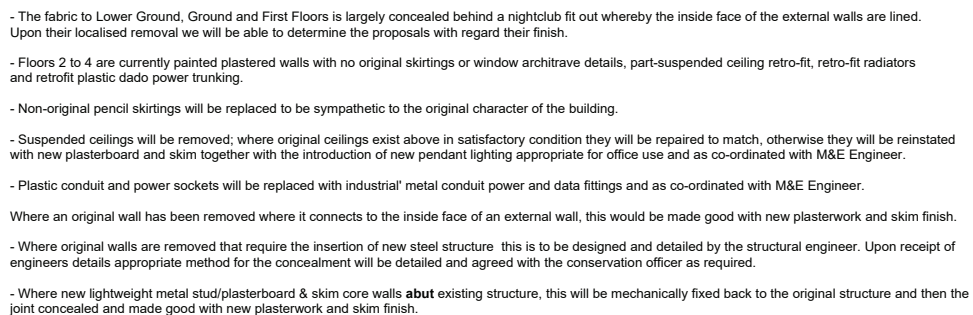
CLIENT

LAPWINE
LIMITED

SCALE 1:100	SHEET SIZE @ A3	DRAWN DC	CHECKED DL	DATE 12.04.19
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A: Hatherlow House, Hatherlow, Romiley, Stockport SK6 3DY
T: 0161 406 7333
E: bsp@bowker-sadler.co.uk
W: www.bowker-sadler.co.uk

STATUS	Planning
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- BASED UPON OCCUPEYE LTD MEASURED SURVEY RECEIVED
25.03.2019 VIA LAMBERT SMITH HAMPTON

- | | | | | |
|---|----------|-----|--|----|
| C | 10.08.21 | ADS | Amendments to central core layout, rear ancillary accommodation and front entrance area | DL |
| B | 10.06.19 | ADS | Updated in line with Planning Validation requirements and Structural Engineers comments | DL |
| A | 22.05.19 | DC | Annotations added to drawing regarding interface between existing & proposed fabric. Amendment to plan to incorporate waste storage area | DL |

PROJECT

PRINCESS HOUSE
105-107 PRINCESS STREET
MANCHESTER

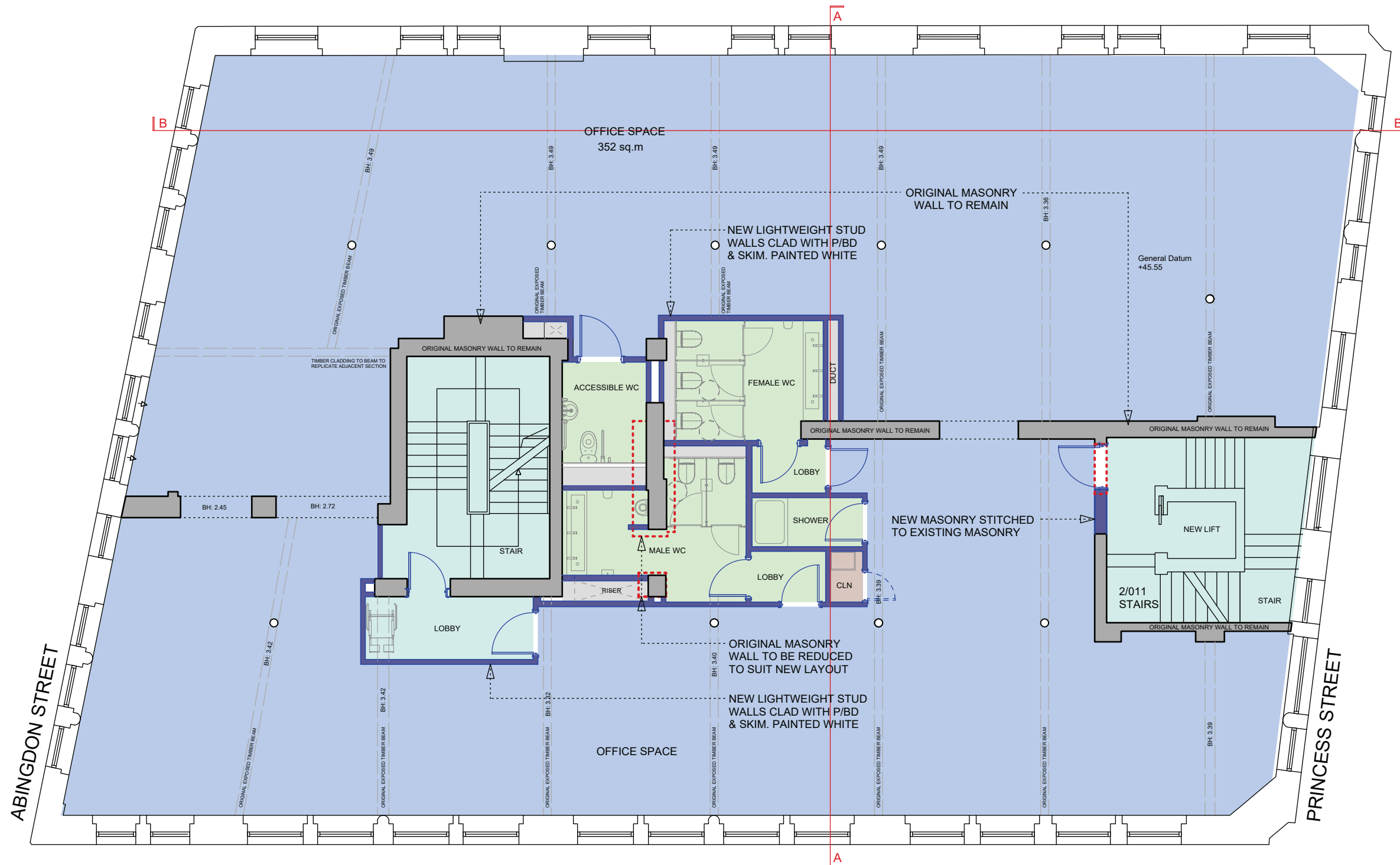
LAPWINE
LIMITED

PROPOSED FIRST FLOOR

BOWKER SADLER ARCHITECTURE

A: Hatherlow House, Hatherlow, Romiley, Stockport SK6 3DY
T: 0161 406 7333
E: bsp@bowker-sadler.co.uk
W: www.bowker-sadler.co.uk

JOB No 18-094	DRAWING No 1025	REVISION C
STATUS Planning		



- The fabric to Lower Ground, Ground and First Floors is largely concealed behind a nightclub fit out whereby the inside face of the external walls are lined. Upon their localised removal we will be able to determine the proposals with regard their finish.
- Floors 2 to 4 are currently painted plastered walls with no original skirtings or window architrave details, part-suspended ceiling retro-fit, retro-fit radiators and retrofit plastic dado power trunking.
- Non-original pencil skirtings will be replaced to be sympathetic to the original character of the building.
- Suspended ceilings will be removed; where original ceilings exist above in satisfactory condition they will be repaired to match, otherwise they will be reinstated with new plasterboard and skim together with the introduction of new pendant lighting appropriate for office use and as co-ordinated with M&E Engineer.
- Plastic conduit and power sockets will be replaced with industrial* metal conduit power and data fittings and as co-ordinated with M&E Engineer.

Where an original wall has been removed where it connects to the inside face of an external wall, this would be made good with new plasterwork and skim finish.

- Where original walls are removed that require the insertion of new steel structure this is to be designed and detailed by the structural engineer. Upon receipt of engineers details appropriate method for the concealment will be detailed and agreed with the conservation officer as required.
- Where new lightweight metal stud/plasterboard & skim core walls **abut** existing structure, this will be mechanically fixed back to the original structure and then the joint concealed and made good with new plasterwork and skim finish.

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REPORT ERRORS & OMISSIONS TO ARCHITECT.

CHECK ALL DIMENSIONS ON SITE

DRAWING TO BE READ IN CONJUNCTION WITH THE HEALTH AND SAFETY PLAN AND ALL RELEVANT RISK ASSESSMENTS

BASED UPON OCCUPEYE LTD MEASURED SURVEY RECEIVED 25.03.2019 VIA LAMBERT SMITH HAMPTON

C	10.08.21	ADS	Amendments to central core layout, rear ancillary accommodation and front entrance area	DL
B	10.06.19	ADS	Updated in line with Planning Validation requirements and Structural Engineers comments	DL
A	22.05.19	DC	Annotations added to drawing regarding interface between existing & proposed fabric. Amendment to plan to incorporate waste storage area	DL

REV	DATE	DRN	CHKD.
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PROJECT

PRINCESS HOUSE
105-107 PRINCESS STREET
MANCHESTER

CLIENT

LAPWINE
LIMITED

DRAWING

PROPOSED SECOND FLOOR
FABRIC PLANS AND INTERNAL
ELEVATIONS

SCALE	SHEET SIZE	DRAWN	CHECKED	DATE
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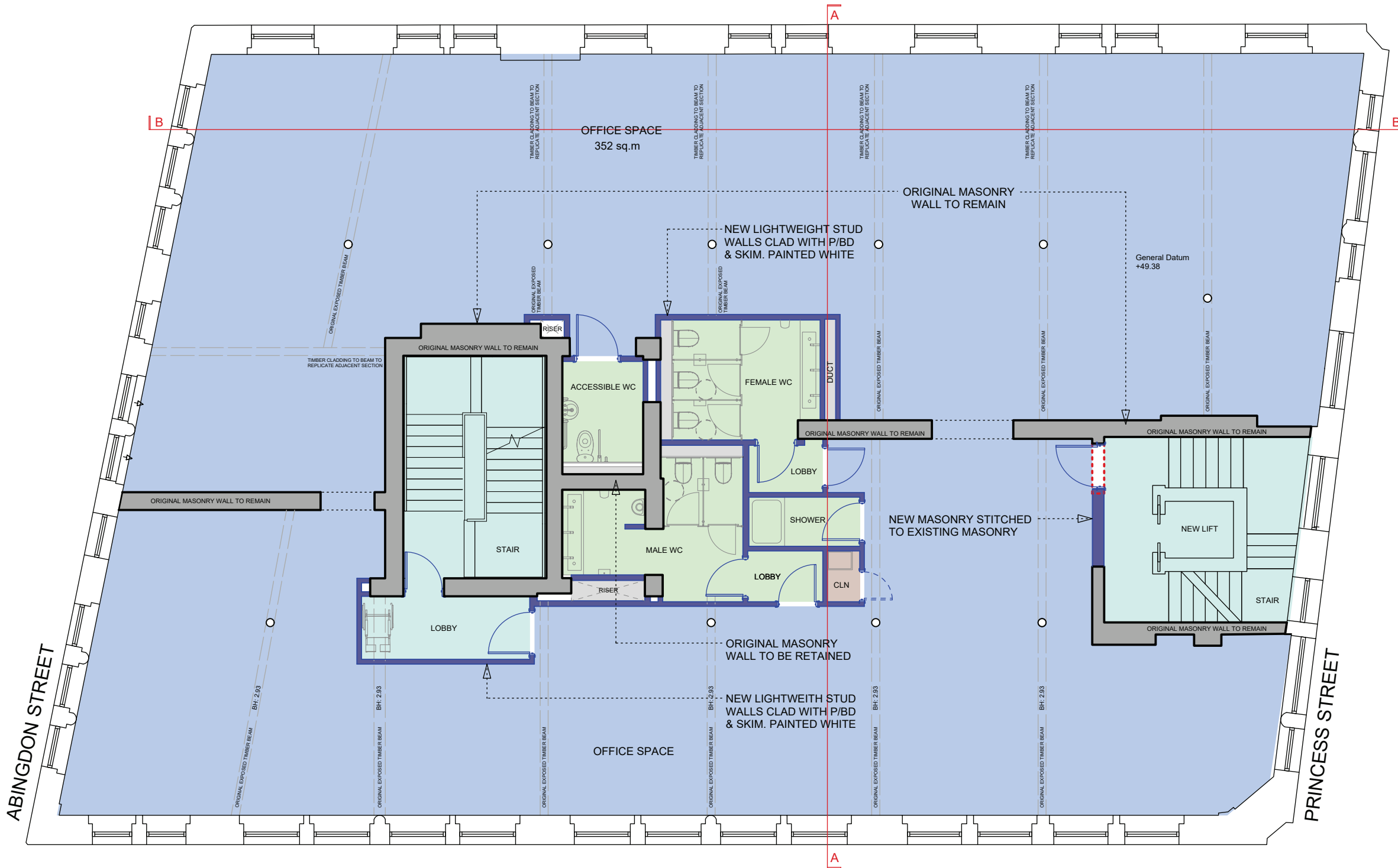
BOWKER SADLER ARCHITECTURE

A: Hatherlow House, Hatherlow, Romiley, Stockport SK6 3DY
T: 0161 406 7333
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W: www.bowker-sadler.co.uk

JOB No	DRAWING No	REVISION
18-094	1026	C

STATUS

Planning



- The fabric to Lower Ground, Ground and First Floors is largely concealed behind a nightclub fit out whereby the inside face of the external walls are lined. Upon their localised removal we will be able to determine the proposals with regard their finish.
- Floors 2 to 4 are currently painted plastered walls with no original skirtings or window architrave details, part-suspended ceiling retro-fit, retro-fit radiators and retrofit plastic dado power trunking.
- Non-original pencil skirtings will be replaced to be sympathetic to the original character of the building.
- Suspended ceilings will be removed; where original ceilings exist above in satisfactory condition they will be repaired to match, otherwise they will be reinstated with new plasterboard and skim together with the introduction of new pendant lighting appropriate for office use and as co-ordinated with M&E Engineer.
- Plastic conduit and power sockets will be replaced with industrial metal conduit power and data fittings and as co-ordinated with M&E Engineer.
- Where an original wall has been removed where it connects to the inside face of an external wall, this would be made good with new plasterwork and skim finish.
- Where original walls are removed that require the insertion of new steel structure this is to be designed and detailed by the structural engineer. Upon receipt of engineers details appropriate method for the concealment will be detailed and agreed with the conservation officer as required.
- Where new lightweight metal stud/plasterboard & skim core walls abut existing structure, this will be mechanically fixed back to the original structure and then the joint concealed and made good with new plasterwork and skim finish.

- BASED UPON OCCUPEYE LTD MEASURED SURVEY RECEIVED
25.03.2019 VIA LAMBERT SMITH HAMPTON

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| REV | DATE | DRN | CHKD. |
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PRINCESS HOUSE
105-107 PRINCESS STREET
MANCHESTER

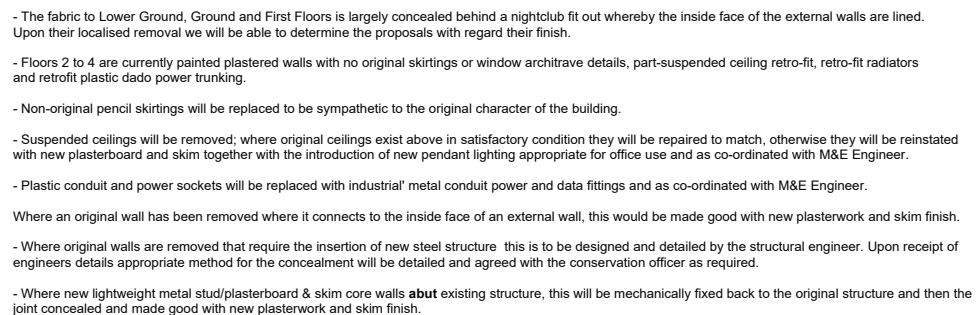
LAPWINE
LIMITED

PROPOSED THIRD FLOOR

BOWKER SADLER ARCHITECTURE

JOB No 18-094	DRAWING No 1027	REVISION C
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STATUS	Planning
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25.03.2019 VIA LAMBERT SMITH HAMPTON

- | | | | |
|-----|------|-----|-------|
| REV | DATE | DRN | CHKD. |
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PRINCESS HOUSE
105-107 PRINCESS STREET
MANCHESTER

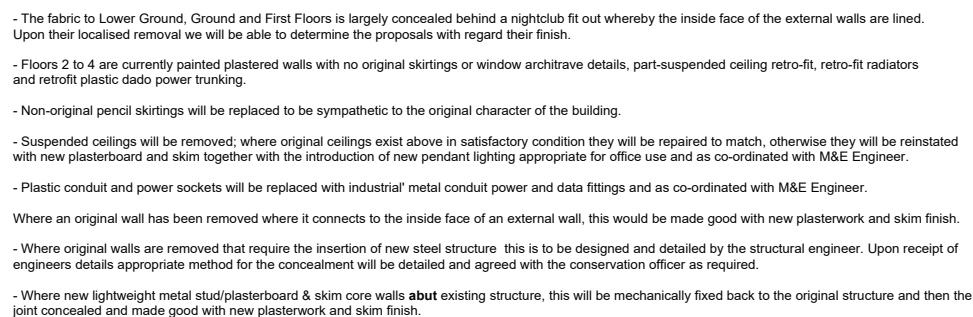
LAPWINE
LIMITED

PROPOSED FOURTH FLOOR FABRIC PLANS AND INTERNAL ELEVATIONS

BOWKER SADLER ARCHITECTURE

JOB No 18-094	DRAWING No 1028	REVISION C
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STATUS	Planning
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Technical Note

105-107 Princess Street, Manchester

Transport Note



Appendix B – TRICS Outputs

Calculation Reference: AUDIT-754101-171106-1122

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : A - OFFICE

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	SO SLOUGH	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
09	NORTH	
	TV TEES VALLEY	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: 442 to 4200 (units: sqm)
 Range Selected by User: 186 to 5000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 23/05/17

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	2 days
Friday	1 days

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

Selected survey types:

Manual count	6 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	6
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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	3
High Street	2

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

Secondary Filtering selection:Use Class:

B1

6 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:

5,001 to 10,000

2 days

15,001 to 20,000

1 days

25,001 to 50,000

3 days

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

Population within 5 miles:

50,001 to 75,000

1 days

125,001 to 250,000

1 days

250,001 to 500,000

2 days

500,001 or More

2 days

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

Car ownership within 5 miles:

0.6 to 1.0

3 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.

Travel Plan:

Yes

2 days

No

4 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

6 days

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

LIST OF SITES relevant to selection parameters

1	GM-02-A-07	LAW OFFICES	GREATER MANCHESTER
	MOSELEY STREET		
	MANCHESTER		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	4200 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL
2	GM-02-A-08	REGUS	GREATER MANCHESTER
	FOUNTAIN STREET		
	MANCHESTER		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	3960 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
3	SO-02-A-01	COUNCIL OFFICES	SLOUGH
	HIGH STREET		
	SLOUGH		
	Town Centre		
	High Street		
	Total Gross floor area:	1800 sqm	
	Survey date: THURSDAY	27/02/14	Survey Type: MANUAL
4	TV-02-A-04	COUNCIL OFFICES	TEES VALLEY
	CORPORATION ROAD		
	MIDDLESBROUGH		
	Town Centre		
	Commercial Zone		
	Total Gross floor area:	3950 sqm	
	Survey date: TUESDAY	08/10/13	Survey Type: MANUAL
5	WK-02-A-01	OFFICES	WARWICKSHIRE
	WARWICK ROAD		
	COVENTRY		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	960 sqm	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
6	WY-02-A-04	INSURANCE COMPANY	WEST YORKSHIRE
	BRADFORD ROAD		
	CLECKHEATON		
	Town Centre		
	High Street		
	Total Gross floor area:	442 sqm	
	Survey date: FRIDAY	23/09/16	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

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	5	2974	0.417	5	2974	0.061	5	2974	0.478
08:00 - 09:00	6	2552	0.980	6	2552	0.261	6	2552	1.241
09:00 - 10:00	6	2552	0.849	6	2552	0.307	6	2552	1.156
10:00 - 11:00	6	2552	0.869	6	2552	0.725	6	2552	1.594
11:00 - 12:00	6	2552	0.601	6	2552	0.568	6	2552	1.169
12:00 - 13:00	6	2552	0.529	6	2552	0.444	6	2552	0.973
13:00 - 14:00	6	2552	0.516	6	2552	0.490	6	2552	1.006
14:00 - 15:00	6	2552	0.405	6	2552	0.444	6	2552	0.849
15:00 - 16:00	6	2552	0.294	6	2552	0.568	6	2552	0.862
16:00 - 17:00	6	2552	0.340	6	2552	0.921	6	2552	1.261
17:00 - 18:00	6	2552	0.124	6	2552	0.725	6	2552	0.849
18:00 - 19:00	5	2974	0.067	5	2974	0.336	5	2974	0.403
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		5.991			5.850			11.841	

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:	442 - 4200 (units: sqm)
Survey date date range:	01/01/09 - 23/05/17
Number of weekdays (Monday-Friday):	6
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.