



REPORT

M&G Real Estate

49 Spring Gardens/50 Fountain Street

13/08/2021

Transport Statement

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1 Introduction

Background

- 1.1 Vectos has been commissioned by M&G Real Estate Limited to provide traffic and transportation advice to support a planning application for Full Planning Permission and Listed Building Consent for the retention and refurbishment of the Grade II Listed 49 Spring Gardens façade following demolition of the existing 50 Fountain Street building and erection of adjoining 8 storey commercial building (Use Class E) with basement areas, roof terraces and plant enclosure, landscaping, and associated works.
- 1.2 The proposed re-development site is located within the Central Business District and the historic heart of Manchester, and specifically on the southern edge of the Central Retail District. It is located in the Upper King Street Conservation Area. The Site comprises a 4-storey office building, including ground level, with an additional basement level and rooftop plant.
- 1.3 The 0.2 ha Site is bounded by Spring Gardens to the south west, Fountain Street to the south east, Concert Lane to the north west and the Estate Exchange building to the north east with York Street beyond. The Site Location Plan is provided in **Dwg 142-S2 JMA-MP-RF-P-A-001200**.
- 1.4 The existing building is currently made up of two parts with the Grade II listed facade and historic entrance on Spring Gardens, which runs along the southern boundary of the site, and a later addition constructed in 1978 to create a new office building.
- 1.5 The existing building provides approximately 4,600sqm (GIA) of office accommodation, arranged over basement, ground and four upper floors. In the basement there are 12 parking spaces. The proposed development will include the demolition of the 1978 part of the building, provision of a new structure behind the listed facade delivering 7,787sqm (GIA) of office accommodation with no parking provision and 54 cycle parking spaces.

Scope of Report

- 1.6 This Transport Statement has been prepared in accordance with guidance provided by the Department for Transport's (DfT) 'Travel Plans, Transport Assessment and Statements' (2014) document. Following this introduction, the report provides the following information:
 - Section 2 – A review of pertinent national and local planning policy guidance;
 - Section 3 – A review of baseline conditions;
 - Section 4 – A review of the accessibility of the site by sustainable modes;
 - Section 5 – A description of the development proposals, including traffic generation forecasts; and
 - Section 6 – Report summary and conclusions.

2 Planning Policy Overview

National Planning Policy Framework

- 2.1 The current National Planning Policy Framework (NPPF) was published in July 2021 and sets out the government's planning policies for England and how these are expected to be applied. This revised Framework replaces the previous NPPF published in March 2012 and revised in July 2018 and February 2019. At the heart of the Framework is a presumption in favour of sustainable development.
- 2.2 As part of promoting sustainable transport, paragraph 110 of the revised NPPF states that in assessing applications for development, it should be ensured that:
- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.
 - safe and suitable access to the site can be achieved for all users;
 - 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
 - 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.
- 2.3 Paragraph 111 goes on to state 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'.

Local Planning Policy

- 2.4 Relevant transport planning policy and guidance at the local level is contained within the Manchester Core Strategy document and also the emerging Places for Everyone Joint Development Plan Document of which Manchester is a part.

Manchester Core Strategy

- 2.5 The Core Strategy forms the key document in Manchester's Local Development Framework and was adopted in 2012. It sets out a number of strategic policies that will guide the development of the city.

- 2.6 Policy T1 of the Core Strategy concerns sustainable transport. It states that the Council will support proposals that:

- *'Improve choice by developing alternatives to the private car.'*

'Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:

- *Pedestrians and disabled people,*
- *Cyclists, public transport,*
- *Commercial access,*
- *General off peak traffic,*
- *General peak time traffic.'*

- 2.7 Policy T2 states that the Council will actively manage the pattern of development to ensure that new development:

- *'Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections.'*
- *'Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.'*

- 2.8 The parking standards for cars do not apply as these are maximum standards and no parking is provided. Cycle Parking for Offices (Now Use Class E) is 1 space per 200sqm.

Places for Everyone Spatial Plan

- 2.9 The emerging spatial plan for nine authorities of Greater Manchester including Manchester is out for consultation and sets out a long-term plan for jobs, new homes, and sustainable growth. This is a Strategic Plan, and the Core Growth Area of the plan looks to:

‘provide conditions to boost the role of Greater Manchester as a Global City... The growth potential of the Core Growth Area will continue through higher density development, building in opportunity areas.’

- 2.10 The relevant Policy Objectives in ‘Places for Everyone’ are:

Objective 3 -Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester.

We will:

- Ensure there is adequate development land to meet our employment needs;
- Prioritise the use of brownfield land;
- Ensure there is a diverse range of employment sites and premises;
- Facilitate the development of high value clusters in prime sectors such as:
 - Business, financial and professional services;

Objective 4 - Maximise the potential arising from our national and international assets.

We will:

- Focus development in the Core Growth Area, Manchester Airport and key economic locations;

Objective 5 - Reduce inequalities and improve prosperity.

We will:

- Ensure people in all of our neighbourhoods have access to skills training and employment opportunities
- Prioritise development in well-connected locations;

Objective 6 – Promote the sustainable movement of people, goods and information.

We will:

- Focus new development within 800m of sustainable transport hubs;
- Ensure new development is designed to encourage and enable active and sustainable travel;

Objective 7 – Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region.

We will:

- Promote carbon neutrality of new development by 2028;
- Promote sustainable patterns of development that minimise the need to travel and contribute to cleaner air;
- Locate and design development to reduce car dependency;
- Facilitate provision of infrastructure for cleaner vehicles;
- Improve energy efficiency and the generation of renewable and low carbon energy.

3 Baseline Conditions

Site Location

- 3.1 As described in Chapter 1, 49 Spring Gardens/50 Fountain Street is located within the heart of Manchester. An aerial view of the site showing the approximate boundary, is provided as **Figure 3.1**.



Figure 3.1: Existing Site Location

- 3.2 **Drawing VN211928-G101** shows the site location in a wider context.
- 3.3 The neighbouring buildings include a wide range of uses including office, retail units, hotels, public houses and a range of residential developments.

Existing Development

- 3.4 The existing building is currently made up of two parts with the Grade II listed facade and historic entrance on Spring Gardens, which runs along the southern boundary of the site, and a later addition constructed in 1978 to create a new office building. That building has a stepped entrance from Fountain Street. From Concert Lane to the rear of the building there is a loading bay access and a couple of fire exits.
- 3.5 The existing building provides approximately 35,000sqft of office accommodation, arranged over basement, ground and four upper floors. The layout of the building at the basement and ground floor is shown in **Appendix A**.

Surrounding Highway Network

Fountain Street

- 3.6 The existing building takes access from Fountain Street, which runs along the eastern boundary of the site. In the immediate vicinity of the site, it is a one-way single carriageway permitting north-eastbound traffic only and is approximately 6 metres wide. The highway frontage includes 4 on-street parking bays and a bus stop as indicated in the Google Streetview image in **Figure 3.2**.



Figure 3.2: Fountain Street Frontage (Google Streetview)

- 3.7 Fountain Street has a cycle lane and double yellow lines where there is no parking/bus stop. The cycle lane moves away from the kerbside along the site frontage and around the Pay & Display (P&D) car parking bays. Pedestrian footways are provided on both sides of the carriageway of all roads in the vicinity of the site and are street lit.

Spring Gardens

- 3.8 Spring Gardens forms the south-western boundary of the site. Spring Gardens meets Fountain Street at a priority cross roads junction. Spring Gardens is one way northwest bound and its general layout is given in **Figure 3.3**.
- 3.9 On Street Parking is available with 8 P&D spaces, and double yellow lines protect the areas around the immediate junctions.



Figure 3.3: Spring Gardens Frontage (Google Streetview)

Concert Lane

- 3.10 Concert Lane forms the north western boundary of the site. It is a narrow single carriageway, which in theory has no indication that it is one way, but we understand that in practice appears to run one way northeast bound. It is approximately 3.5 metres wide so a second vehicle cannot pass. The bin store for 50 Fountain Street is located off Concert Lane and there are other bin stores and service yards located off it.
- 3.11 There are double yellow lines on both sides of Concert Lane, and there is scope for loading to serve off there. The general layout is shown in **Figure 3.4**.



Figure 3.4: Concert Lane

York Street

- 3.12 York Street runs along the northern boundary of the site. In the immediate vicinity of the site, it is a one-way single carriageway permitting south-eastbound traffic only and is approximately 5-6 metres wide.
- 3.13 There is on street parking P&D bays all along one or other side of York Street which then extends around into Spring Gardens. Where there is no parking, there are double yellow lines as shown in **Figure 3.5**.



Figure 3.5: York Street (Google Streetview)

Fountain Street / York Street junction

- 3.14 The junction between Fountain Street and York Street is a 4 armed priority junction. In the middle of the junction, there are keep clear road markings as there is often queueing from the High Street signals extending through there.

Off Street Car Parking

- 3.15 There are numerous public car parks within a very short walk of the site. These include Piccadilly Gardens (712 spaces), Chorlton Street (572 spaces), Arndale (1487 spaces) and Piccadilly Plaza (160 spaces), which is the nearest car park to the site. Therefore, it is considered that the site is well located for access to public parking.

Road Safety Review

- 3.16 The online version of the TfGM accident database has been interrogated to review the level of accidents in the immediate vicinity of the proposed development. The database records include data collected by the police about road traffic accidents which involve a personal injury. **Figure 3.6** shows the accident plot for the area surrounding the site over the most recent five-year period for which data is available.

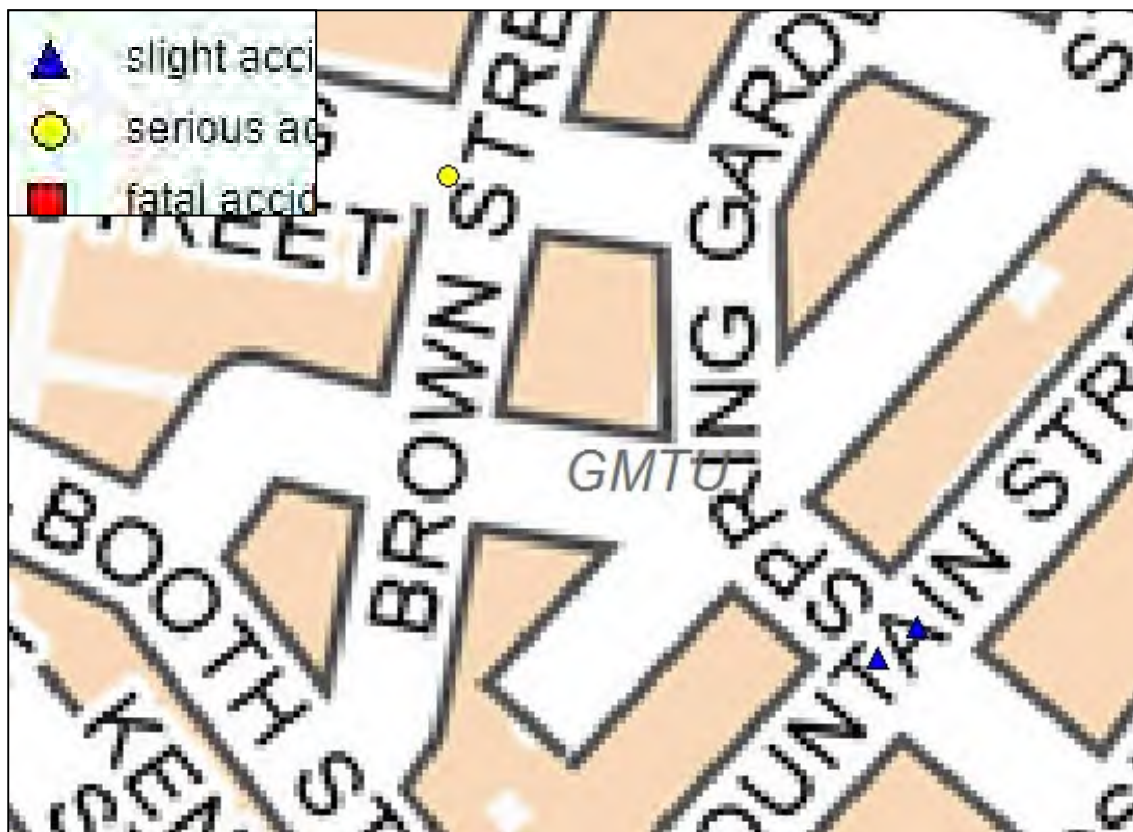


Figure 3.6: 5 Year Accident Data (Source: TfGM Database)

- 3.17 As can be seen, the data reveals that there have been 9 accidents at the junction of York Street and Fountain Street, 8 slight accidents and 1 serious injury accident.
- 3.18 Over the last 5 years there were 2 slight accidents at the junction of the Fountain Street and Spring Gardens.
- 3.19 In summary, it is considered that the level of accidents here is notable but not sufficient to represent an accident blackspot.

4 Accessibility by Sustainable Travel Modes

Accessibility on Foot

- 4.1 Pedestrians travelling to work will typically walk up to 25 minutes or 2km as defined as a preferred maximum for commuting trips by the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Providing for Journeys on Foot'.
- 4.2 The 2km pedestrian catchment plan is shown in **Drawing VN211928-G102**. This demonstrates that the entirety of the city centre is within this catchment. The catchment also includes substantial residential areas to the south of the city centre, such as Castlefield and Hulme.
- 4.3 A selection of existing accessible amenities within 500m of the proposed development are detailed in **Table 4.1**.

Amenity	Distance
<u>Retail</u>	
Arndale Shopping Centre	300m
St Ann's Square	350m
Sainsbury's Local, Mosley Street	110m
M&S Simply Food, Parker Street	210m
<u>Cash Machines</u>	
Sainsbury's Local, Mosley Street	110m
RBS, Mosley Street	130m
<u>Food Outlets</u>	
Rosso, Spring Gardens	110m
Pizza Hut, Fountain Street	190m
Philpotts, New York Street	210m
<u>Outdoor Space</u>	
Piccadilly Gardens	350m
<u>Recreation / Leisure Facility</u>	
The Gym, Portland Street	320m
<u>Post Office</u>	
26 Spring Gardens	130m
<u>Coffee Shops & Pubs</u>	
Moose Coffee, York Street	40m
Black Sheep Coffee & Cocktails, Spring Gardens	50m
The Shakespeare	160m
The Alchemist, New York Street	160m
<u>Pharmacy</u>	
Boots, Piccadilly	350m
Superdrug, Piccadilly	350m

Table 4.1: Amenities within 500m of the Proposed Development

Accessibility by Cycle

- 4.4 Cycling is becoming an increasingly popular mode of transport and is an effective mode for short trips. The DfT's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under 3 miles (approximately 5 kilometres) although for commuters a trip distance of over 5 miles is not uncommon. Consequently, cycling has the potential to replace short car journeys, particularly those under 5 kilometres. At a leisurely cycle speed of 10 miles per hour this would equate to a journey of around 25 minutes.
- 4.5 A 5 kilometre cycle catchment from the site is shown in **Drawing VN211928-G103**. This shows that the cycle catchment of the site includes the residential areas of the immediate Manchester urban area including Whalley Range, Old Trafford, Salford, Cheetham Hill and Levenshulme. Thus, a large population is within the potential cycle catchment of the site.
- 4.6 **Figure 4.1** shows the local cycle facilities including the network of 20mph streets compatible for safe cycle use, cycle lanes, the level of cycle parking provision and the local cycle shops available.

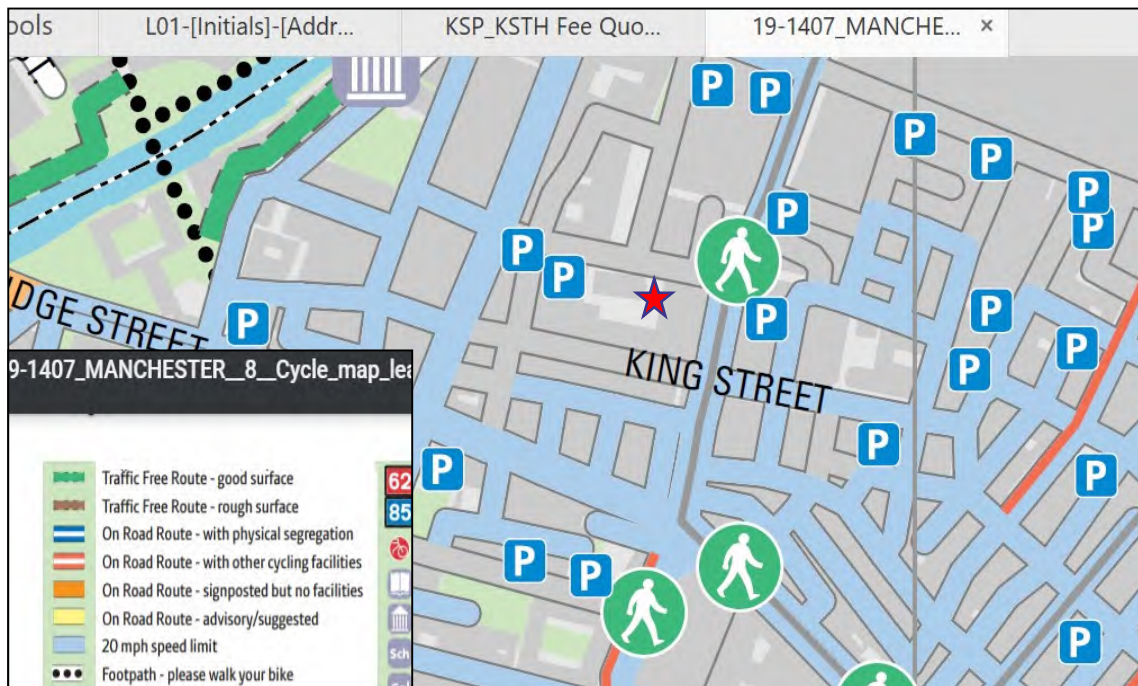


Figure 4.1: Local Cycle Facilities

- 4.7 **Figure 4.1** demonstrates that there are a number of cycle parking spaces within a short walk of the site, including on Fountain Street itself across the road from the existing site frontage. In the basement of City Tower, there is a cycle hub with cycle parking, lockers and showers available at a charge.
- 4.8 It is therefore considered that the site is well located for cycle access from a wide range of residential areas of Manchester and that there is sufficient cycle infrastructure within the vicinity of the site.

Accessibility by Public Transport - Bus

- 4.9 There is a bus stop on Fountain Street itself to the right of the site frontage. This bus stop has a flag post and bus box markings but is for alighting only.
- 4.10 The closest major bus stops to the site are also located at Piccadilly Gardens. The bus stops at Piccadilly Gardens comprise one of the two main bus stations located within Manchester city centre. Piccadilly Gardens bus station runs parallel and to the immediate south of Piccadilly Gardens Metrolink stop.
- 4.11 Piccadilly Gardens bus station is outdoor and comprised of numerous different bus stops, which are typically marked with flag posts and bus box markings. Each bus stop is typically also provided with a bus shelter with either a bench or individual seats underneath.
- 4.12 Bus services which call at Piccadilly Gardens bus station serve a wide range of destinations across Greater Manchester, including many which are also reachable by Metrolink. Destinations which can be reached by bus from Piccadilly Gardens, and not by Metrolink, include Chorlton, East Didsbury, Wythenshawe and Bolton amongst others.

Accessibility by Public Transport - Metrolink

- 4.13 The nearest Metrolink stop is located at Piccadilly Gardens approximately 300m east of the site. This stop is a major interchange station with services operating to Manchester Piccadilly, Manchester Victoria, Manchester Airport, Altrincham, Eccles, Bury, Oldham, and Ashton-under-Lyne. Services to the Trafford Centre are also available via an interchange at Cornbrook.
- 4.14 All services operate on a 12-minute frequency Monday to Sunday with combined frequency of 6 minutes Monday to Saturday during the day. All lines operate between approximately 06:00 and 00:00. All Metrolink stops provide shelters, seating and real-time journey information and are accessible for disabled access with step-free access, tactile paving and dropped kerbs. The Metrolink Network across the conurbation is given in **Figure 4.2.**

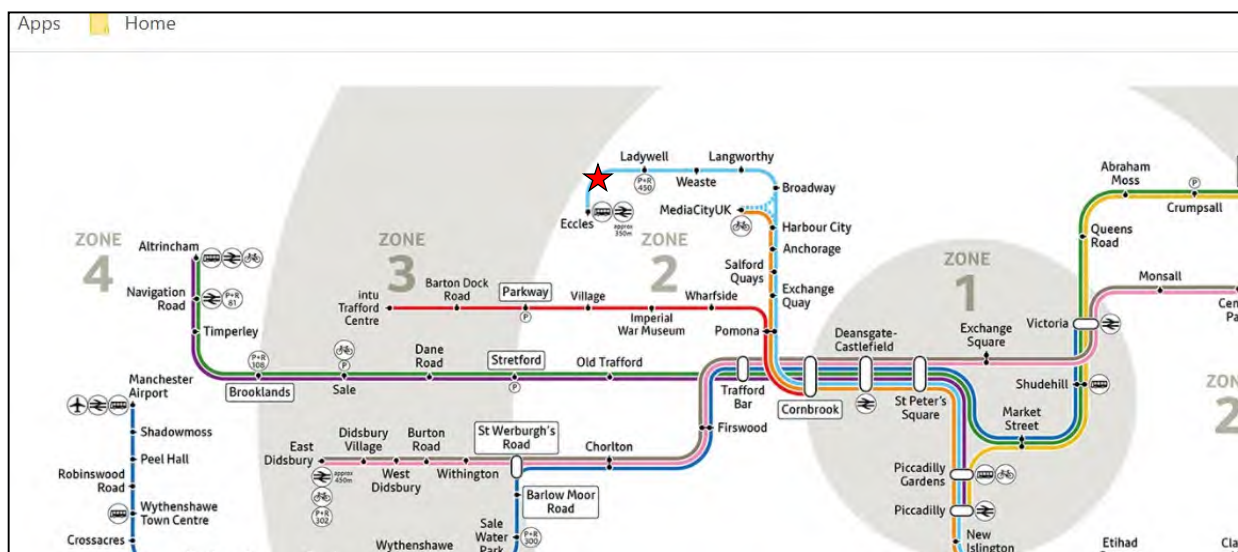


Figure 4.2: Metrolink Network

Accessibility by Public Transport - Rail

- 4.15 The site is located approximately 800m to the north-west of Manchester Piccadilly rail station. The station can be accessed using the existing pedestrian network surrounding the site.
- 4.16 Manchester Piccadilly rail station is the largest rail station in Manchester and one of the busiest rail hubs in the U.K. The station provides access to a wide range of services, such as local services typically operated by Northern to destinations across Greater Manchester and also regional and inter-urban rail service to destinations further afield such as Leeds, Birmingham New Street and London Euston.
- 4.17 Overall, it is considered that the rail facilities offered from Manchester Piccadilly provide a regular service which is available within an acceptable distance and at key travel times.

Car Club

- 4.18 There are two car club spaces on Fountain Street located approximately 90m south of the site, which are operated by Enterprise Car Club. The car club spaces are clearly designated by both road markings and a signpost on the adjacent footway.
- 4.19 The car club spaces on Fountain Street are shown in **Image 4.1**.



Image 4.1: Car Club Spaces (Fountain Street)

- 4.20 Enterprise Car Club operate a car club across both Manchester and the rest of the U.K. More details on their existing operations and pricings can be found at <https://www.enterprisecarclub.co.uk/gb/en/home.html>.

5 Pedestrian Infrastructure Audit

- 5.1 As access on foot is the main means of arrival to the site and following MCC guidance, an audit of the local pedestrian infrastructure was undertaken in the immediate vicinity of the site.



Figure 5.1 Fountain Street Frontage (Looking South) (Google Streetview)



Image 5.2: Fountain Street Frontage (Looking North)

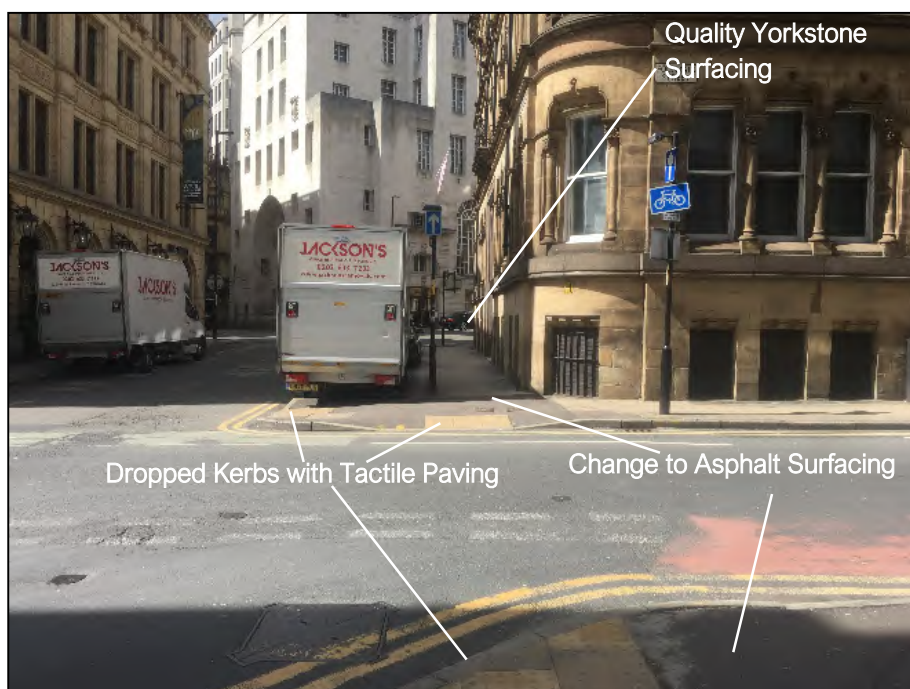


Image 5.3: Fountain Street/Spring Gardens junction

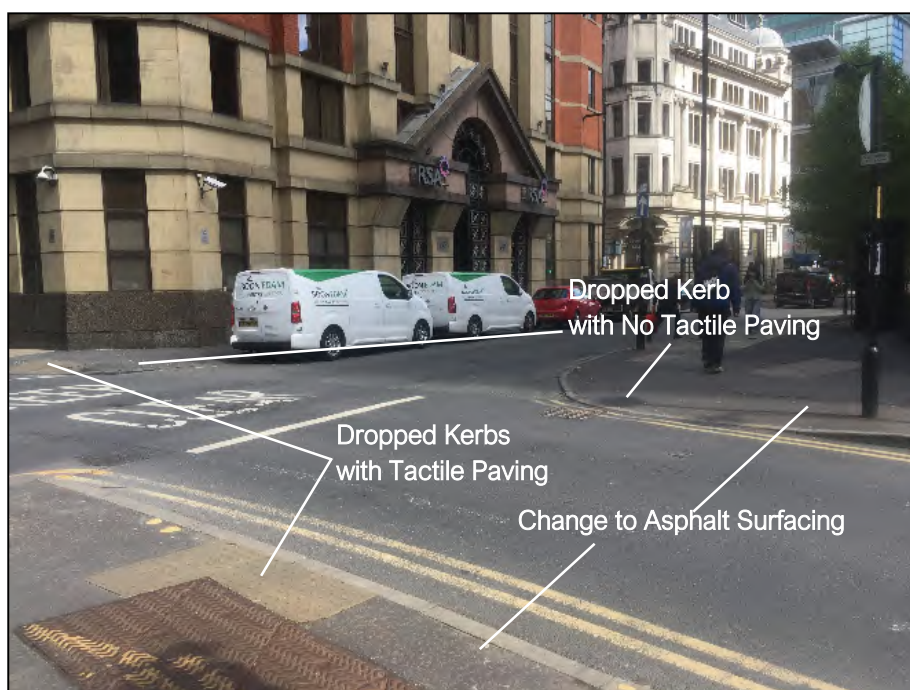


Image 5.4: Fountain Street/York Street junction

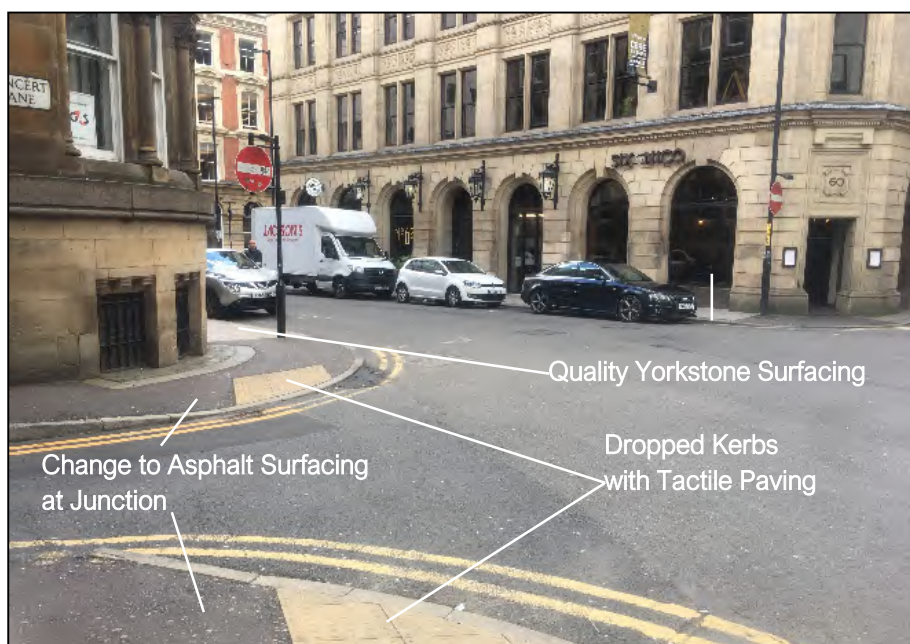


Image 5.5: Concert Lane/Spring Gardens junction



Image 5.6: Concert Lane (Looking North)



Image 5.7: York Street/Concert Lane Junction

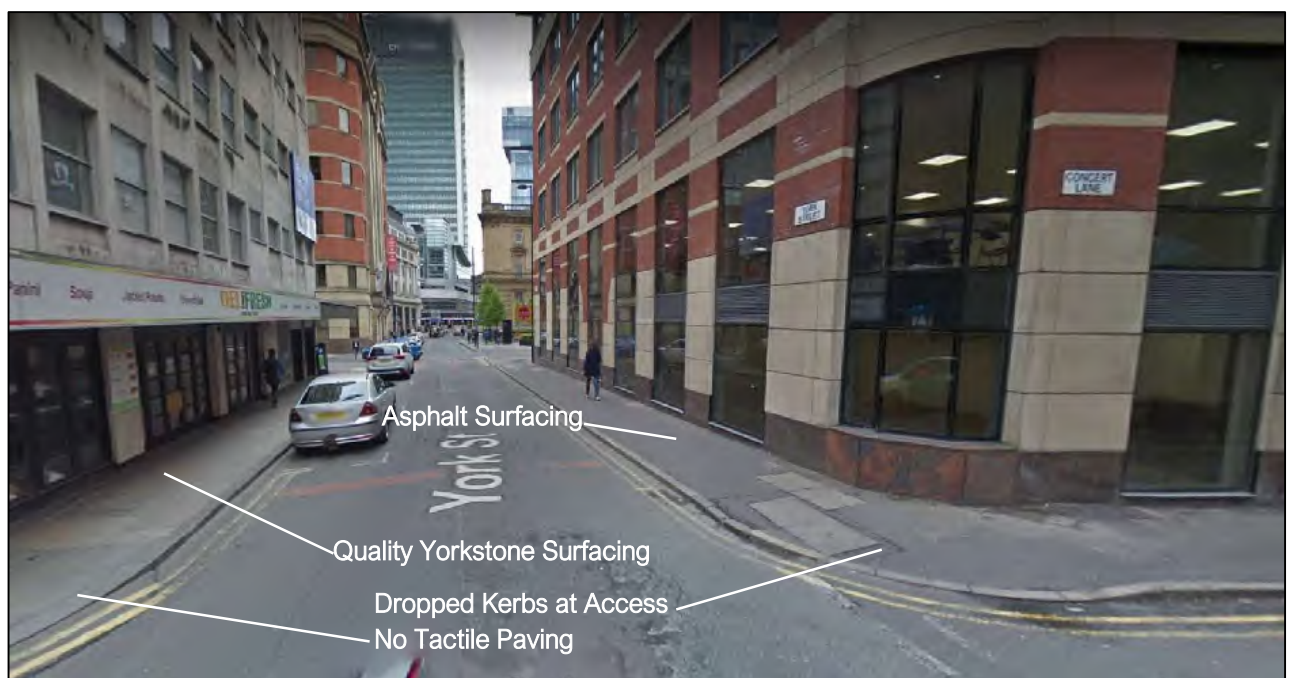


Image 5.8: York Street Footways (Google Streetview)

- 5.2 Overall, the footways around the site are of good quality. There are mismatches between the Yorkstone and Asphalt surfacing, but this is mainly a visual mismatch. At each crossing point there are dropped kerbs with a couple of junctions lacking tactile paving. Concert Lane is not considered a main footway route, so the limited width pavement is not considered an issue. All links around the site benefit from being street lit.

6 Development Proposals

- 6.1 The existing building is currently made up of two parts with the Grade II listed facade and historic entrance on Spring Gardens, which runs along the southern boundary of the site, and a later addition constructed in 1978 to create a new office building.
- 6.2 The description of the development proposed comprises:
- A total of 9 floors which total a GIA of 7,787 sqm;
 - The demolition of the 1978 part of the building, and a new structure behind the listed façade;
 - The relocation of the core of the building to Concert Lane; and
 - The reinstatement of the building line on Fountain Street to provide an active street level frontage.
- 6.3 The development proposal floor layouts at the Basement and Ground Floor levels are given in **Appendix B**.

Parking

- 6.4 The development proposals will not provide any car parking provision. The development will not affect any of the existing Pay & Display bays on the roads around the site.
- 6.5 Cycle parking standards for Greater Manchester state that developments of this nature must have 1 cycle parking space per 200sqm. As shown in **Figure 6.1**, 54 spaces will be provided in the basement in double height racks and therefore complies with Manchester City Councils cycle parking standards.

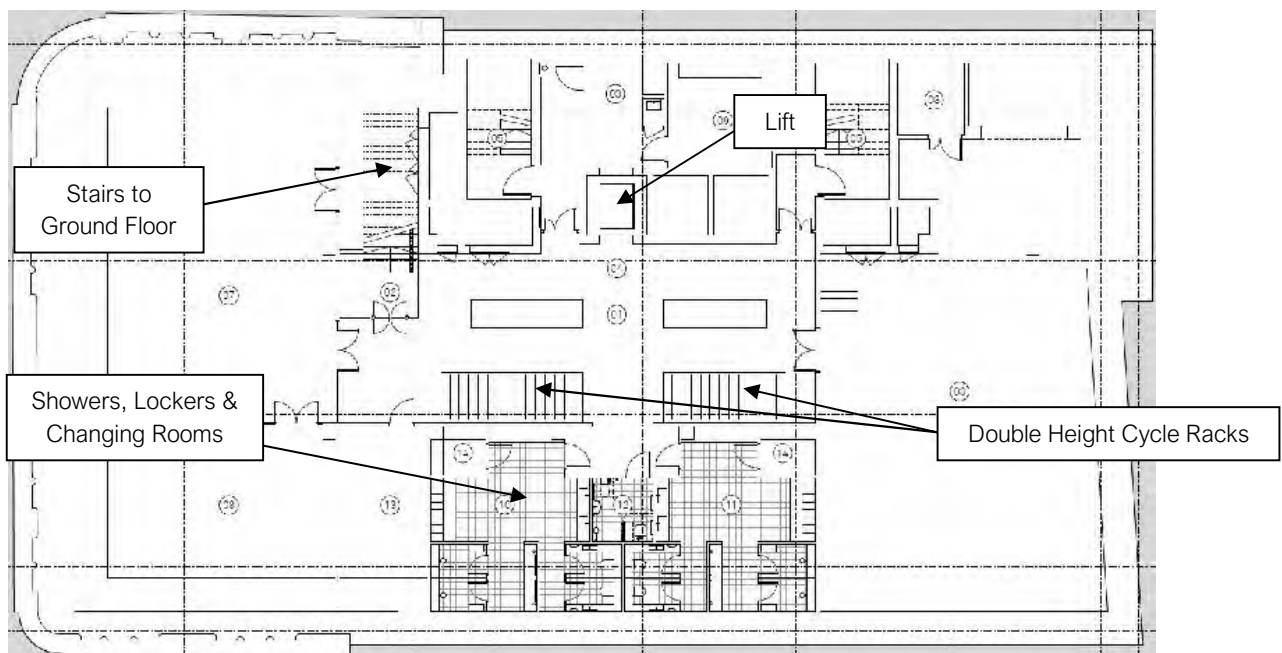
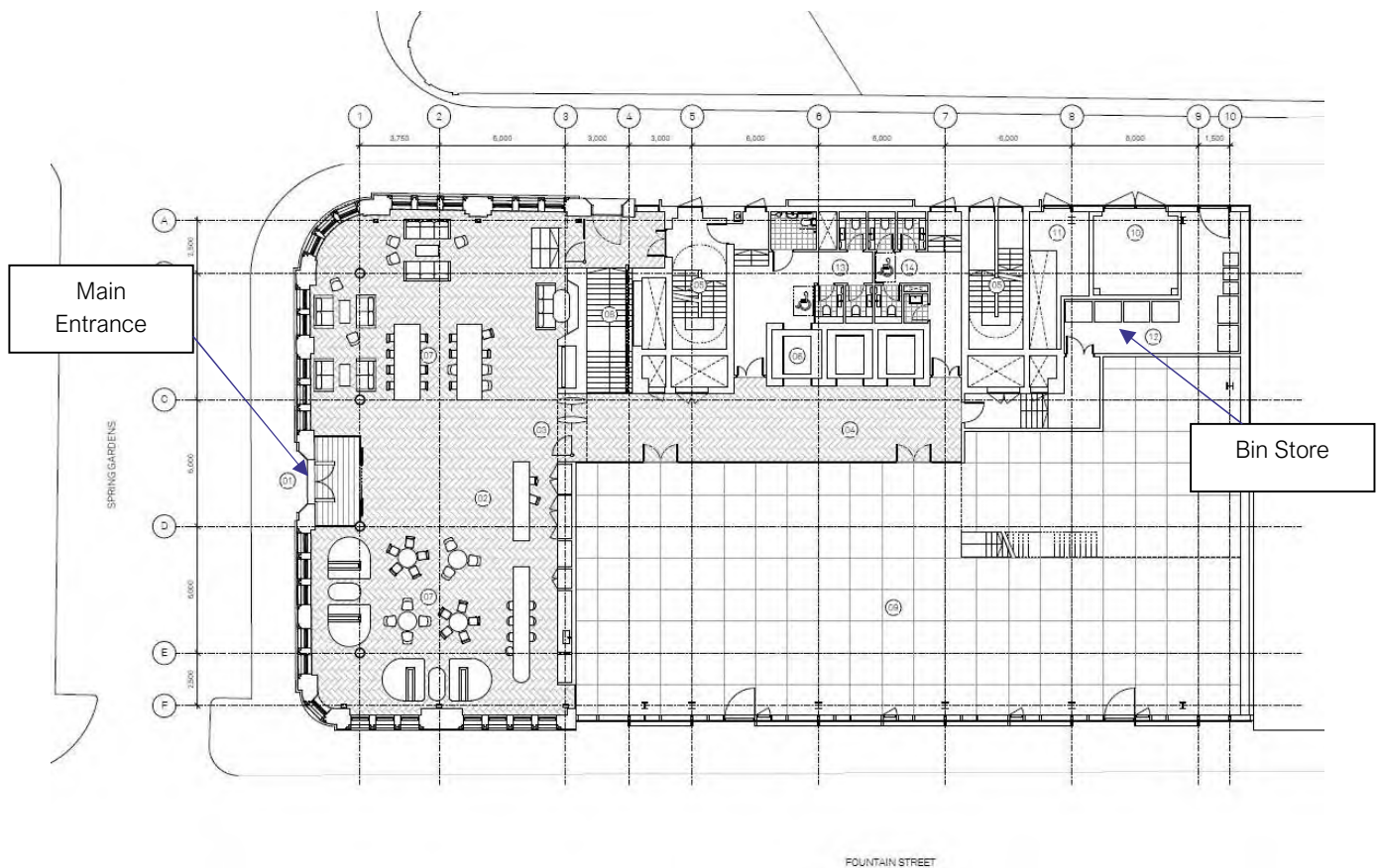


Figure 6.1 Basement Cycle Layout

Servicing & Deliveries

- 6.6 Refuse collection will continue as for the existing office building from Concert Lane, with the Bin Store location as indicated in **Figure 6.2**.
- 6.7 Light Goods Vehicles making a quick drop-off also have the option of using the on street parking bays available on Spring Gardens, Fountain Street or York Street.



o
Figure 6.2 Ground Floor Layout and Bin Store Location

7 Multi-Modal Trip Generation

Trip Forecasts

- 7.1 The trip forecasts have been derived from the TRICS database using Town/City Centre office sites. The TRICS data is presented in **Appendix C**. This shows the Person Trip Forecasts plus the level of Taxi and Service Activity expected. These trips are the forecast numbers for the development noting that the building under its extant use already generates trips.
- 7.2 The peak hour periods are the traditional AM Peak (08:00-09:00) and PM Peak Hours (17:00-18:00). **Table 7.1** shows the trip rates and the number of person trips expected to arrive at the office.

	Person Trip Rate		Person Trip Generation	
	Arr	Dep	Arr	Dep
AM Peak (08:00-09:00)	1.769	0.121	138	9
PM Peak (17:00-18:00)	0.108	1.611	19	125
Daily	8.753	8.607	682	670

Table 7.1: Trip Rates / Number of Trips (Level of Increase)

- 7.3 In order to derive the trips by the different travel modes, reference has been made to Greater Manchester Transportation Units Transport Statistics 2017 report for access to and from Manchester City Centre. The modal share for trips to and from the centre in the peak hours specific to Manchester. The modal splits provided in the TfGM report are as below in **Table 7.2**.

Car	Bus	Rail	Walk	Metrolink	Cycle	Total
23%	21%	28%	12%	14%	2%	100%

Table 7.2: Manchester Key Centre Modal Share (2017)

- 7.4 Applying the modal splits above to the calculated trip rates and number of trips (**Table 7.1**) provides the estimated numbers of trips by mode specific to the site as set out in **Table 7.2**.

	Car		Bus		Rail		Walk		Metrolink		Cycle	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
AM Peak	32	2	29	2	39	3	17	1	19	1	3	0
PM Peak	4	29	4	26	5	35	2	15	3	18	0	3
Daily	157	154	143	141	191	188	82	80	95	94	14	13

Table 7.2: Forecast Trips by Mode

- 7.5 It can be seen from **Table 7.2** that access by public transport equates to 63% of trips with rail having the greatest mode share, with access by bus being the next highest mode of public transport followed by Metrolink. The number of pedestrians walking in reflects the large population that lies within walking distance of the site with just a modest number expected to cycle in although we are aware that this mode of travel is growing significantly. The number of car trips being made will be trips to the numerous car parks spread across the city so the implications of this traffic is dispersed and will not result in material changes to the capacity or safety of the surrounding highway network.
- 7.6 The development replaces an existing office development that already generates trips to the site. The development increases the gross floor area by around 70%. The number of additional trips generated by the proposed re-development is not unusual for the city centre location and will not cause any adverse implications on the transport network. Given the highly sustainable location the occupiers of the development will benefit from an excellent choice of sustainable travel modes and therefore the development complies with the national and local policy initiatives.

Service and Taxi Trips

- 7.7 The TRICS output in **Appendix B** also shows the level of service activity expected and the number of taxi drop-off/pickups.
- 7.8 In summary the number of OGVs (Other Goods Vehicles) which are vehicles greater than 7.5T will be low at no more than one vehicle per day. The number of light goods vehicles per day is in the order of 13 vehicles per day.
- 7.9 Taxi movements are also expected to be relatively low up to 9 taxi movements per day and no more than 2 taxis accessing the site in any one hour.

8 Summary & Conclusions

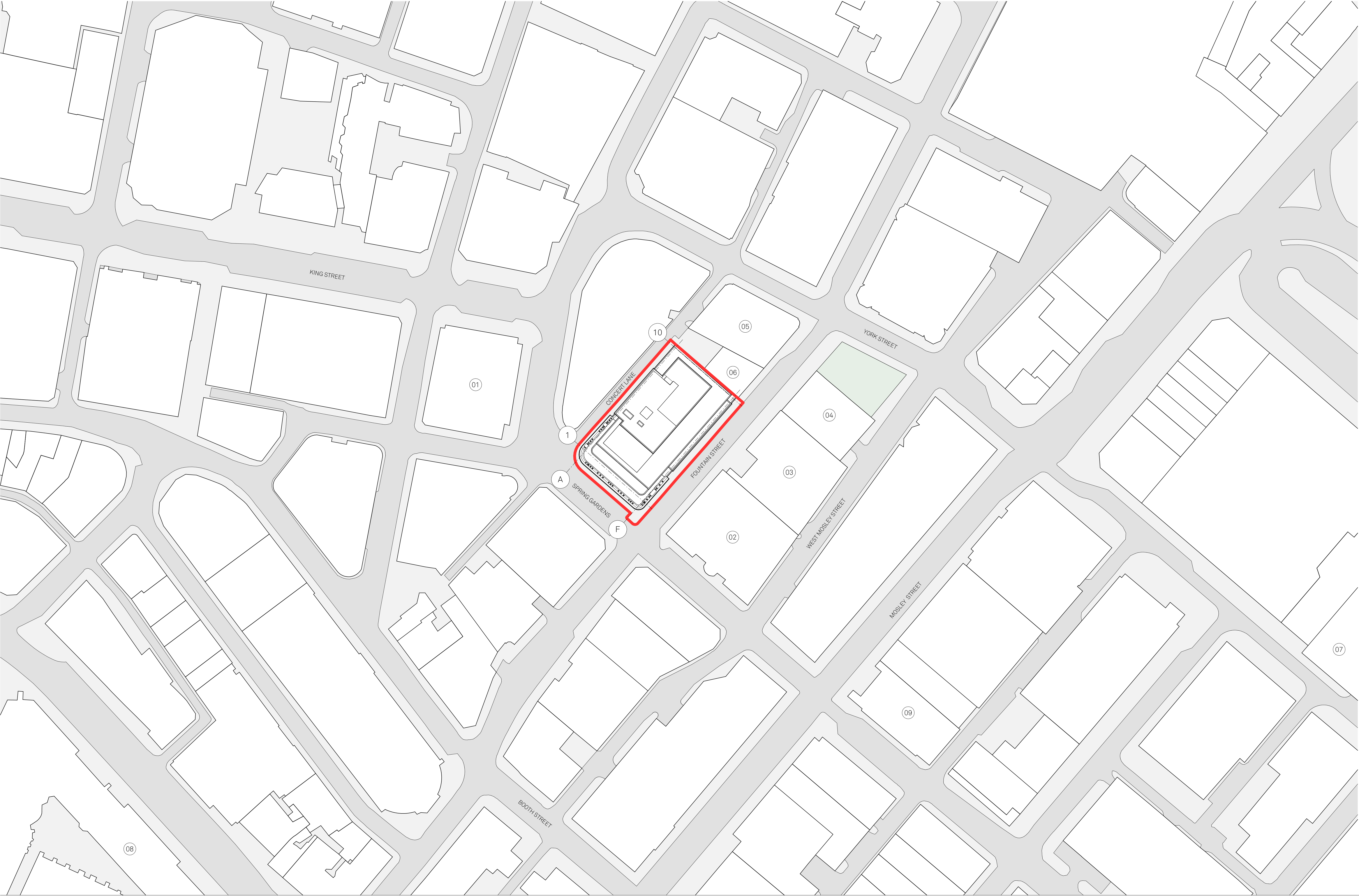
Summary

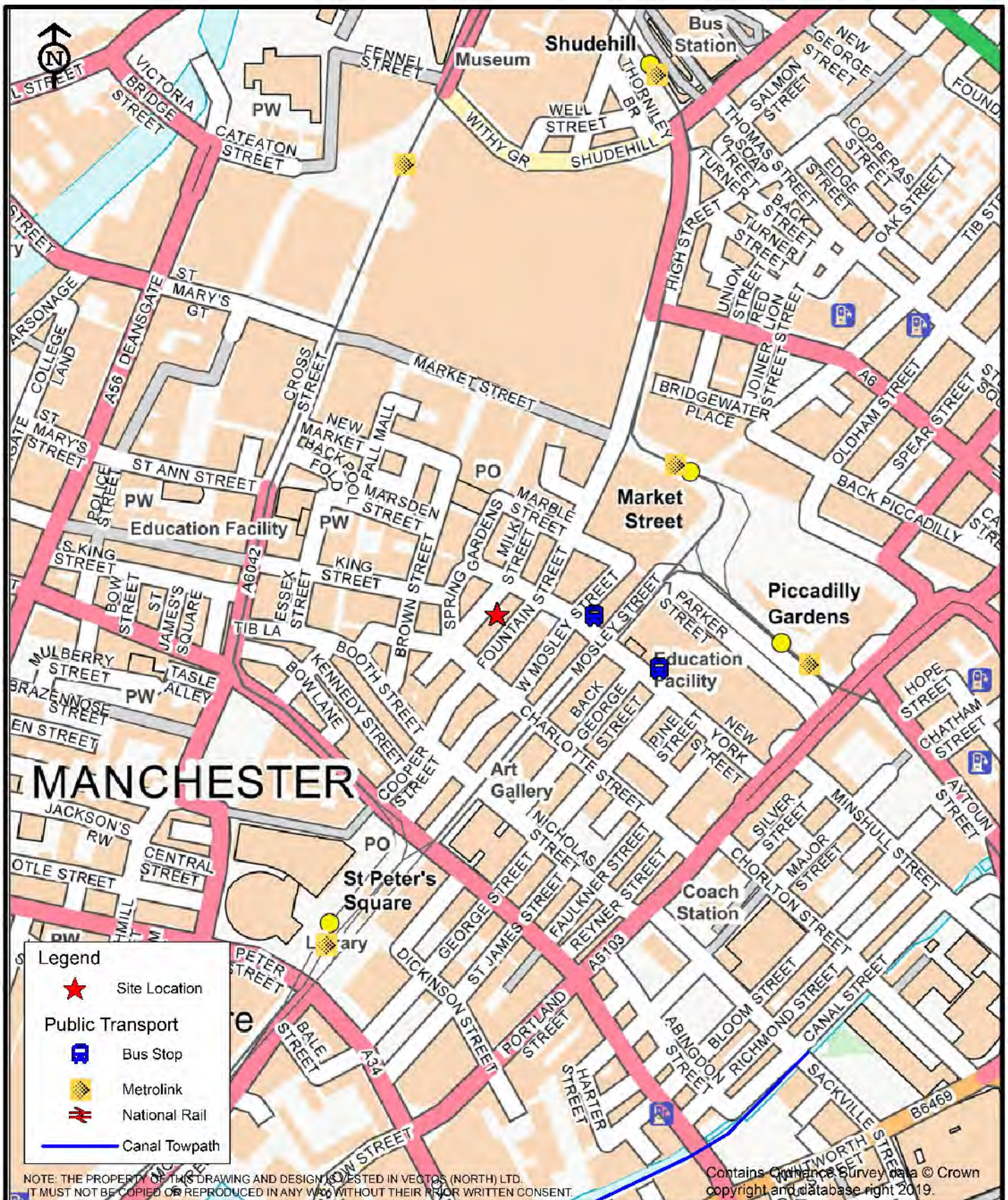
- 8.1 Vectos has been commissioned by M&G Real Estate Ltd to provide traffic and transportation advice to support a planning application to re-develop the office accommodation of 50 Fountain Street, Manchester.
- 8.2 Vectos has been commissioned by M&G Real Estate Limited to provide traffic and transportation advice to support a planning application for Full Planning Permission and Listed Building Consent for the retention and refurbishment of the Grade II Listed 49 Spring Gardens façade following demolition of the existing 50 Fountain Street building and erection of adjoining 8 storey commercial building (Use Class E) with basement areas, roof terraces and plant enclosure, landscaping, and associated works.
- 8.3 The description of the development proposed comprises:
- A total of 9 floors which total a GIA of 7,787 sqm;
 - The demolition of the 1978 part of the building, and a new structure behind the listed façade;
 - The relocation of the core of the building to Concert Lane; and
 - The reinstatement of the building line on Fountain Street to provide an active street level frontage.
- 8.4 This Transport Statement has been prepared in accordance with recognised guidance and draws the following key conclusions:
- The site is an established office, located within the Central Business District and the historic heart of Manchester;
 - The development replaces a basement car park with 12 cars with quality cycle parking, lockers changing rooms and showers that comply with cycle parking standards;
 - The location is very well placed for access by sustainable modes, with a comprehensive network of footways and cycle infrastructure in the vicinity of the site. The site will provide cycle parking in excess of parking standards, lockers showers and changing rooms.
 - The site is in one of the most accessible locations for access by public transport with comprehensive bus, tram and rail services available within a short walk;
 - The site benefits from on street pay & display parking bays around the site and c.3000 off street spaces within a short walk. There are also 2 car club spaces available on Fountain Street close to the site. A review of historical accident data has demonstrated that there are no significant road safety issues in the vicinity of the site;
 - The number of additional trips estimated to be generated by the proposed re-development is not expected to give rise to any adverse implications and the commuters arriving by car will park in the numerous car parks dispersed across the city and will not impact the operation of the local highway network; and
 - Servicing and deliveries at the site will continue to be made in the same manner as the existing building. The volumes of service vehicles will be low and are not expected to cause any adverse implications for the local highway.

Conclusion

- 8.5 Overall, it is considered that the proposed re-development of the building will have no detrimental impact upon either the operation or safety of the local highway network. The proposals will result in a positive change for office workers with quality cycle facilities within the building and the excellent location will help limit demand for car trips to/from the site.
- 8.6 Therefore, it is considered there are no reasons why the planning application should be refused on highway or transportation grounds.

Drawings





CLIENT:

M&G Real Estate

PROJECT TITLE:

50 Fountain Street, Manchester

DRAWING TITLE:

Site Location - Local Context

DRAWN:

TO

CHECKED:

CJ

DATE

Apr 2021

SCALE:

1:5,000 at A4

DRAWING NO:

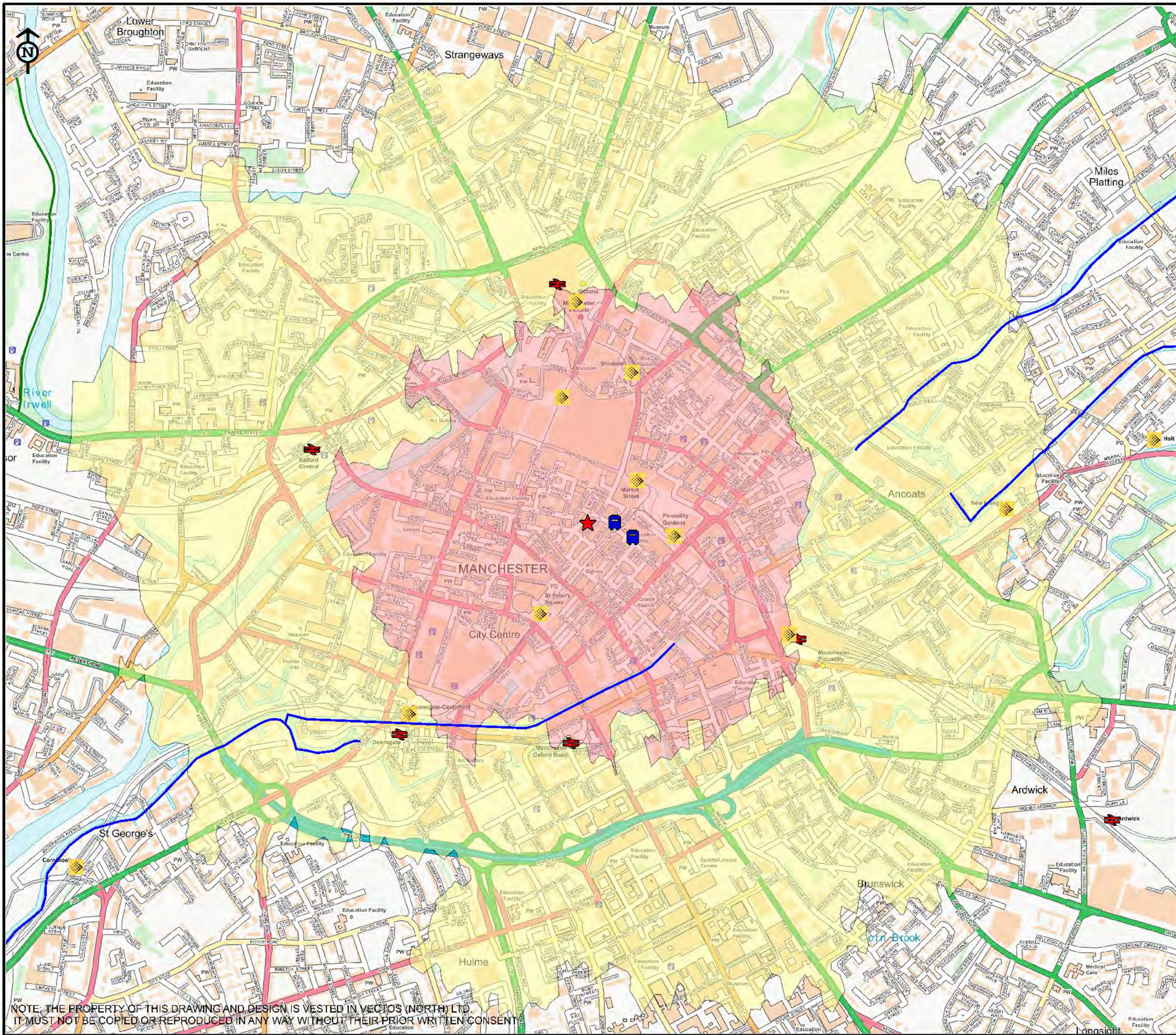
VN211928-G101

REVISION:

.

vectos.

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectors.co.uk



Legend

- ★ Site Location
- Public Transport
 - Bus Stop
 - Metrolink
 - National Rail

- Public Rights of Way
 - Canal Towpath
 - Footpath

- Walking Catchment
 - 0 - 1km
 - 1km - 2km

This is not a construction drawing and is intended for illustrative purposes only.

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CLIENT:

M&G Real Estate

PROJECT TITLE:

**50 Fountain Street,
Manchester**

DRAWING TITLE:

Walking Catchment

SCALE:

N.T.S

DRAWN:

TO

CHECKED:

CJ

DATE:

Apr 2021

vectos.

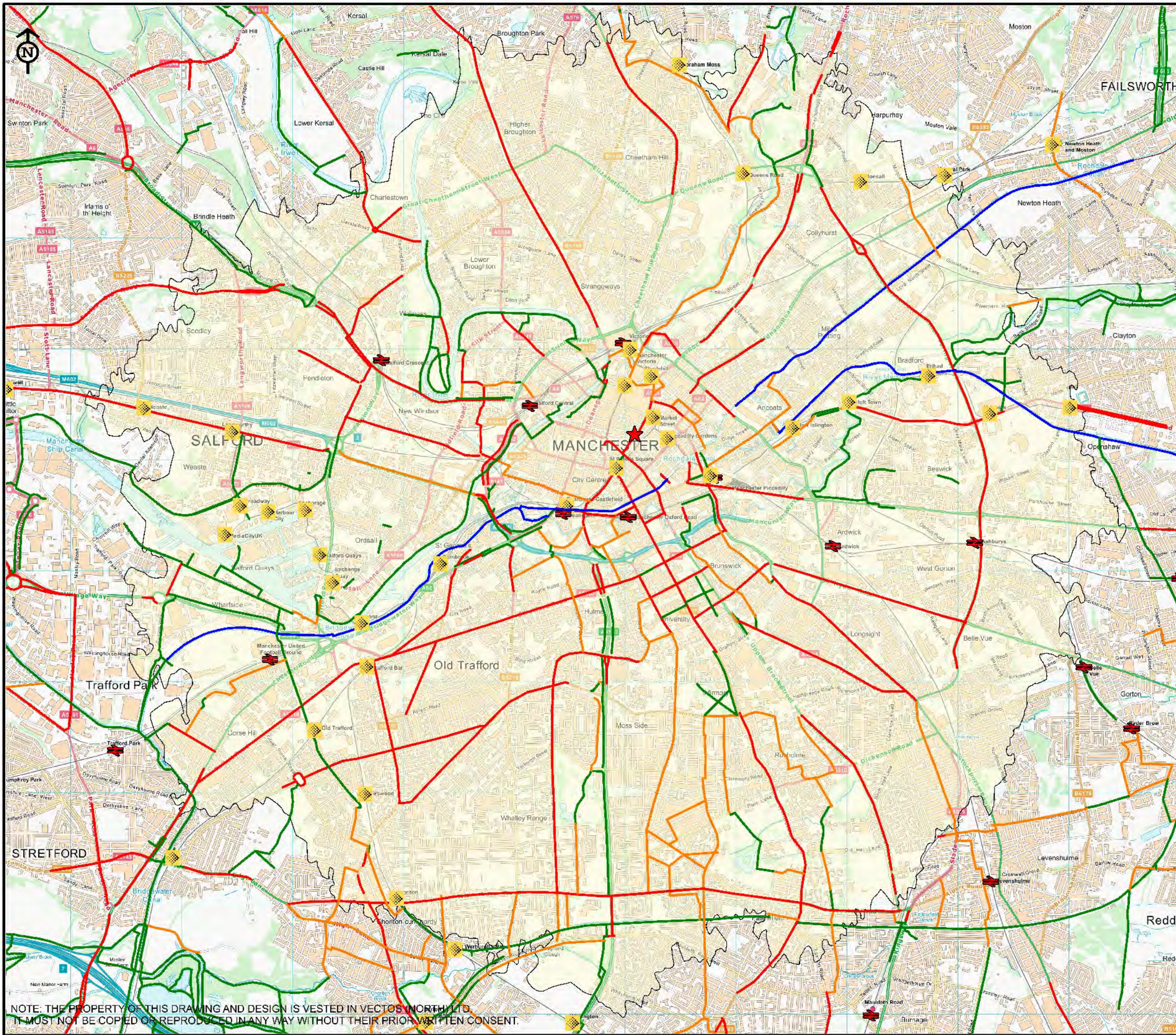
Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO:

VN211928-G102

REVISION:

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Legend

- ★ Site Location
- Public Transport
 - Metrolink
 - National Rail
- Cycle Routes
 - Signed Routes
 - On Road with Cycle Lanes
 - Off Road
 - Canal Tow Path
- Cycling Catchment
 - 0 - 5km

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CLIENT:

M&G Real Estate

PROJECT TITLE:

**50 Fountain Street,
Manchester**

DRAWING TITLE:

Cycling Catchment

SCALE:

N.T.S

DRAWN: TO

CHECKED: CJ

DATE: Apr 2021

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Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

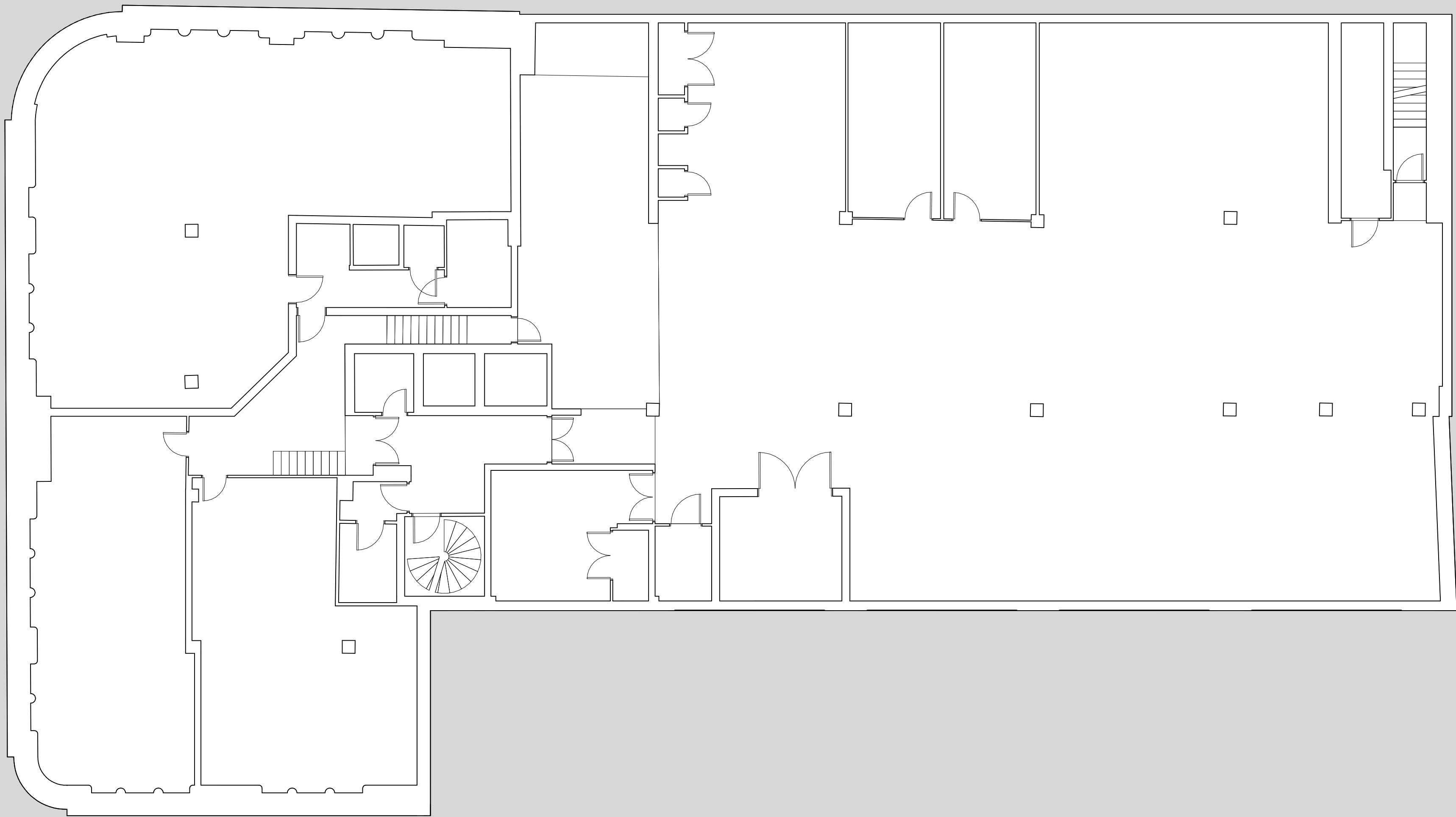
DRAWING NO:

VN211928-G103

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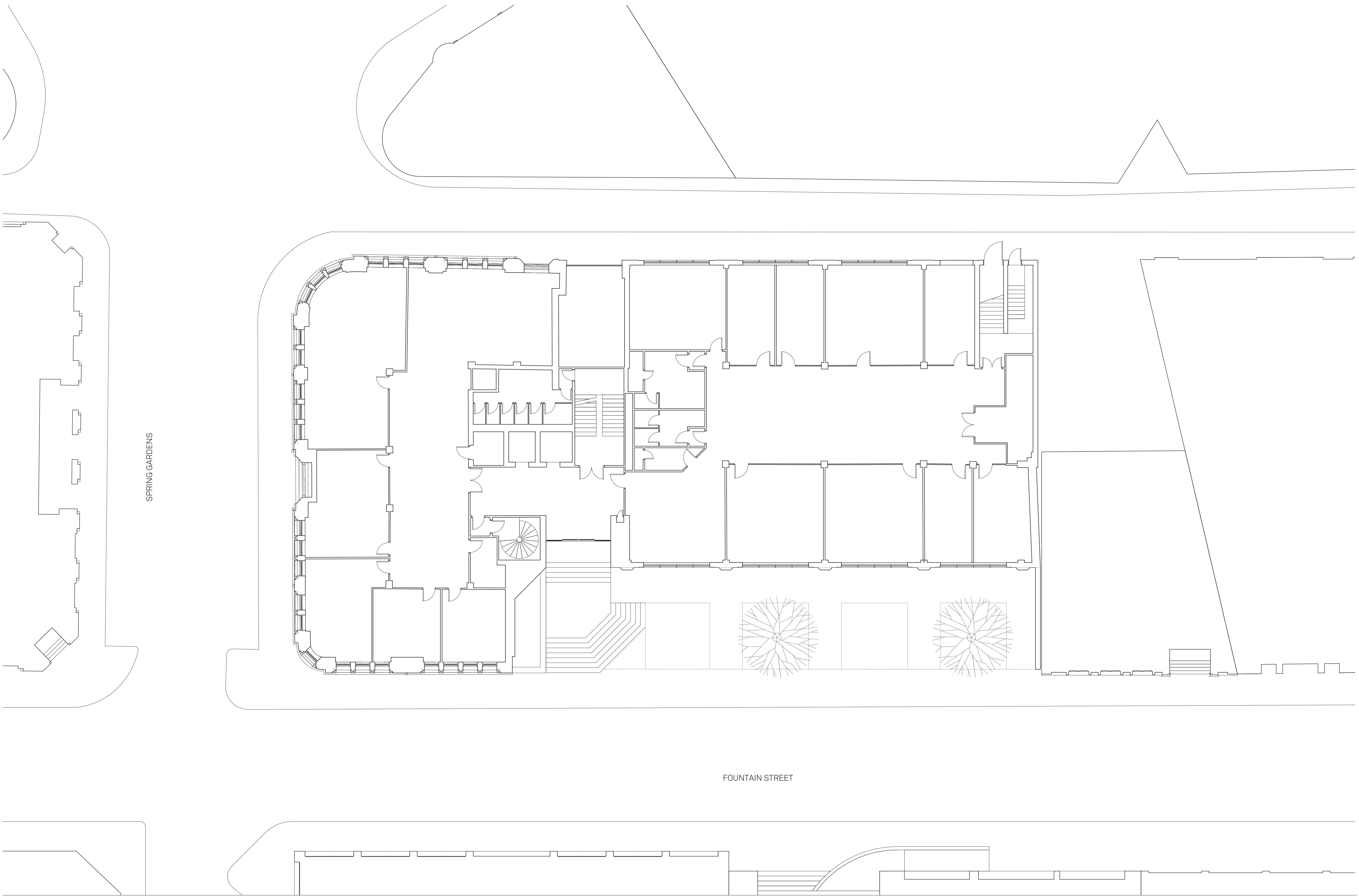
Appendix A Existing Building Plans (Basement & Ground Floor)



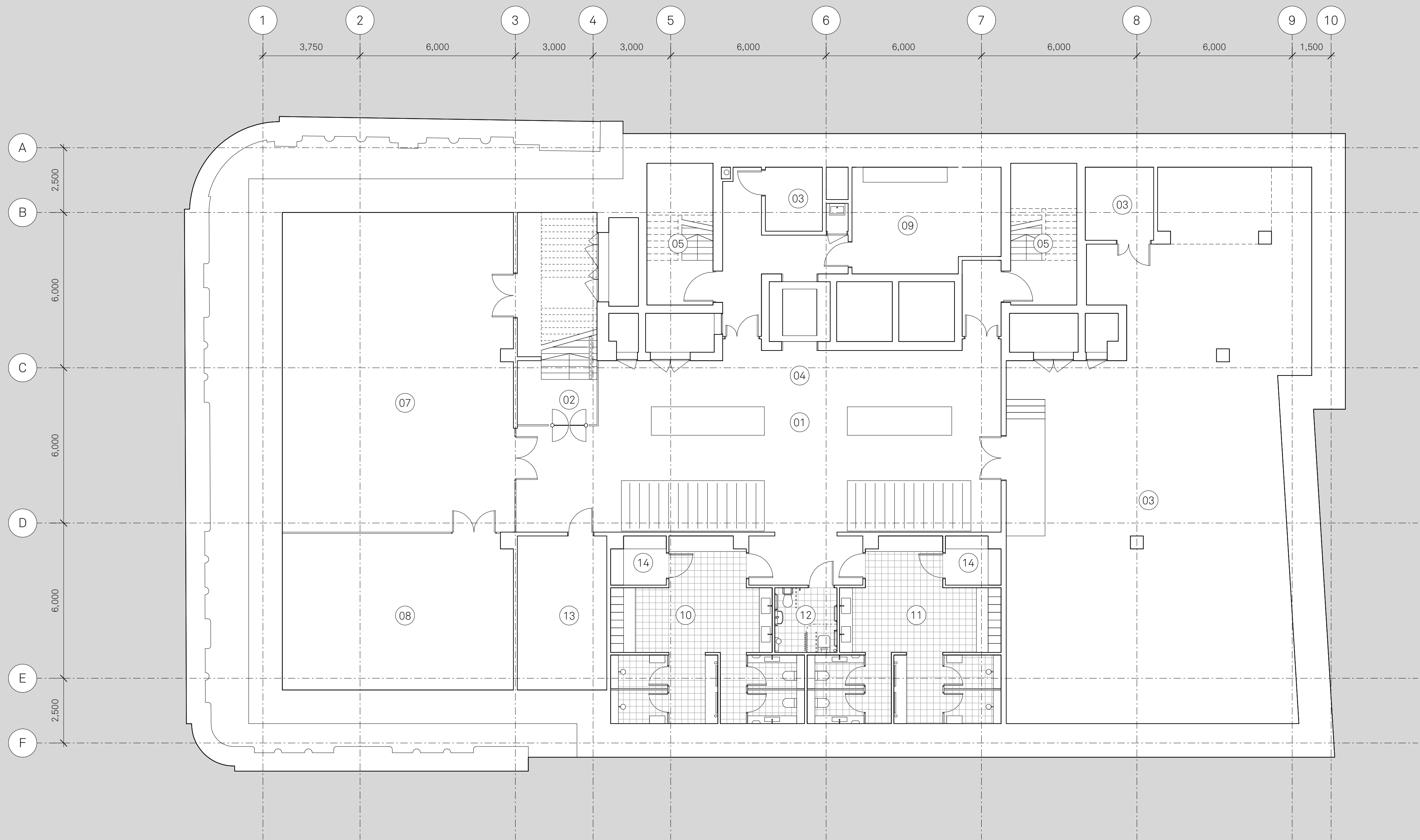
Notes

PLAN KEY:





Appendix B Proposed Development Plans (Basement & Ground Floor)



Notes

PLAN KEY:

- | | | |
|--------------------------|-----------------------|-----------------|
| 01 Basement Hub | 04 Lift lobby | 07 Gym |
| 02 Stair to Ground Floor | 05 Escape stairs | 08 Studio |
| 03 Plant room | 06 Fire fighting lift | 09 Parcel store |

- | | |
|-----------------------------|-----------------------------------|
| 10 Male Changing Room | 13 Security & Building management |
| 11 Female Changing Room | 14 Drying Room |
| 12 Accessible Changing Room | |

Project
50 Fountain Street

Title:
Basement GA Plan

Scale:
1:100 @A1

Drawn
ER

Checked:
MH

Status:
S2

Drawing No:
142-JMA-B1-B1-P-A-022299

Rev:
A

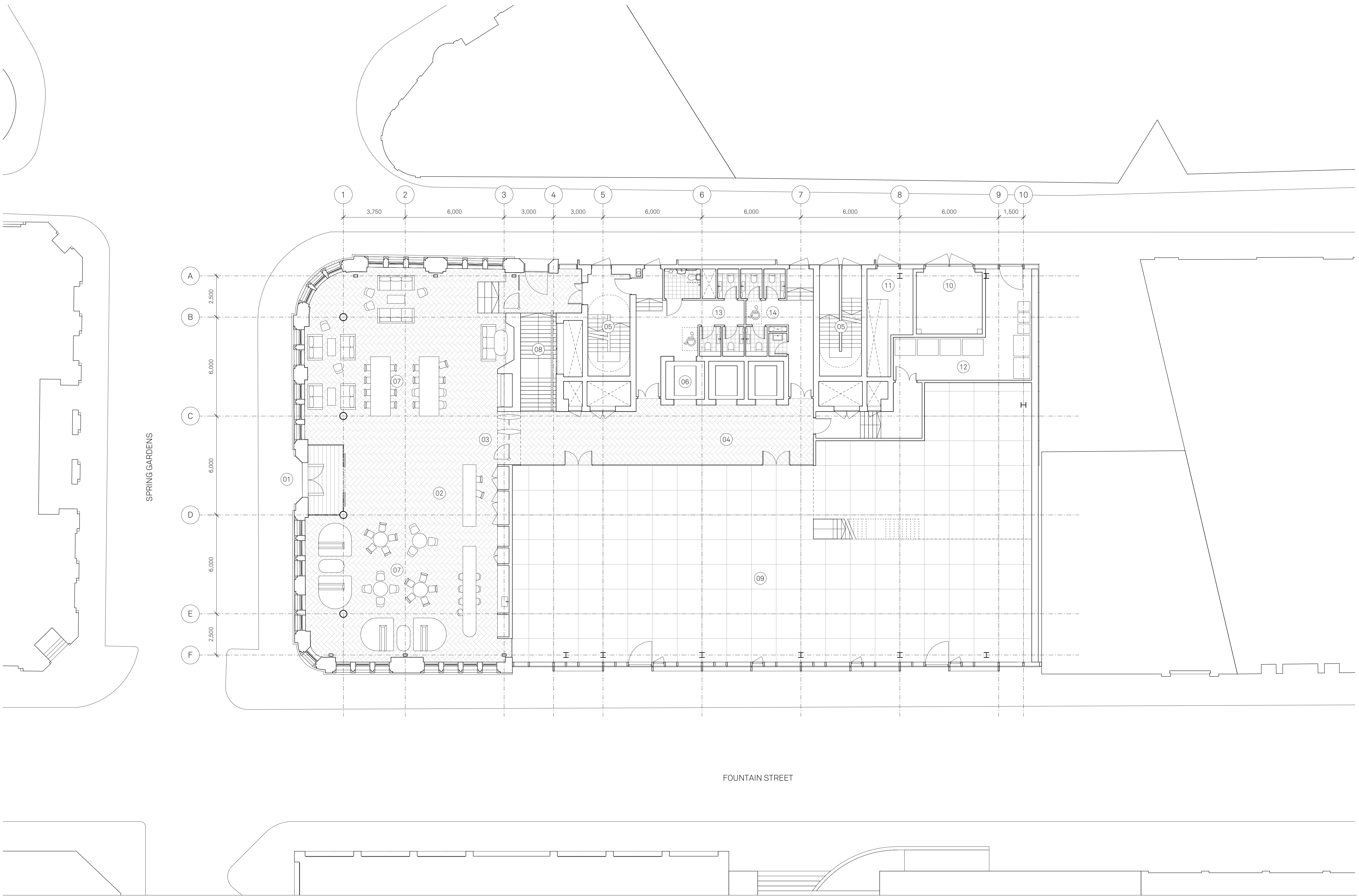
Details
06/08/21 Issued for Information

Jon Matthews

22 City Tower, Picadilly Plaza, New York St, Manchester, M1 4BT

0161 974 3690

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Appendix C TRICS Trip Forecasts

Calculation Reference: AUDIT-715001-210813-0846

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	CI CITY OF LONDON	1 days
	LB LAMBETH	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TV TEES VALLEY	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 3054 to 9803 (units: sqm)
 Range Selected by User: 3000 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 05/11/19

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	1 days
Tuesday	3 days
Wednesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	7 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	7
-------------	---

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	2
Built-Up Zone	4
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:

Not Known 7 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	2 days
25,001 to 50,000	2 days
50,001 to 100,000	3 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	3 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:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	1 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	2 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	5 days
6a Excellent	1 days
6b (High) Excellent	1 days

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

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

Estimated TRIP rate value per 7787 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	7	5685	0.505	39.330	7	5685	0.073	5.675	7	5685	0.578	45.005
08:00 - 09:00	7	5685	1.769	137.754	7	5685	0.121	9.392	7	5685	1.890	147.146
09:00 - 10:00	7	5685	1.194	92.945	7	5685	0.276	21.524	7	5685	1.470	114.469
10:00 - 11:00	7	5685	0.673	52.440	7	5685	0.442	34.438	7	5685	1.115	86.878
11:00 - 12:00	7	5685	0.558	43.439	7	5685	0.676	52.636	7	5685	1.234	96.075
12:00 - 13:00	7	5685	1.013	78.856	7	5685	1.442	112.316	7	5685	2.455	191.172
13:00 - 14:00	7	5685	1.498	116.621	7	5685	1.111	86.487	7	5685	2.609	203.108
14:00 - 15:00	7	5685	0.714	55.571	7	5685	0.616	47.940	7	5685	1.330	103.511
15:00 - 16:00	7	5685	0.374	29.155	7	5685	0.585	45.592	7	5685	0.959	74.747
16:00 - 17:00	7	5685	0.314	24.459	7	5685	1.086	84.531	7	5685	1.400	108.990
17:00 - 18:00	7	5685	0.108	8.414	7	5685	1.611	125.426	7	5685	1.719	133.840
18:00 - 19:00	7	5685	0.033	2.544	7	5685	0.568	44.222	7	5685	0.601	46.766
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			8.753	681.528			8.607	670.179			17.360	1351.707

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.

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

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

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

Estimated TRIP rate value per 7787 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	7	5685	0.003	0.196	7	5685	0.003	0.196	7	5685	0.006	0.392
08:00 - 09:00	7	5685	0.008	0.587	7	5685	0.008	0.587	7	5685	0.016	1.174
09:00 - 10:00	7	5685	0.013	0.978	7	5685	0.013	0.978	7	5685	0.026	1.956
10:00 - 11:00	7	5685	0.010	0.783	7	5685	0.010	0.783	7	5685	0.020	1.566
11:00 - 12:00	7	5685	0.015	1.174	7	5685	0.015	1.174	7	5685	0.030	2.348
12:00 - 13:00	7	5685	0.010	0.783	7	5685	0.010	0.783	7	5685	0.020	1.566
13:00 - 14:00	7	5685	0.023	1.761	7	5685	0.023	1.761	7	5685	0.046	3.522
14:00 - 15:00	7	5685	0.005	0.391	7	5685	0.005	0.391	7	5685	0.010	0.782
15:00 - 16:00	7	5685	0.003	0.196	7	5685	0.003	0.196	7	5685	0.006	0.392
16:00 - 17:00	7	5685	0.008	0.587	7	5685	0.008	0.587	7	5685	0.016	1.174
17:00 - 18:00	7	5685	0.010	0.783	7	5685	0.008	0.587	7	5685	0.018	1.370
18:00 - 19:00	7	5685	0.005	0.391	7	5685	0.005	0.391	7	5685	0.010	0.782
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.113	8.610			0.111	8.414			0.224	17.024

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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Licence No: 715001

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

MULTI-MODAL OGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 7787 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	7	5685	0.000	0.000	7	5685	0.000	0.000	7	5685	0.000	0.000
08:00 - 09:00	7	5685	0.003	0.196	7	5685	0.003	0.196	7	5685	0.006	0.392
09:00 - 10:00	7	5685	0.000	0.000	7	5685	0.000	0.000	7	5685	0.000	0.000
10:00 - 11:00	7	5685	0.000	0.000	7	5685	0.000	0.000	7	5685	0.000	0.000
11:00 - 12:00	7	5685	0.000	0.000	7	5685	0.000	0.000	7	5685	0.000	0.000
12:00 - 13:00	7	5685	0.000	0.000	7	5685	0.000	0.000	7	5685	0.000	0.000
13:00 - 14:00	7	5685	0.000	0.000	7	5685	0.000	0.000	7	5685	0.000	0.000
14:00 - 15:00	7	5685	0.003	0.196	7	5685	0.003	0.196	7	5685	0.006	0.392
15:00 - 16:00	7	5685	0.000	0.000	7	5685	0.000	0.000	7	5685	0.000	0.000
16:00 - 17:00	7	5685	0.000	0.000	7	5685	0.000	0.000	7	5685	0.000	0.000
17:00 - 18:00	7	5685	0.000	0.000	7	5685	0.000	0.000	7	5685	0.000	0.000
18:00 - 19:00	7	5685	0.000	0.000	7	5685	0.000	0.000	7	5685	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.006	0.392			0.006	0.392			0.012	0.784

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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Licence No: 715001

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

MULTI-MODAL LGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 7787 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	7	5685	0.015	1.174	7	5685	0.015	1.174	7	5685	0.030	2.348
08:00 - 09:00	7	5685	0.035	2.739	7	5685	0.035	2.739	7	5685	0.070	5.478
09:00 - 10:00	7	5685	0.010	0.783	7	5685	0.010	0.783	7	5685	0.020	1.566
10:00 - 11:00	7	5685	0.020	1.565	7	5685	0.015	1.174	7	5685	0.035	2.739
11:00 - 12:00	7	5685	0.008	0.587	7	5685	0.008	0.587	7	5685	0.016	1.174
12:00 - 13:00	7	5685	0.015	1.174	7	5685	0.018	1.370	7	5685	0.033	2.544
13:00 - 14:00	7	5685	0.005	0.391	7	5685	0.003	0.196	7	5685	0.008	0.587
14:00 - 15:00	7	5685	0.003	0.196	7	5685	0.003	0.196	7	5685	0.006	0.392
15:00 - 16:00	7	5685	0.010	0.783	7	5685	0.010	0.783	7	5685	0.020	1.566
16:00 - 17:00	7	5685	0.028	2.152	7	5685	0.025	1.957	7	5685	0.053	4.109
17:00 - 18:00	7	5685	0.015	1.174	7	5685	0.020	1.565	7	5685	0.035	2.739
18:00 - 19:00	7	5685	0.008	0.587	7	5685	0.008	0.587	7	5685	0.016	1.174
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.172	13.305			0.170	13.111			0.342	26.416

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.

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

Estimated TRIP rate value per 7787 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	7	5685	0.166	12.914	7	5685	0.013	0.978	7	5685	0.179	13.892
08:00 - 09:00	7	5685	0.837	65.159	7	5685	0.025	1.957	7	5685	0.862	67.116
09:00 - 10:00	7	5685	0.543	42.265	7	5685	0.038	2.935	7	5685	0.581	45.200
10:00 - 11:00	7	5685	0.156	12.132	7	5685	0.073	5.675	7	5685	0.229	17.807
11:00 - 12:00	7	5685	0.141	10.958	7	5685	0.193	15.067	7	5685	0.334	26.025
12:00 - 13:00	7	5685	0.151	11.740	7	5685	0.291	22.698	7	5685	0.442	34.438
13:00 - 14:00	7	5685	0.181	14.088	7	5685	0.171	13.306	7	5685	0.352	27.394
14:00 - 15:00	7	5685	0.116	9.001	7	5685	0.083	6.457	7	5685	0.199	15.458
15:00 - 16:00	7	5685	0.068	5.283	7	5685	0.118	9.197	7	5685	0.186	14.480
16:00 - 17:00	7	5685	0.113	8.805	7	5685	0.384	29.938	7	5685	0.497	38.743
17:00 - 18:00	7	5685	0.033	2.544	7	5685	0.754	58.702	7	5685	0.787	61.246
18:00 - 19:00	7	5685	0.008	0.587	7	5685	0.191	14.871	7	5685	0.199	15.458
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.513	195.476			2.334	181.781			4.847	377.257

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.

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

Estimated TRIP rate value per 7787 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	7	5685	0.126	9.784	7	5685	0.013	0.978	7	5685	0.139	10.762
08:00 - 09:00	7	5685	0.354	27.590	7	5685	0.043	3.326	7	5685	0.397	30.916
09:00 - 10:00	7	5685	0.327	25.437	7	5685	0.148	11.545	7	5685	0.475	36.982
10:00 - 11:00	7	5685	0.349	27.199	7	5685	0.249	19.372	7	5685	0.598	46.571
11:00 - 12:00	7	5685	0.314	24.459	7	5685	0.347	27.003	7	5685	0.661	51.462
12:00 - 13:00	7	5685	0.704	54.788	7	5685	1.028	80.030	7	5685	1.732	134.818
13:00 - 14:00	7	5685	1.148	89.423	7	5685	0.784	61.050	7	5685	1.932	150.473
14:00 - 15:00	7	5685	0.495	38.548	7	5685	0.367	28.568	7	5685	0.862	67.116
15:00 - 16:00	7	5685	0.221	17.219	7	5685	0.309	24.068	7	5685	0.530	41.287
16:00 - 17:00	7	5685	0.131	10.175	7	5685	0.369	28.764	7	5685	0.500	38.939
17:00 - 18:00	7	5685	0.045	3.522	7	5685	0.457	35.612	7	5685	0.502	39.134
18:00 - 19:00	7	5685	0.010	0.783	7	5685	0.188	14.675	7	5685	0.198	15.458
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			4.224	328.927			4.302	334.991			8.526	663.918

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.

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

Estimated TRIP rate value per 7787 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	7	5685	0.015	1.174	7	5685	0.003	0.196	7	5685	0.018	1.370
08:00 - 09:00	7	5685	0.095	7.436	7	5685	0.000	0.000	7	5685	0.095	7.436
09:00 - 10:00	7	5685	0.035	2.739	7	5685	0.003	0.196	7	5685	0.038	2.935
10:00 - 11:00	7	5685	0.008	0.587	7	5685	0.003	0.196	7	5685	0.011	0.783
11:00 - 12:00	7	5685	0.003	0.196	7	5685	0.010	0.783	7	5685	0.013	0.979
12:00 - 13:00	7	5685	0.015	1.174	7	5685	0.015	1.174	7	5685	0.030	2.348
13:00 - 14:00	7	5685	0.010	0.783	7	5685	0.005	0.391	7	5685	0.015	1.174
14:00 - 15:00	7	5685	0.000	0.000	7	5685	0.005	0.391	7	5685	0.005	0.391
15:00 - 16:00	7	5685	0.005	0.391	7	5685	0.010	0.783	7	5685	0.015	1.174
16:00 - 17:00	7	5685	0.003	0.196	7	5685	0.023	1.761	7	5685	0.026	1.957
17:00 - 18:00	7	5685	0.000	0.000	7	5685	0.080	6.262	7	5685	0.080	6.262
18:00 - 19:00	7	5685	0.000	0.000	7	5685	0.030	2.348	7	5685	0.030	2.348
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.189	14.676			0.187	14.481			0.376	29.157

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.

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 7787 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	7	5685	0.003	0.196	7	5685	0.000	0.000	7	5685	0.003	0.196
08:00 - 09:00	7	5685	0.003	0.196	7	5685	0.000	0.000	7	5685	0.003	0.196
09:00 - 10:00	7	5685	0.003	0.196	7	5685	0.000	0.000	7	5685	0.003	0.196
10:00 - 11:00	7	5685	0.000	0.000	7	5685	0.000	0.000	7	5685	0.000	0.000
11:00 - 12:00	7	5685	0.000	0.000	7	5685	0.000	0.000	7	5685	0.000	0.000
12:00 - 13:00	7	5685	0.000	0.000	7	5685	0.000	0.000	7	5685	0.000	0.000
13:00 - 14:00	7	5685	0.000	0.000	7	5685	0.000	0.000	7	5685	0.000	0.000
14:00 - 15:00	7	5685	0.000	0.000	7	5685	0.000	0.000	7	5685	0.000	0.000
15:00 - 16:00	7	5685	0.000	0.000	7	5685	0.000	0.000	7	5685	0.000	0.000
16:00 - 17:00	7	5685	0.000	0.000	7	5685	0.003	0.196	7	5685	0.003	0.196
17:00 - 18:00	7	5685	0.000	0.000	7	5685	0.008	0.587	7	5685	0.008	0.587
18:00 - 19:00	7	5685	0.000	0.000	7	5685	0.000	0.000	7	5685	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.009	0.588			0.011	0.783			0.020	1.371

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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