

Transport Statement

**Proposed Employment Development,
Cakebread Street / Manor Street, Manchester**

Mr T&Z Khalid

May 2022

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Document Revision Control

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1.0 INTRODUCTION

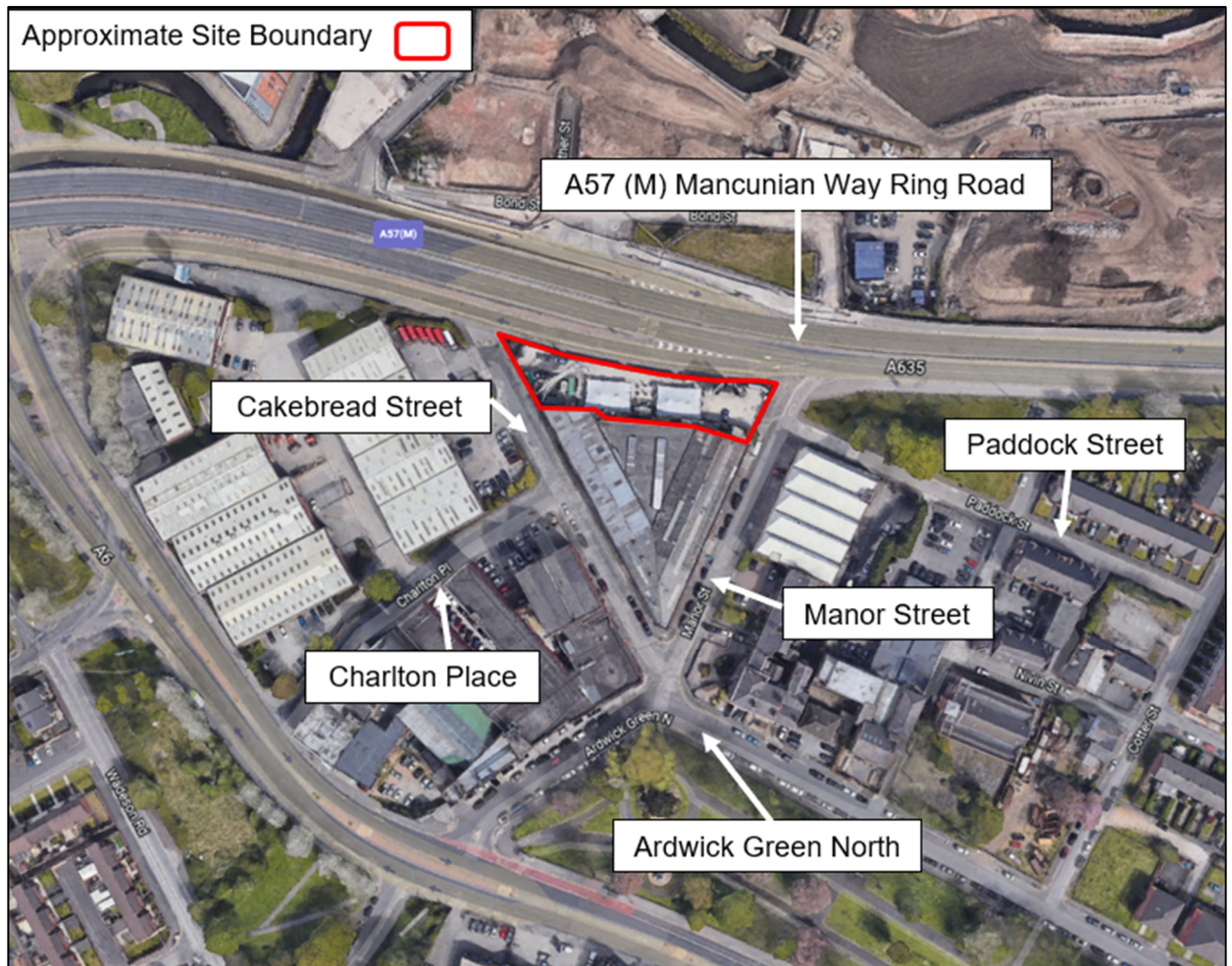
General

- 1.1 SCP have been instructed by Mr T&Z Khalid to produce a Transport Statement (TS) in support of the proposals for the installation of up-cycled freight container accommodation for flexible workspace (Class E) with associated covered cycle storage and car parking.
- 1.2 A recent planning application (Ref Number 132958/FO/2022), was submitted to Manchester City Council but was not validated, with a response dated 24th February 2022, advising further information was required with one of the items being:
- “A Transport Statement will be required which will need to assess the impacts of traffic and deliveries on the local road network, and the adequacy of the level of parking and servicing proposed as part of the application.”*
- 1.3 This report has been prepared to accompany the planning application for the proposals and produced in accordance with the now archived Department for Transport’s “*Guidance on Transport Assessment*” document and the National Planning Practice Guidance.
- 1.4 This TS provides an assessment of the traffic and transport implications associated with the development proposals to inform Manchester City Council (MCC), as the local highway and planning authority and stakeholders regarding the nature and magnitude of their impact.

Structure of This Report

- 1.5 The structure of this report is as follows:-
- Chapter 2 - describes in detail the site location, local highway network and existing use of the site;
 - Chapter 3 - defines the development proposals including servicing and parking arrangements;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 5 – presents a summary of the impact of the development on the local highway network; and,
 - Chapter 6 – provides the summary and conclusions to the above chapters.

Figure 2.2 – Site Location Plan – Local View



- 2.5 The site is bounded to the south, east and west by a 1.8m high timber boarded fence and a 5m timber fence to the south separating the neighbouring industrial area. There are existing vehicular entrances at either end of the site; to the west on Cakebread Street and east on Manor Street.

Local Highway Network

Cakebread Street

- 2.6 Cakebread Street is located to the southwest of the site and connects the application site access to Manor Street and Ardwick Green North, via a circa 7m wide carriageway which benefits from street lighting columns as well as footways on both sides of the road. Cakebread Street is primarily a commercial and industrial street subject to a 20mph speed limit. Traffic regulation orders (TROs) are located on both sides in the form of yellow lines, restricting parking / waiting along both sides of Cakebread Street between 0800-1800hrs. To the southern edge of Cakebread Street there is a section of parking available with restrictions in place between Mon-Fri, 8am-6pm limiting durations of stay to 30 mins.

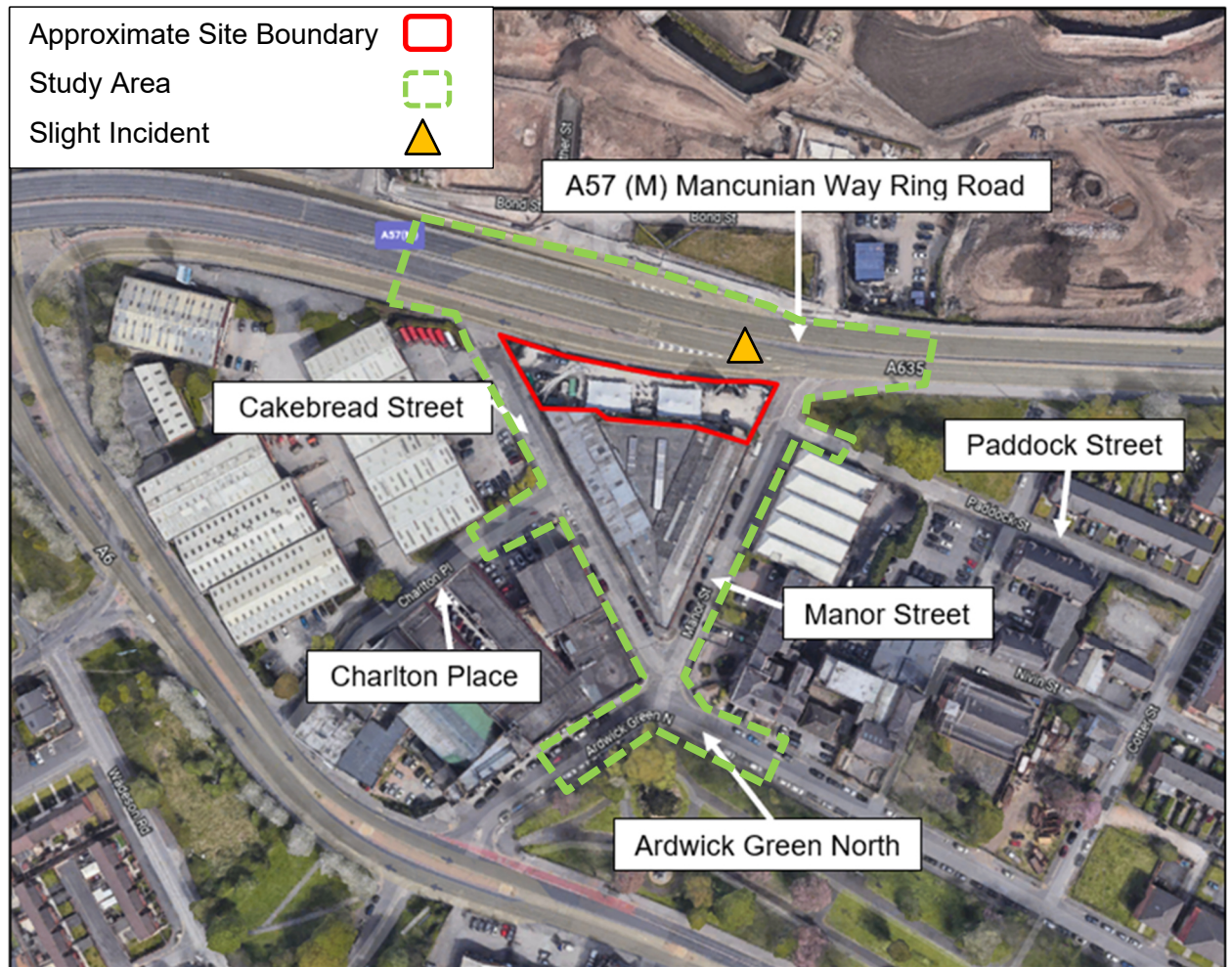
Manor Street

- 2.7 Manor Street fronts the eastern site boundary and links the A635 Mancunian Way Ring Road to Ardwick Green North. Manor Street is subject to a 20mph speed limit, has a carriageway width of approximately 7.5m and benefits from regularly spaced street lighting columns with a footway on both sides of the road. On-street parking appears to occur on the western side of the carriageway along the site frontage. To the north of Manor Street there is a restriction in movement onto the A635 Mancunian Way Ring Road, creating a one-way system southbound from the A635 Mancunian Way onto Manor Street.

Existing Road Safety Record

- 2.8 The NPPG states that, *“Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”*.
- 2.9 In order to identify any critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the online resource CrashMap for the most recent 5-year period. The location and severity of any accidents within the study area during this period, are shown in **Figure 2.3** below.

Figure 2.3 – Road Safety Record



- 2.10 The analysis shows that no accidents were recorded in the immediate vicinity of the site access, on Cakebread Street or Manor Street. Only 1 accident was recorded in the study area during the 5-year study period. The recorded accident took place on the A635 Mancunian Way Ring Road beyond the entry to Manor Street in 2018 and resulted in 'slight' severity injuries.
- 2.11 The evidence presented above and illustrated in **Figure 2.3** demonstrates that the area in the vicinity of the site does not have any recorded highway safety problems that could be affected by the development proposals.

3.0 PROPOSED DEVELOPMENT

General

- 3.1 The development proposals involve the installation of upcycled freight container accommodation for flexible workspace (Class E) with associated covered cycle storage and car parking, located in Ardwick, to the south-east of Manchester City Centre. In total there would be 66no. freight containers with a total gross floor area of 815sqm
- 3.2 The existing internally illuminated signs to the northern A57(M) frontage would be retained.
- 3.3 The proposed site layout plan is contained in **Appendix A**.

Proposed Access Arrangement

- 3.4 There are existing vehicular entrances both sides of the development, to Cakebread Street to the west and Manor Street to the east. The proposals seek to introduce a one-way system with entry off Cakebread Street to the west and exit onto Manor Street to the east. It should be noted that these are existing access points and have not been the location of any accidents during the most recently available 5-year assessment period.
- 3.5 As shown on drawing number SCP/220156/D01 contained in **Appendix B**, 2.4m x 25m visibility, in accordance with the visibility requirements set out in the Manual for Streets (MfS) for a 20mph road, is achievable from the proposed exit onto Manor Street, with separate pedestrian gates proposed on both Cakebread Street and Manor Street.
- 3.6 Pedestrian and cycle access will be provided from the same locations as vehicular accesses as per the existing arrangement.

Servicing

- 3.7 As shown on the site layout plan, presented in **Appendix A**, bin storage is to be located to northeaster site boundary. This is within close proximity to the proposed exit access to the east onto Manor Street and allows collection from the highway.

Parking

- 3.8 The proposed scheme would retain 14 car parking spaces. Covered Cycle storage for up to 70 bikes would be provided along the sites northern fence-line boundary.

3.9 Manchester Council's maximum car parking and minimum cycle parking standards are set out in Appendix B of their Manchester Core Strategy 2021 to 2027 with their relevant parking standards summarised below:

- Standalone Offices: 1 space per 30sqm.
 - Cycle Parking: 1 space per 200sqm minimum of 2 spaces.
- General Industry: 1 space per 45sqm
 - Cycle Parking: 1 space per 450sqm minimum of 2 spaces.

3.10 Applying these standards to proposed floor area of 815sqm results in a recommended range of 18-27 spaces depending on the composition of the flexible uses at a point in time. The 14 spaces proposed is lower than this range, however, this is considered acceptable in this instance for the following reasons: -

- The site benefits from good levels of accessibility, being within a reasonable walk distance of the wide range of amenities of the city centre, as well as numerous transport links including several bus services and Manchester Piccadilly Railway Station.
- Additionally, the scheme storage for 70 cycles, significantly in excess of the minimum standard. This is to encourage sustainable development discussed within Manchester's Local Development Framework and Core Strategy which was adopted in 2012. In particular policy T1 discussed '*encouraging modal split away from car travel to public transport, cycling and walking*'.
- The general thrust of National and Local planning policy is to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating developments where there is high quality infrastructure and sustainable transport modes can be maximised. The proposed development takes full advantage of this accessible location and, by providing a level of parking below the Council's standards, will help to reduce the reliance on the use of the private car and meet these policy objectives;
- The majority of the key junctions and locations surrounding the site are protected by Traffic Regulation Orders which will ensure that if any on-street parking does occur, it will not take place at locations that will result in any highway safety issues.

4.0 ACCESSIBILITY

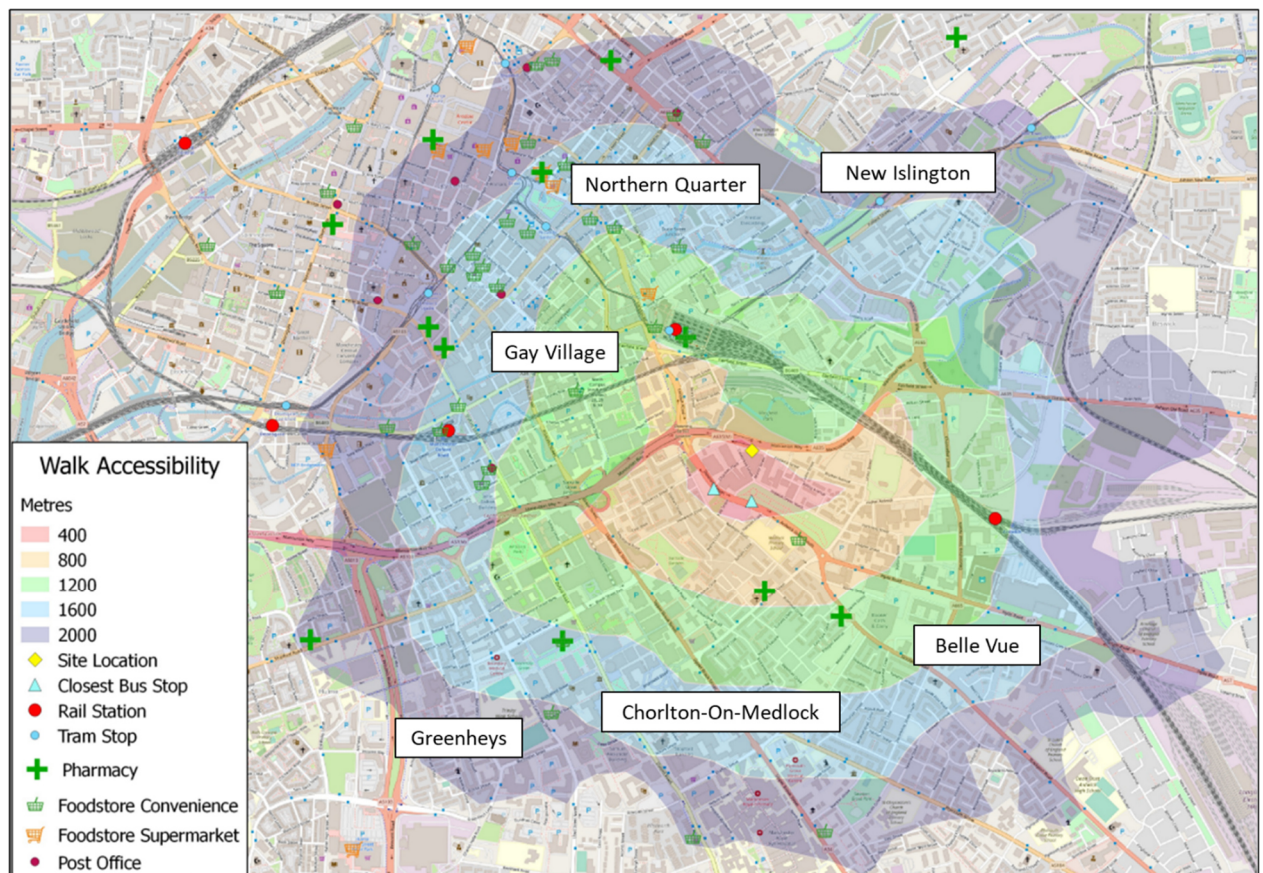
General

- 4.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

Pedestrian Accessibility

- 4.2 MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.3 Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 4.1** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 4.1 – Walking Accessibility 2km Isochrone

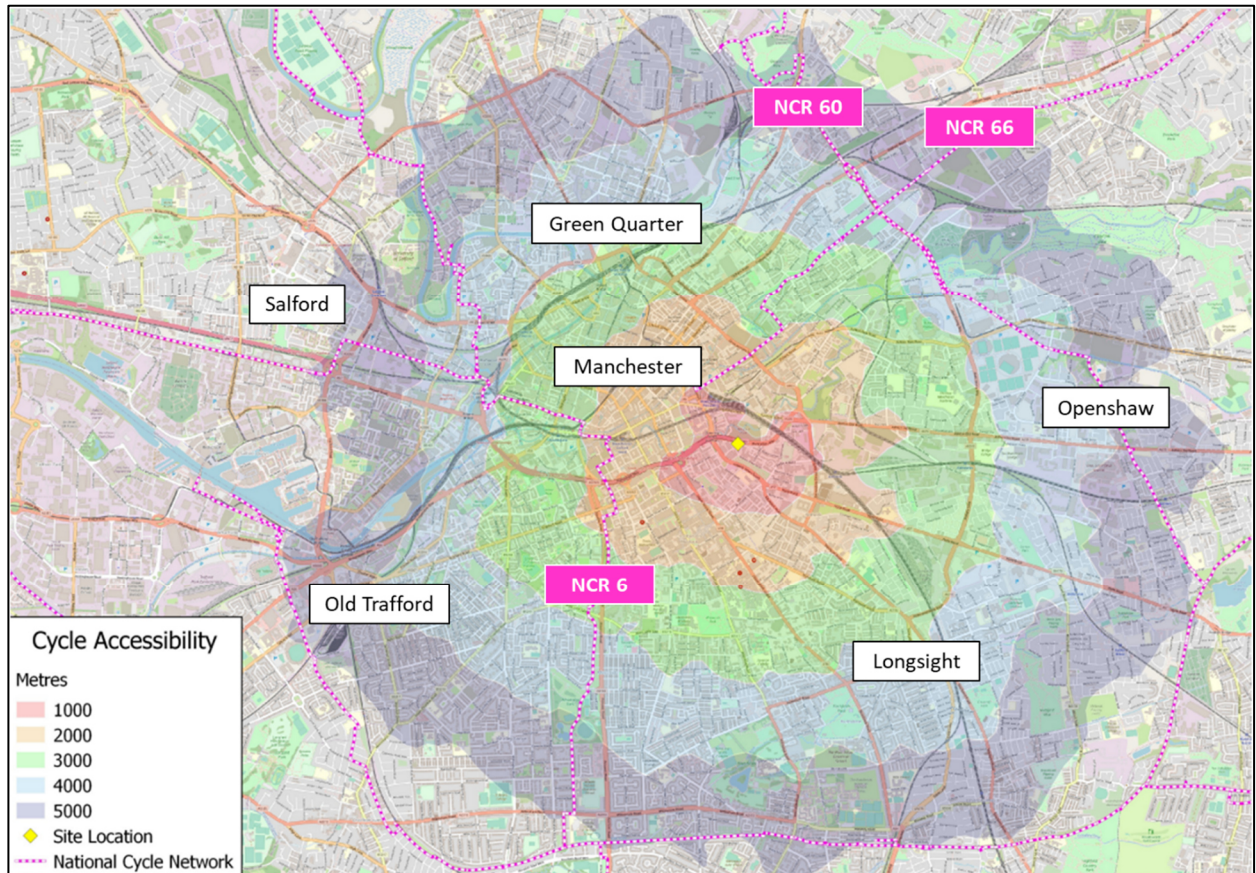


- 4.4 The site is within an acceptable walk distance of the nearby areas of Chorlton-on-Medlock and much of the city centre including the New Islington, and the Northern Quarter districts, amongst others, which provides a catchment for prospective staff members. Furthermore, there are numerous facilities within an acceptable walk distance which staff can access on foot during their lunchbreaks, including a supermarket, convenience store and various takeaways and cafes etc.
- 4.5 The site is also within a reasonable walk distance of numerous transport links including several bus services, Manchester Piccadilly Railway Station, and Tram Stop, as detailed later, to encourage prospective staff to travel via sustainable modes.
- 4.6 Overall, the site benefits from good levels of accessibility by foot with several residential areas nearby, which provide a catchment for prospective staff members, as well as public transport options and local facilities which staff can access on foot during their lunchbreaks, including a supermarket, convenience stores, and various takeaways and cafes etc., reducing the need for staff to travel by car.

Cycle Accessibility

- 4.7 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 4.8 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 4.2** below.

Figure 4.2 - Cycle Accessibility 5km Isochrone



- 4.9 The plan demonstrates that the nearby areas of Salford, Old Trafford, Longsight, Openshaw and Green Quarter, amongst others, in addition to the city centre are all located within the 5km catchment area from the development site. The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage prospective staff to travel to/from work via bicycle.
- 4.10 As shown in **Figure 4.2**, National Cycle Route (NCR) 6 runs to the west of the site with NCR 60 and 66 running to the north and east. NCR 6 locally provides a route between Bury in the north, with NCR 55 to the south. NCR 66 provides a link between Failsworth in the east and Manchester City centre to the north. NCR 60 creates a route, locally joining Blackley in the north, and New Reddish to the south.
- 4.11 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective staff.

Public Transport

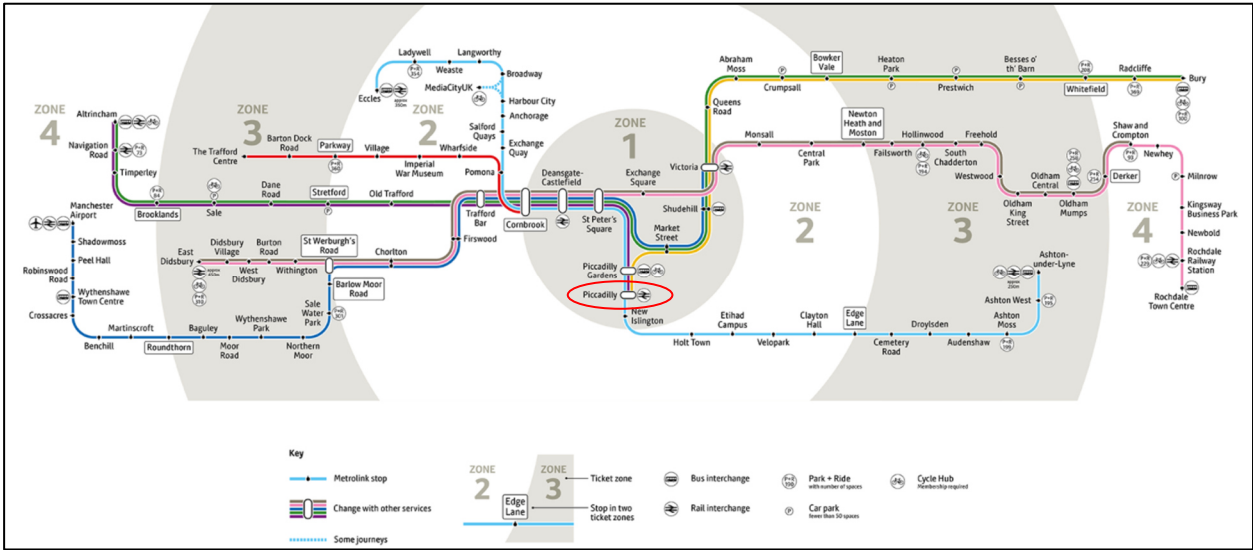
- 4.12 There are several bus stops located on the A6 Ardwick Green Street/ A6 Downing Street within a 3-minute walk distance (<190m) of the site. These bus stops provide shelter, seating, and timetable information. The bus stops are served by a number of services which are summarised in **Table 4.1** below.

Table 4.1: Bus Services

Bus Service	Route Description	Average Frequency (Minutes)		
		Mon-Fri	Sat	Sun
192	Manchester - Stockport - Hazel Grove	3	5	5
201	Manchester - Hyde - Hattersley	10	10	30
202	Manchester - Hyde - Gee Cross	30	30	60
203	Manchester - Reddish - Stockport	10	10	15
205	Manchester - West Gorton - Dane Bank	30	30	30

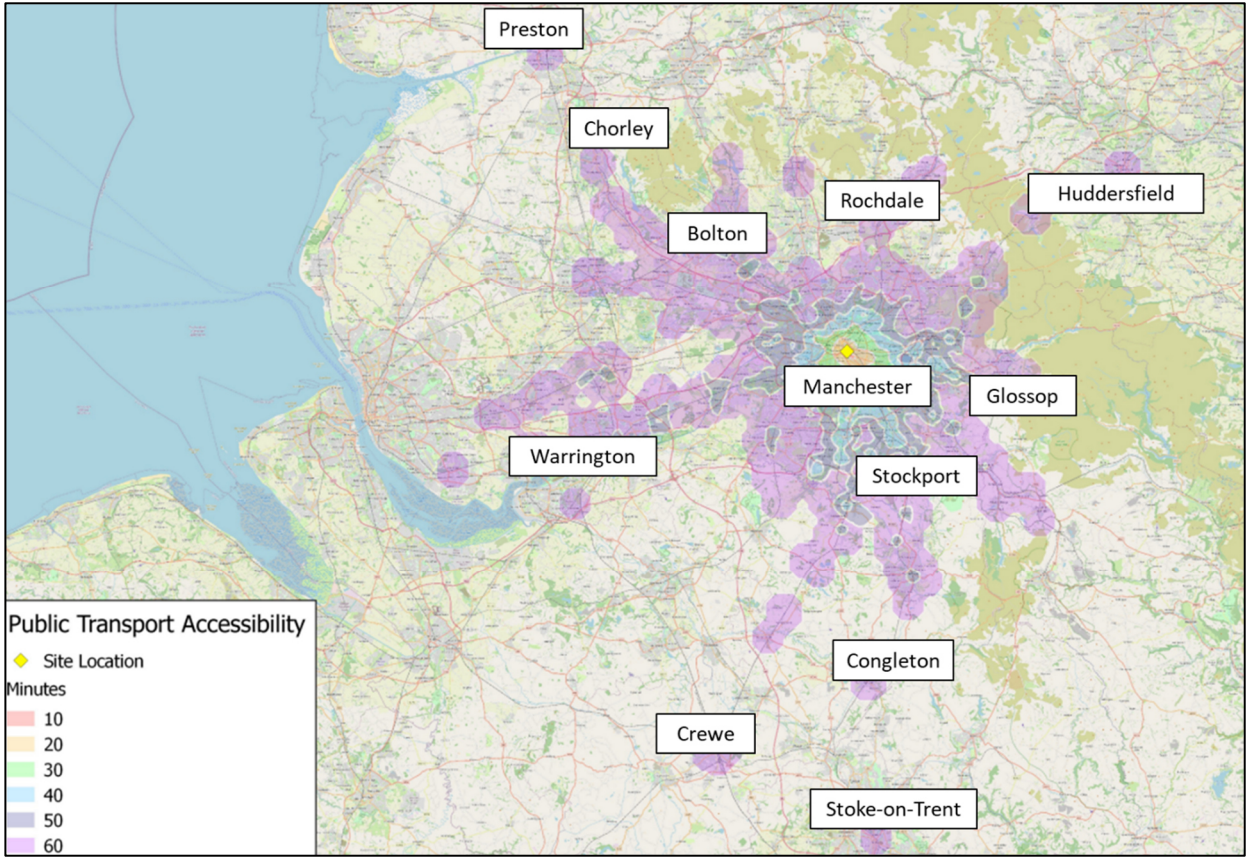
- 4.13 In terms of rail services, Manchester Piccadilly Railway Station can be accessed in under a 9-minute walk time (or <700m walk distance) and is therefore well within an acceptable walking and cycling distance. The railway station offers regular direct services throughout the week including services to Southport via Bolton, Alderley Edge, Liverpool Lime Street, Hazel Grove, Manchester Airport, Sheffield, and London Euston, amongst many others.
- 4.14 Approximately 950m east of the site is Ardwick Train Station. This train station offers a service to Rose Hill Marple and other destinations including Fairfield, Woodley and Romiley.
- 4.15 In addition to this, Manchester Piccadilly Tram stop is located within Manchester Piccadilly Train station. This tram route is located on the blue, purple, and orange line, within zone 1 as shown in **Figure 4.3**. These lines provide direct services to destinations including Altrincham, Ashton-Under-Lyne, Bury, East Didsbury, Manchester Airport and Rochdale via Oldham. The frequency of these services is every 12-minutes along all lines.

Figure 4.3 – TfGM Tram Network Map



4.16 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 4.4** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 4.4 – 60 Minute Public Transport Catchment Isochrone



- 4.17 The above demonstrates that the site is within a close proximity to a number of bus and rail links, serving both the local area and other destinations further afield. The figure shows that key areas of Warrington, Huddersfield, Rochdale, Bolton, and Preston amongst others, are in an acceptable 60-minute commute time.

Summary

- 4.18 Having regard to the above, it is considered that the site benefits from good levels of accessibility by sustainable modes. These findings demonstrate that prospective staff will not be wholly reliant on the private car to travel for to work.

5.0 TRIP GENERATION

General

- 5.1 This Chapter provides an estimate of the trips generated by the proposed installation of up-cycled freight container accommodation for flexible workspace, during typical weekday AM (08:00-09:00) and PM peak hours (17:00-18:00).

Trip Generation – Proposed Employment Development

- 5.2 In order to estimate the trip generating potential, trip rates for offices h from the industry standard TRICS Database have been obtained. The uses within the site could also include light industrial, which would result in lower trip rates and the application of office trip rates to the full proposed floor area is considered robust. The selection criteria for the TRICS based trip rates is as follows:

- i) Employed
- ii) Office
- iii) Multi modal surveys.
- iv) Selection by Gross Floor Area
- v) Weekday surveys only; and
- vi) Only sites in 'Edge of Town' locations have been selected.

- 5.3 The TRICS outputs are presented in **Appendix C** and summarised in **Table 5.1** below.

Table 5.1 - Estimated Trip Rates (Per 100m²) Associated with the Proposed Office Use				
Mode	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Car	2.464	0.312	0.474	1.909
Cyclist	0.15	0	0.012	0.127
Pedestrians	0.717	0.093	0.22	0.602
Public Transport	0.37	0.012	0	0.254

- 5.4 The estimated trip generation associated with the proposed 815m² office use is therefore as summarised in **Table 5.2** below.

Table 5.2 - Estimated Trip Generation – Proposed Office Use (815m2)				
Mode	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Car	20	3	4	16
Cyclist	1	0	0	1
Pedestrians	6	1	2	5
PT	3	0	0	2

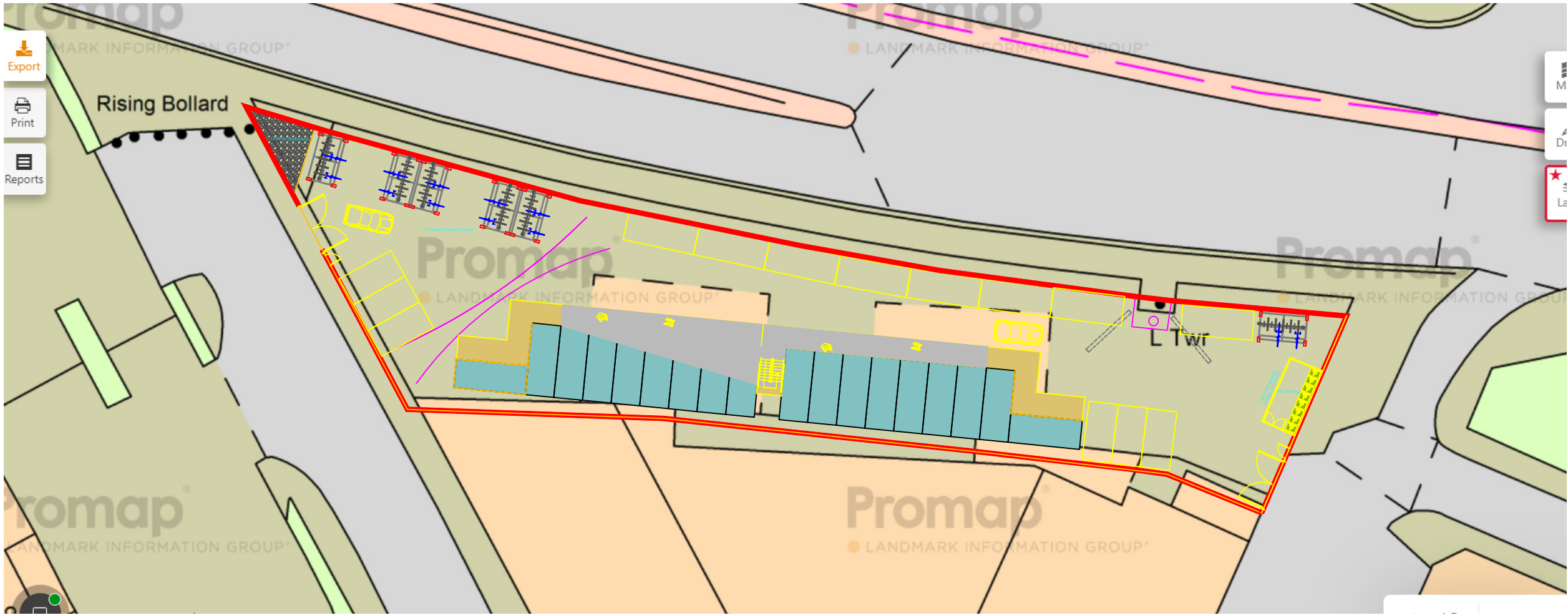
- 5.5 As detailed above, it is estimated that the scheme will result in an approximately 23 vehicle movements two-way in the AM peak hour and an increase of 20 vehicle movements two-way in the PM peak hour. Volumetrically, this equates to around 1 additional vehicle movement every 2-3 minutes in the peak hours. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours and less so outside of the peak periods.
- 5.6 It should be noted that this does not make any allowance for the vehicle trip generation associated with the existing car parking within the site, which would be removed as a result of the proposed development and the above number of vehicle movements is therefore an overestimation of the trip increases that would result from the application scheme.
- 5.7 Having regard to the above, the proposed development is not anticipated to result in a material intensification of the local highway network. The traffic impact of the scheme is therefore acceptable in planning terms.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been instructed by FOB Design to produce a Transport Statement in support of the proposals for the installation of up-cycled freight container accommodation for flexible workspace (Class E).
- 6.2 The existing vehicular access to the west and east will be retained as existing to serve the proposed development. However, a one-way system will be in operation with cars entering from the west off Cakebread Street and exiting the proposed site to the east onto Manor Street.
- 6.3 The personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not have any recorded highway safety problems that could be affected by the development proposals.
- 6.4 It has been demonstrated that the development benefits from good levels of accessibility by sustainable modes, whilst cycle parking significantly in excess of the minimum standards is proposed. These findings demonstrate that prospective staff will not be reliant on the private car to travel for to work.
- 6.5 14no. car parking spaces are to be retained within the site as part of the redevelopment. This is lower than the Council's recommended standards but is considered acceptable in the context of the sustainable location of the site, large number of cycle spaces proposed and parking restrictions in the vicinity, taking the opportunity to encourage travel by non-car modes of transport.
- 6.6 The volume of traffic generated by the proposed development will not have a material impact on the operation of the local highway network and the effect of the additional traffic will be barely perceptible during the highway peak hours.
- 6.7 Having regard to the analysis presented in this TS, it is considered that the application proposals are acceptable with regard to transport.

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APPENDIX A



LOCATION PLAN_SITE-PLAN

MODULAR WORKSPACE ON LAND BETWEEN MANOR STREET & CAKEBREAD STREET

SCALE 1/1250/:500 @ A3

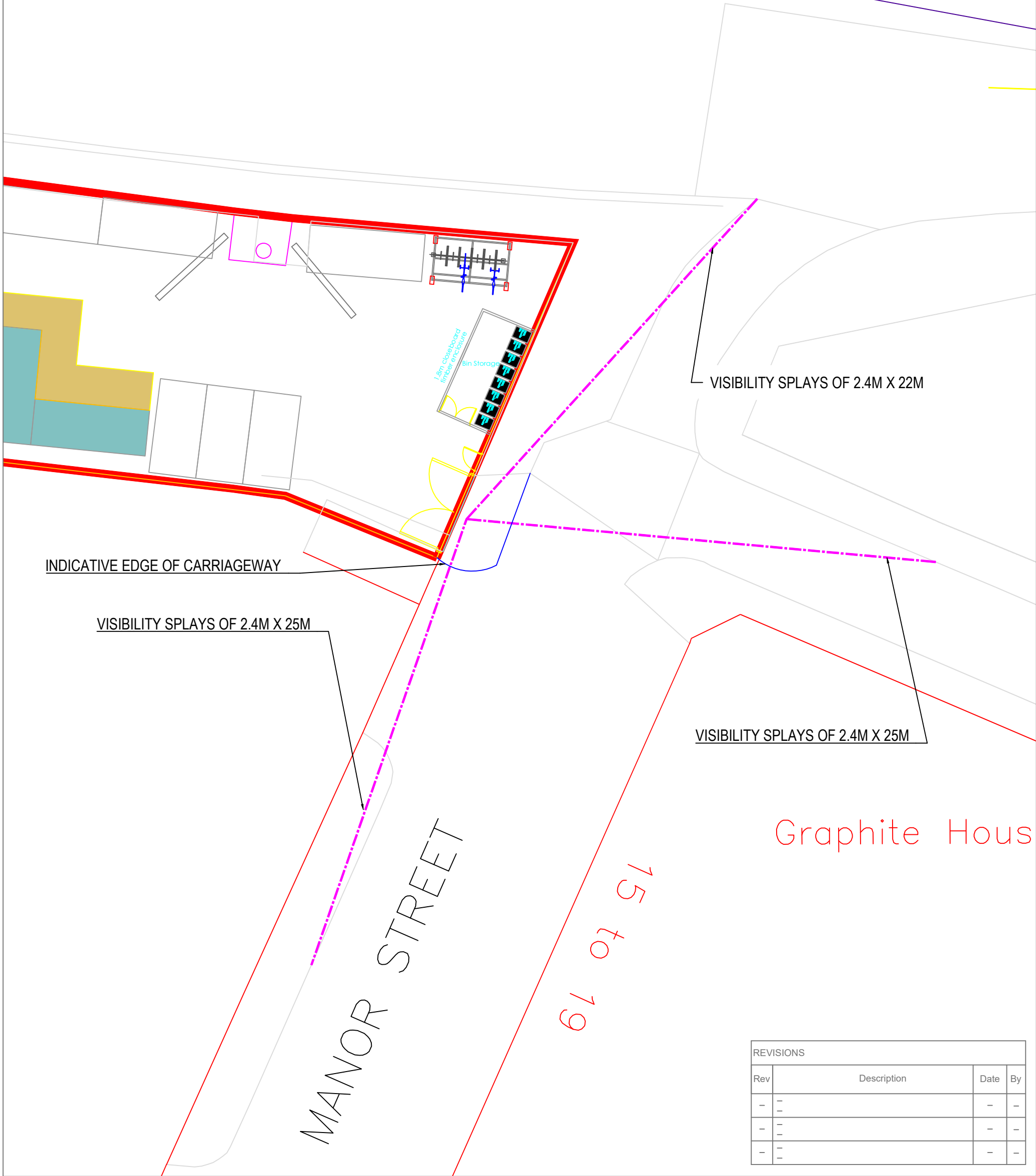
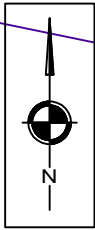


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REV	DATE	DRAWN BY
XXX		
PROPOSED MODULAR WORKSPACE		
XXX		
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Checked XXX	Original A3	Scale 1:500@A3
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APPENDIX B



REVISIONS			
Rev	Description	Date	By
-	-	-	-
-	-	-	-
-	-	-	-

SCP Transportation Planning : Infrastructure Design Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk	Client FOB DESIGN	Drawing Title VISIBILITY SPLAYS	Scale 1:200 @ A3	By AM	Drawing No. SCP/220156/D01
	Project Title PROPOSED OFFICE SCHEME DEVELOPMENT, CAKEBREAD STREET/ MANOR STREET		Date 26.04.2022	Checked MD	
			Approved/ Unapproved -	Status PLANNING	Revision -

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APPENDIX C

Calculation Reference: AUDIT-726001-220425-0404

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	ES EAST SUSSEX	1 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	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: 178 to 1550 (units: sqm)
 Range Selected by User: 50 to 1600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Monday	2 days
Wednesday	4 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	10 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:

Edge of Town Centre	10
---------------------	----

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	1
Built-Up Zone	4
No Sub Category	3

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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 10 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
20,001 to 25,000	3 days
25,001 to 50,000	5 days

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

Population within 5 miles:

25,001 to 50,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days
500,001 or More	1 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	6 days
1.1 to 1.5	4 days

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

Travel Plan:

Yes	1 days
No	9 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	10 days
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This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

1	BD-02-A-03	OFFICES		BEDFORDSHIRE
	BROMHAM ROAD			
	BEDFORD			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1469 sqm		
	Survey date: MONDAY	14/10/13		Survey Type: MANUAL
2	CB-02-A-02	OFFICE		CUMBRIA
	PORT ROAD			
	CARLISLE			
	Edge of Town Centre			
	Industrial Zone			
	Total Gross floor area:	925 sqm		
	Survey date: FRIDAY	24/06/16		Survey Type: MANUAL
3	DC-02-A-08	OFFICE		DORSET
	STATION APPROACH			
	DORCHESTER			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1550 sqm		
	Survey date: THURSDAY	03/07/08		Survey Type: MANUAL
4	DS-02-A-02	REAL ESTATE DEVELOPERS		DERBYSHIRE
	PRIME PARKWAY			
	DERBY			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	594 sqm		
	Survey date: THURSDAY	21/10/21		Survey Type: MANUAL
5	ES-02-A-13	OFFICES		EAST SUSSEX
	ROMAN ROAD			
	HOVE			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	280 sqm		
	Survey date: WEDNESDAY	04/07/18		Survey Type: MANUAL
6	HF-02-A-03	OFFICE		HERTFORDSHIRE
	60 VICTORIA STREET			
	ST ALBANS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	610 sqm		
	Survey date: WEDNESDAY	16/10/13		Survey Type: MANUAL
7	KC-02-A-09	COUNCIL OFFICES		KENT
	SANDLING ROAD			
	MAIDSTONE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	1500 sqm		
	Survey date: WEDNESDAY	19/10/11		Survey Type: MANUAL
8	NF-02-A-02	FINANCIAL PLANNERS		NORFOLK
	NORTH QUAY			
	GREAT YARMOUTH			
	Edge of Town Centre			
	Commercial Zone			
	Total Gross floor area:	894 sqm		
	Survey date: MONDAY	11/09/17		Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

9	NY-02-A-01	SOLICITORS	NORTH YORKSHIRE
	NORTH PARK ROAD		
	HARROGATE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	178 sqm	
	Survey date: THURSDAY	04/10/18	Survey Type: MANUAL
10	TW-02-A-01	RADIO STUDIOS	TYNE & WEAR
	CHURCH STREET		
	GATESHEAD		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	645 sqm	
	Survey date: WEDNESDAY	04/05/05	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.

SCP York Street Manchester

Licence No: 726001

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

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 2.12

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	9	941	0.083	9	941	0.012	9	941	0.095
07:30 - 08:00	9	941	0.520	9	941	0.024	9	941	0.544
08:00 - 08:30	10	865	1.053	10	865	0.104	10	865	1.157
08:30 - 09:00	10	865	1.411	10	865	0.208	10	865	1.619
09:00 - 09:30	10	865	0.879	10	865	0.312	10	865	1.191
09:30 - 10:00	10	865	0.451	10	865	0.312	10	865	0.763
10:00 - 10:30	10	865	0.324	10	865	0.208	10	865	0.532
10:30 - 11:00	10	865	0.220	10	865	0.150	10	865	0.370
11:00 - 11:30	10	865	0.127	10	865	0.197	10	865	0.324
11:30 - 12:00	10	865	0.185	10	865	0.312	10	865	0.497
12:00 - 12:30	10	865	0.069	10	865	0.382	10	865	0.451
12:30 - 13:00	10	865	0.289	10	865	0.324	10	865	0.613
13:00 - 13:30	10	865	0.220	10	865	0.278	10	865	0.498
13:30 - 14:00	10	865	0.474	10	865	0.278	10	865	0.752
14:00 - 14:30	10	865	0.220	10	865	0.243	10	865	0.463
14:30 - 15:00	10	865	0.139	10	865	0.139	10	865	0.278
15:00 - 15:30	10	865	0.185	10	865	0.220	10	865	0.405
15:30 - 16:00	10	865	0.116	10	865	0.208	10	865	0.324
16:00 - 16:30	10	865	0.116	10	865	0.590	10	865	0.706
16:30 - 17:00	10	865	0.127	10	865	0.879	10	865	1.006
17:00 - 17:30	10	865	0.324	10	865	1.145	10	865	1.469
17:30 - 18:00	10	865	0.150	10	865	0.763	10	865	0.913
18:00 - 18:30	9	941	0.059	9	941	0.224	9	941	0.283
18:30 - 19:00	9	941	0.024	9	941	0.154	9	941	0.178
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			7.765			7.666			15.431

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:	178 - 1550 (units: sqm)
Survey date range:	01/01/01 - 21/10/21
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

SCP York Street Manchester

Licence No: 726001

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

MULTI-MODAL CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	9	941	0.000	9	941	0.000	9	941	0.000
07:30 - 08:00	9	941	0.024	9	941	0.000	9	941	0.024
08:00 - 08:30	10	865	0.081	10	865	0.000	10	865	0.081
08:30 - 09:00	10	865	0.069	10	865	0.000	10	865	0.069
09:00 - 09:30	10	865	0.000	10	865	0.000	10	865	0.000
09:30 - 10:00	10	865	0.012	10	865	0.000	10	865	0.012
10:00 - 10:30	10	865	0.012	10	865	0.000	10	865	0.012
10:30 - 11:00	10	865	0.000	10	865	0.000	10	865	0.000
11:00 - 11:30	10	865	0.012	10	865	0.012	10	865	0.024
11:30 - 12:00	10	865	0.000	10	865	0.000	10	865	0.000
12:00 - 12:30	10	865	0.012	10	865	0.000	10	865	0.012
12:30 - 13:00	10	865	0.000	10	865	0.023	10	865	0.023
13:00 - 13:30	10	865	0.000	10	865	0.012	10	865	0.012
13:30 - 14:00	10	865	0.000	10	865	0.000	10	865	0.000
14:00 - 14:30	10	865	0.012	10	865	0.000	10	865	0.012
14:30 - 15:00	10	865	0.012	10	865	0.000	10	865	0.012
15:00 - 15:30	10	865	0.000	10	865	0.000	10	865	0.000
15:30 - 16:00	10	865	0.000	10	865	0.012	10	865	0.012
16:00 - 16:30	10	865	0.000	10	865	0.012	10	865	0.012
16:30 - 17:00	10	865	0.000	10	865	0.023	10	865	0.023
17:00 - 17:30	10	865	0.012	10	865	0.081	10	865	0.093
17:30 - 18:00	10	865	0.000	10	865	0.046	10	865	0.046
18:00 - 18:30	9	941	0.000	9	941	0.012	9	941	0.012
18:30 - 19:00	9	941	0.000	9	941	0.000	9	941	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.258			0.233			0.491

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.

SCP York Street Manchester

Licence No: 726001

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

MULTI-MODAL PEDESTRIANS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	9	941	0.012	9	941	0.000	9	941	0.012
07:30 - 08:00	9	941	0.106	9	941	0.035	9	941	0.141
08:00 - 08:30	10	865	0.254	10	865	0.012	10	865	0.266
08:30 - 09:00	10	865	0.463	10	865	0.081	10	865	0.544
09:00 - 09:30	10	865	0.335	10	865	0.116	10	865	0.451
09:30 - 10:00	10	865	0.382	10	865	0.197	10	865	0.579
10:00 - 10:30	10	865	0.208	10	865	0.197	10	865	0.405
10:30 - 11:00	10	865	0.266	10	865	0.405	10	865	0.671
11:00 - 11:30	10	865	0.254	10	865	0.208	10	865	0.462
11:30 - 12:00	10	865	0.081	10	865	0.150	10	865	0.231
12:00 - 12:30	10	865	0.220	10	865	1.064	10	865	1.284
12:30 - 13:00	10	865	0.821	10	865	1.053	10	865	1.874
13:00 - 13:30	10	865	0.763	10	865	0.856	10	865	1.619
13:30 - 14:00	10	865	0.983	10	865	0.416	10	865	1.399
14:00 - 14:30	10	865	0.486	10	865	0.139	10	865	0.625
14:30 - 15:00	10	865	0.104	10	865	0.116	10	865	0.220
15:00 - 15:30	10	865	0.081	10	865	0.058	10	865	0.139
15:30 - 16:00	10	865	0.139	10	865	0.093	10	865	0.232
16:00 - 16:30	10	865	0.069	10	865	0.243	10	865	0.312
16:30 - 17:00	10	865	0.035	10	865	0.266	10	865	0.301
17:00 - 17:30	10	865	0.174	10	865	0.335	10	865	0.509
17:30 - 18:00	10	865	0.046	10	865	0.266	10	865	0.312
18:00 - 18:30	9	941	0.024	9	941	0.047	9	941	0.071
18:30 - 19:00	9	941	0.000	9	941	0.059	9	941	0.059
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			6.306			6.412			12.718

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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	9	941	0.012	9	941	0.000	9	941	0.012
07:30 - 08:00	9	941	0.083	9	941	0.000	9	941	0.083
08:00 - 08:30	10	865	0.104	10	865	0.000	10	865	0.104
08:30 - 09:00	10	865	0.266	10	865	0.012	10	865	0.278
09:00 - 09:30	10	865	0.266	10	865	0.023	10	865	0.289
09:30 - 10:00	10	865	0.104	10	865	0.081	10	865	0.185
10:00 - 10:30	10	865	0.116	10	865	0.012	10	865	0.128
10:30 - 11:00	10	865	0.046	10	865	0.023	10	865	0.069
11:00 - 11:30	10	865	0.069	10	865	0.069	10	865	0.138
11:30 - 12:00	10	865	0.012	10	865	0.081	10	865	0.093
12:00 - 12:30	10	865	0.023	10	865	0.023	10	865	0.046
12:30 - 13:00	10	865	0.023	10	865	0.023	10	865	0.046
13:00 - 13:30	10	865	0.012	10	865	0.058	10	865	0.070
13:30 - 14:00	10	865	0.023	10	865	0.081	10	865	0.104
14:00 - 14:30	10	865	0.023	10	865	0.035	10	865	0.058
14:30 - 15:00	10	865	0.023	10	865	0.035	10	865	0.058
15:00 - 15:30	10	865	0.046	10	865	0.058	10	865	0.104
15:30 - 16:00	10	865	0.012	10	865	0.058	10	865	0.070
16:00 - 16:30	10	865	0.000	10	865	0.150	10	865	0.150
16:30 - 17:00	10	865	0.000	10	865	0.127	10	865	0.127
17:00 - 17:30	10	865	0.000	10	865	0.185	10	865	0.185
17:30 - 18:00	10	865	0.000	10	865	0.069	10	865	0.069
18:00 - 18:30	9	941	0.012	9	941	0.012	9	941	0.024
18:30 - 19:00	9	941	0.000	9	941	0.000	9	941	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.275			1.215			2.490

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.