



Island Site (General Partner) Limited

Land bound by John Dalton Street, Ridgefield, Bow Street and South King Street, Manchester

Transport Statement

May 2021



Island Site (General Partner) Limited

Land bound by John
Dalton Street,
Ridgefield, Bow Street
and South King Street,
Manchester

Transport Statement

OFFICE ADDRESS:
106 Albert Mill,
10 Hulme Hall Road,
Manchester,
M15 4LY

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APPENDICES

APPENDIX A Scoping Correspondence

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APPENDIX B Scheme Drawings

APPENDIX C Servicing and Pedestrianisation Strategy

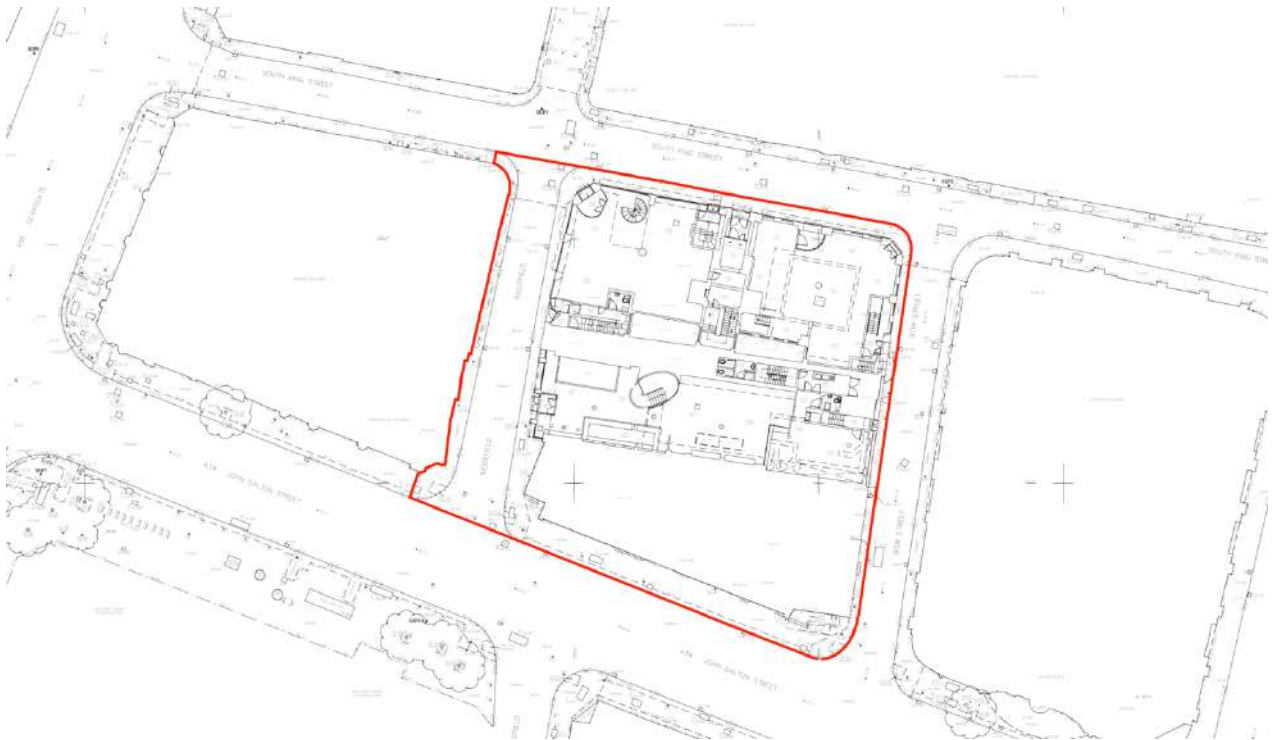
APPENDIX D TRICS Outputs

1. Introduction

1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by the Island Site (General Partner) Limited (the 'Applicant'), to provide transport and highways advice in relation to a new office development at land bound by John Dalton Street, Ridgefield, Bow Street and South King Street, Manchester.
- 1.1.2 The development proposals comprise the demolition of the existing buildings and structures and the erection of a 10-storey plus basement office building (Use Class E(g)), with flexible ground floor and basement uses (Use Class E) and a rooftop garden, works to facilitate the pedestrianisation of the southern part of Ridgefield and other associated works.
- 1.1.3 The redline boundary of the site is shown in [Figure 1.1](#).

Figure 1.1 : Site Redline Boundary



- 1.1.4 This Transport Statement (TS) has been prepared in support of the planning application to assess the development proposals, with particular consideration to expected trip generation and local highway impact, accessibility by sustainable modes of travel and servicing arrangements.
- 1.1.5 A scoping opinion was sought from Manchester City Council (MCC) Highways to agree the structure of this report and the technical analysis undertaken. The scoping correspondence is attached in [Appendix A](#).

1.1.6 In addition to this TS, a Framework Travel Plan has been prepared in accordance with BREEAM requirements.

1.2 Methodology

1.2.1 The methodology for the TS adopts the guidance set out within the Ministry of Housing, Communities & Local Government document, 'Transport Evidence Bases in Plan Making and Decision Taking' (2014), which superseded the Department for Transport's (DfT) 'Guidance on Transport Assessment' (2007).

1.2.2 Although the 2007 guidance has been superseded, it nonetheless remains instructive and has been used to inform the overall structure of the TS.

1.3 Report Structure

1.3.1 Following the introduction, the TS has been structured as follows:

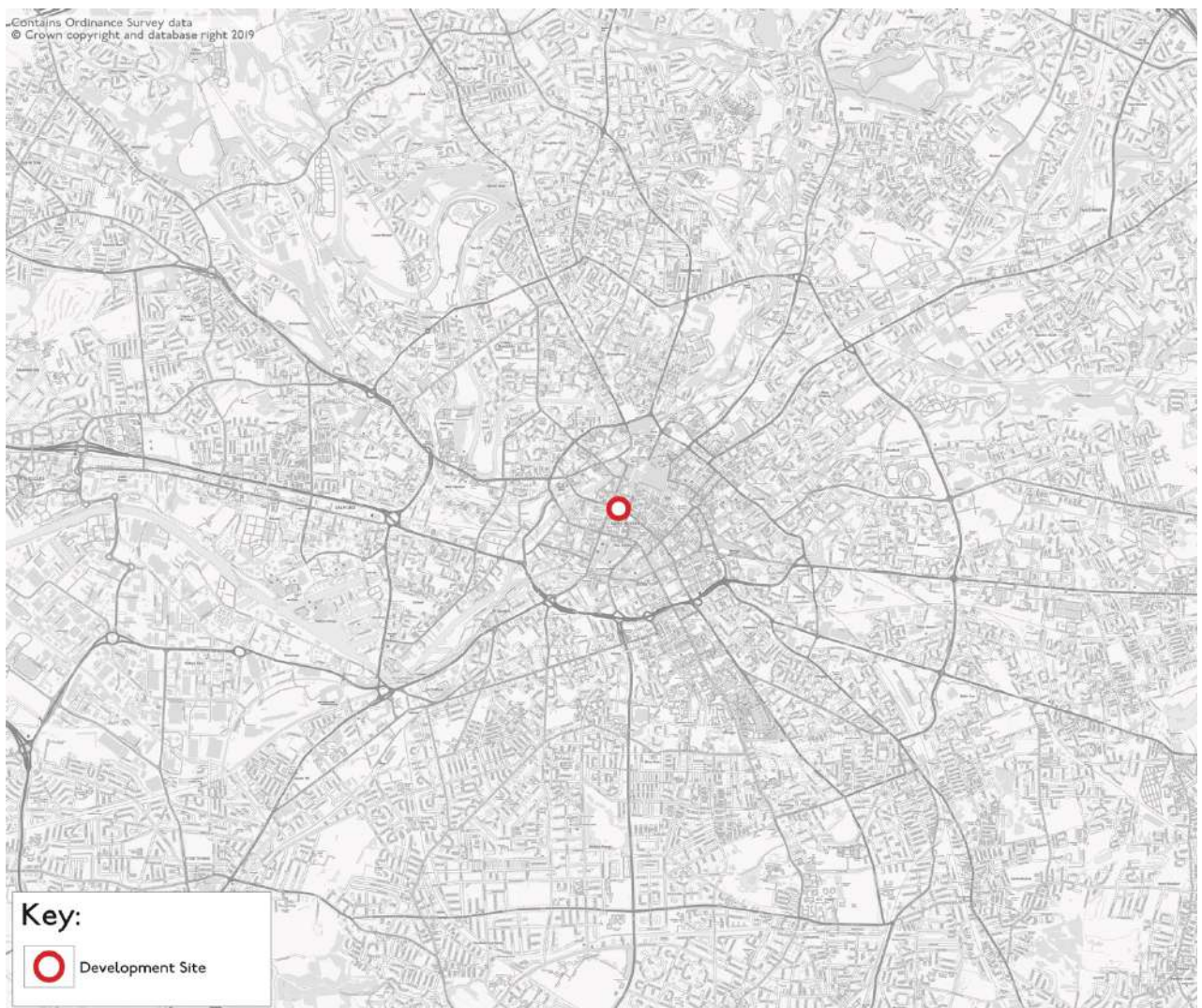
- Chapter 2 describes the site location, local highway network and collision data;
- Chapter 3 outlines the development proposals;
- Chapter 4 describes accessibility by sustainable non-car modes of travel;
- Chapter 5 outlines the expected trip generation and traffic impact;
- Chapter 6 summarises and concludes the findings of the report.

2. Existing Conditions

2.1 Site Location and Existing Use

- 2.1.1 The development site is located on John Dalton Street in Manchester City Centre c.200m west of the Town Hall and c.70m east of Deansgate. The location of the site in the wider context of the city centre is shown in [Figure 2.1](#).

Figure 2.1 : Site Location (wider city centre context)



- 2.1.2 The site comprises a rectangular block of buildings bound by John Dalton Street to the south, South King Street to the north, Bow Street to the east and Ridgefield to the west. Three existing buildings are located within the site boundary comprising:

- Old Colony House (25,968 sq ft), a vacant 7 storey building comprising office accommodation with a vacant former restaurant at ground floor level. The building fronts onto South King Street;
- 5 Ridgefield (11,748 sq ft), a 3-storey building comprising a former restaurant use at basement and ground floor level and vacant offices at first and second floors. The site fronts onto Ridgefield and Bow Street; and,
- Grange House (17,309 sq ft), a 6-storey building comprising ground floor retail/restaurant/office use with vacant upper floors formerly in office use. The building fronts onto John Dalton Street.

2.1.3 The buildings vary in age and character and are no longer fit for purpose as office accommodation. A significant proportion of the accommodation is currently vacant and/or underutilised.

2.1.4 The site is located within the St Ann's Square Conservation Area and adjacent to the Albert Square Conservation Area. None of the buildings within the site are listed.

2.1.5 Pedestrian access is taken directly from the adjacent pavements on John Dalton Street, S King Street and Ridgefield (see [Photographs 2.1 to 2.3](#)). On the eastern side of the building along Bow Street (see [Photograph 2.4](#)) there are a number of Fire Exits and an access to the servicing/parking area controlled via a roller door.

Photograph 2.1 : Existing Pedestrian Accesses – John Dalton Street



Photograph 2.2 : Existing Pedestrian Access – South King Street



Photograph 2.3 : Existing Pedestrian Accesses – Ridgefield



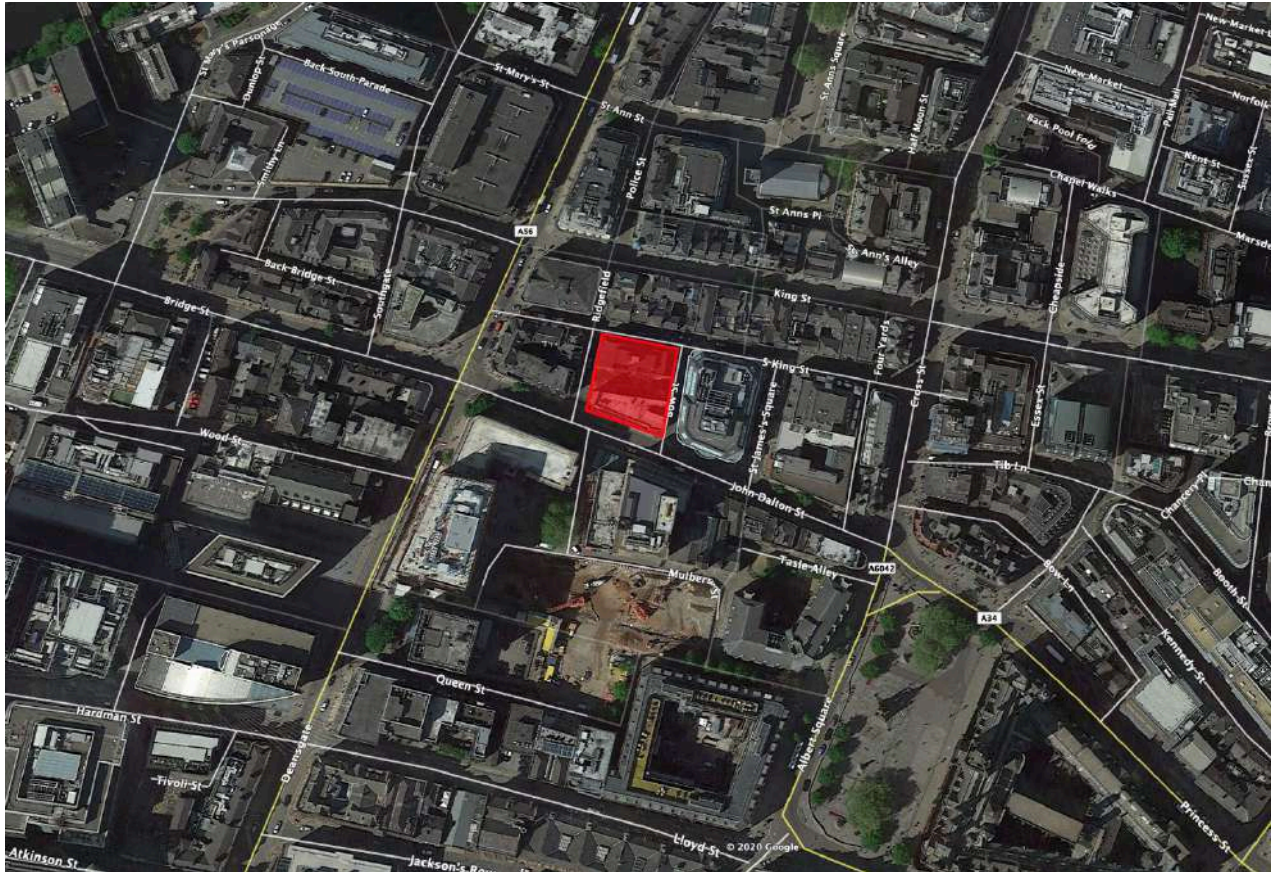
Photograph 2.4 : Fire Exits and Vehicle Access – Bow Street



2.2 Local Highway Network

2.2.1 The location of the development site in the context of the local highway network is shown in Figure 2.2.

Figure 2.2 : Site Location and Local Highway Network (image source: Google Earth)



John Dalton Street (A34)

2.2.2 John Dalton Street is a two-way single carriageway road connecting Albert Square to Deansgate. Footways are located on both sides of the carriageway providing good quality pedestrian routes. There are also bus stops and cycle parking.

2.2.3 There are 6 on-street car parking bays opposite the site which are controlled by a Pay and Display meter. Any further on-street parking is restricted by double yellow lines and 'At Any Time' Traffic Regulation Orders.

Ridgefield

2.2.4 Ridgefield is a single carriageway one-way road allowing vehicle movements from S King Street to John Dalton Street. Footways are located either side of the road, although these are narrower than elsewhere on the surrounding highway network.

2.2.5 On-street parking is restricted by double yellow lines and 'At Any Time' Traffic Regulation Orders; however, there is a loading bay located adjacent to the site boundary.

Bow Street

2.2.6 Bow Street is a single carriageway one-way road allowing vehicle movements from John Dalton Street to S King Street. Narrow footways are located either side of the road, although these are in short sections in parts due to the Fire Exits and entrances to the existing buildings.

2.2.7 On-street parking is restricted by double yellow lines and 'At Any Time' Traffic Regulation Orders along both sides of the road.

South King Street

2.2.8 South King Street is a single carriageway one-way road allowing vehicle movements from east to west. Narrow footways are located either side of the road and the carriageway is constructed with block paving.

2.2.9 There are 5 on-street car parking bays adjacent to the site boundary which are controlled by a Pay and Display meter. Any further on-street parking is restricted by double yellow lines and 'At Any Time' Traffic Regulation Orders.

2.3 Modal Split

2.3.1 The journey to work data for the 2011 census for the Manchester City Centre (Manchester 054, 055, 057 & 060) Middle Super Output Areas (MSOA) has been utilised to establish the modal split, which is presented in [Table 2.1](#).

Table 2.1 : Modal Split

Model of Travel	Percentage
Driving a car or van	35%
Passenger in a car or van	4%
Taxi	0%
Metro, tram, light rail	6%
Train	17%
Bus, minibus or coach	23%
Motorcycle, scooter or moped	0%
Bicycle	3%
On foot	12%
TOTAL	100%

2.4 Road Safety

2.4.1 Personal Injury Collision (PIC) data has been obtained from Crashmap (crashmap.co.uk) for the most recently available 5-year period, between 2015 and 2019. The study area includes the following; John Dalton Street, S King Street, Ridgefield, Bow Street, St James's square and Deansgate.

2.4.2 The PIC study area is shown in [Figure 2.3](#) and summarised by year and severity in [Table 2.2](#).

Figure 2.3 : Personal Injury Collision Map (source: crashmap.co.uk)

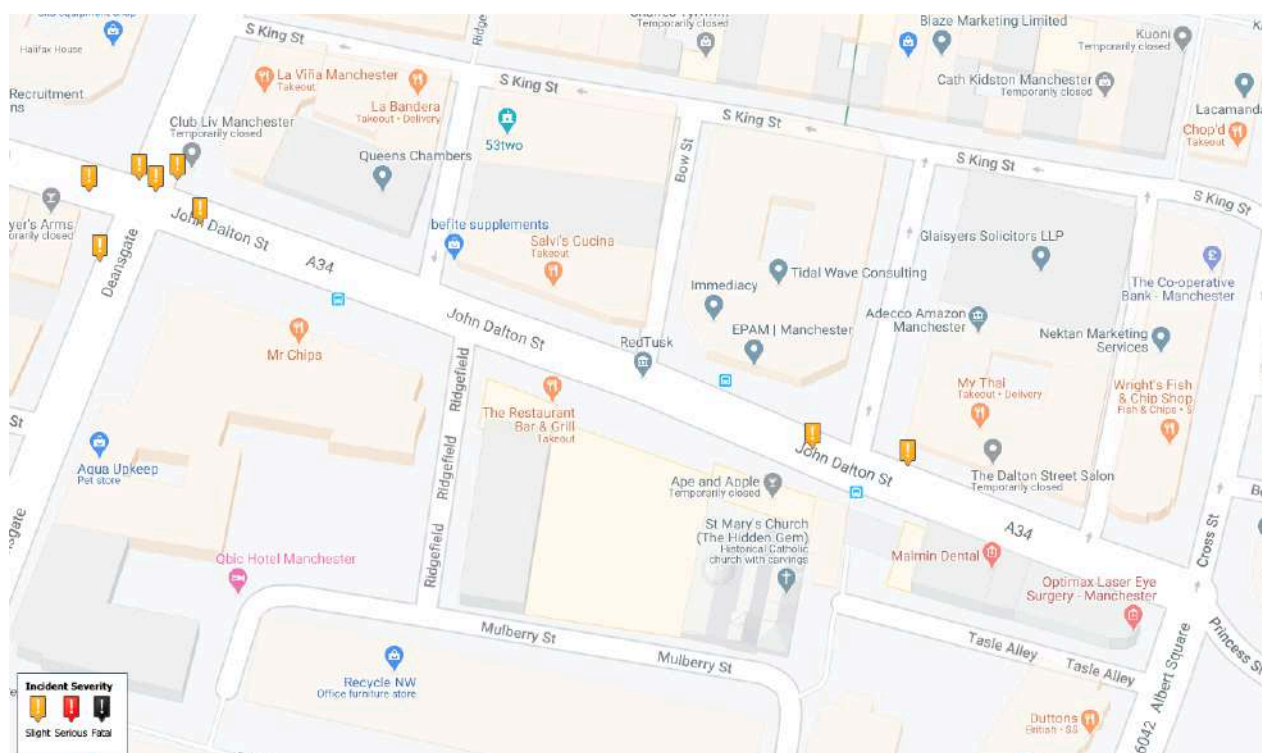


Table 2.2 : Road Collision Summary

Year	Location	Severity	Involved
2016	John Dalton Street	Slight	Motorcycle/ Car
2018	John Dalton Street	Slight	Cycle/ Car
2017	Deansgate/ John Dalton Street/ Bridge Street	Slight	Car
2018	Deansgate/ John Dalton Street/ Bridge Street	Slight	Cycle
2017	Deansgate/ John Dalton Street/ Bridge Street	Slight	Cycle/ Car
2018	Deansgate/ John Dalton Street/ Bridge Street	Slight	Cycle
2018	Deansgate/ John Dalton Street/ Bridge Street	Slight	Pedestrian/ Car
2015	Deansgate/ John Dalton Street/ Bridge Street	Slight	Car

- 2.4.3 The PIC data shows that there have been 8 slight collisions recorded in the study area. No fatal or serious collisions were reported on the local highway network during the study period.
- 2.4.4 Analysis of the PIC data demonstrates that there are no significant collision clusters within proximity of the site. Based on the frequency of collisions recorded, there is no evidence to suggest that the highway layout, design or condition are significant factors in PIC records on the local highway network.
- 2.4.5 There is also no evidence to suggest that the proposed development would increase risks of PICs in the surrounding area or have a detrimental impact on highway safety.

3. Development Proposals

3.1 Proposed Use

- 3.1.1 The development proposals comprise demolition of the existing buildings and structures and the erection of a 10-storey plus basement office building (Use Class E(g)), with flexible ground floor and basement uses (Use Class E) and a rooftop garden, works to facilitate the pedestrianisation of the southern part of Ridgefield and other associated works. The proposed ground floor site layout is shown in [Figure 3.1](#), with the full set of drawings attached in [Appendix B](#).

Figure 3.1 : Proposed Ground Floor Layout (source: Cartwright Pickard)



3.1.2 The schedule of accommodation for the proposed development is shown in Figure 3.2.

Figure 3.2 : Schedule of Accommodation (source: Cartwright Pickard)

	Retail Unit A		Retail Unit B	
	Sq M	Sq Ft	Sq M	Sq Ft
Basement	194	2,088	N/A	N/A
Ground Floor	476	5,124	252	2,713
Total	670	7,212	252	2,713

Office Area	NIA		GIA		GEA	
	Sq M	Sq Ft	Sq M	Sq Ft	Sq M	Sq Ft
Basement	N/A	N/A	1,092	11,754	1,238	13,326
Ground Floor	N/A	N/A	1,200	12,917	1,247	13,423
First Floor	963	10,366	1,200	12,917	1,247	13,423
Second Floor	978	10,527	1,210	13,024	1,280	13,778
Third Floor	978	10,527	1,210	13,024	1,280	13,778
Fourth Floor	978	10,527	1,210	13,024	1,280	13,778
Fifth Floor	978	10,527	1,210	13,024	1,280	13,778
Sixth Floor	978	10,527	1,210	13,024	1,280	13,778
Seventh Floor	978	10,527	1,210	13,024	1,280	13,778
Eighth Floor	978	10,527	1,210	13,024	1,280	13,778
Ninth Floor	449	4,833	659	7,093	721	7,761
Tenth Floor	N/A	N/A	19	205	127	1,367
Total	8,258	88,888	12,640	136,056	13,540	145,743

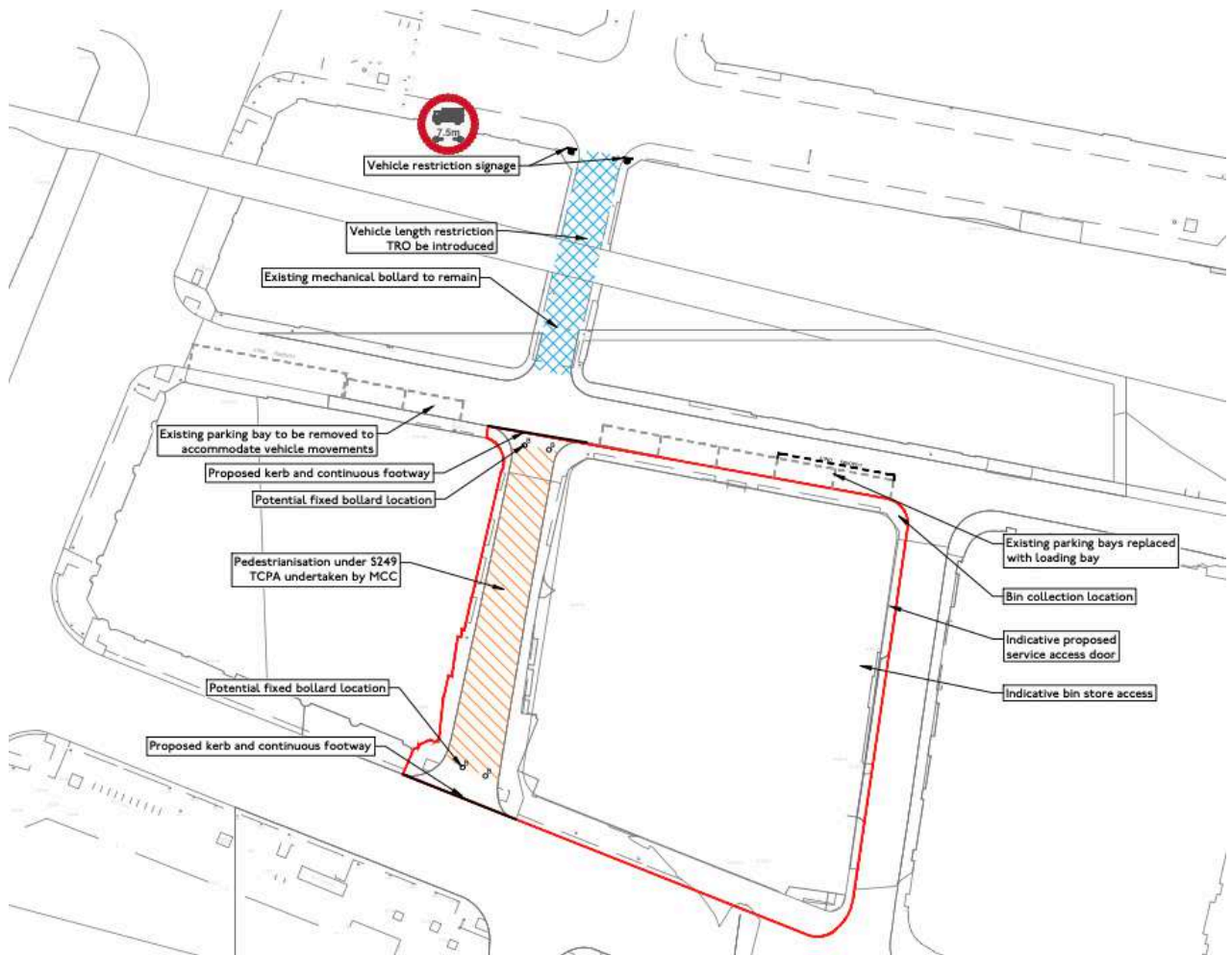
3.2 Site Access Arrangements

- 3.2.1 No vehicle access into the site is proposed, the primary pedestrian access into the building will be via John Dalton Street.
- 3.2.2 Access to one of the ground floor flexible commercial units will be directly on to Ridgefield.
- 3.2.3 The proposals seek to introduce full-time pedestrianisation of Ridgefield through the use of the Town and Country planning act or a Traffic Regulation Order. The purpose of the pedestrianisation is to create a permanent outdoor space which can be utilised by the occupiers of the development and surrounding businesses. This would operate in a similar manner to the evening closures which currently take place to allow an outdoor seating area for the neighbouring bars.
- 3.2.4 The proposed pedestrianisation has been agreed, in principle, by MCC Highways.
- 3.2.5 North of King Street South and Traffic Regulation Order will be introduced to limit the size of vehicles exiting King Street via this route due to the swept path analysis of vehicles at the King Street South junction. This will result in the removal of one on-street parking space on King Street South.
- 3.2.6 The site currently connects to a network of good quality pedestrian provision that benefits from drop kerbs and a good quality surfacing, providing sufficient access for all users, accounting for varying levels and types of disability, including visual impairment.

3.3 Servicing and Deliveries

- 3.3.1 Servicing and refuse access to the building will be located on Bow Street with a loading bay introduced on South King Street. Bins will be moved from the bin store and placed on the corner of Bow Street and South King Street on collection days.
- 3.3.2 The proposed loading bay will replace two of the existing pay and display parking spaces on South King Street.
- 3.3.3 The proposed area of pedestrianisation and loading bay relocation is shown in [Figure 3.3](#) and in [Drawing J32-4815-PS-002](#) attached in [Appendix C](#).

Figure 3.3 : Proposed Pedestrianisation of Ridgefield



3.4 Parking

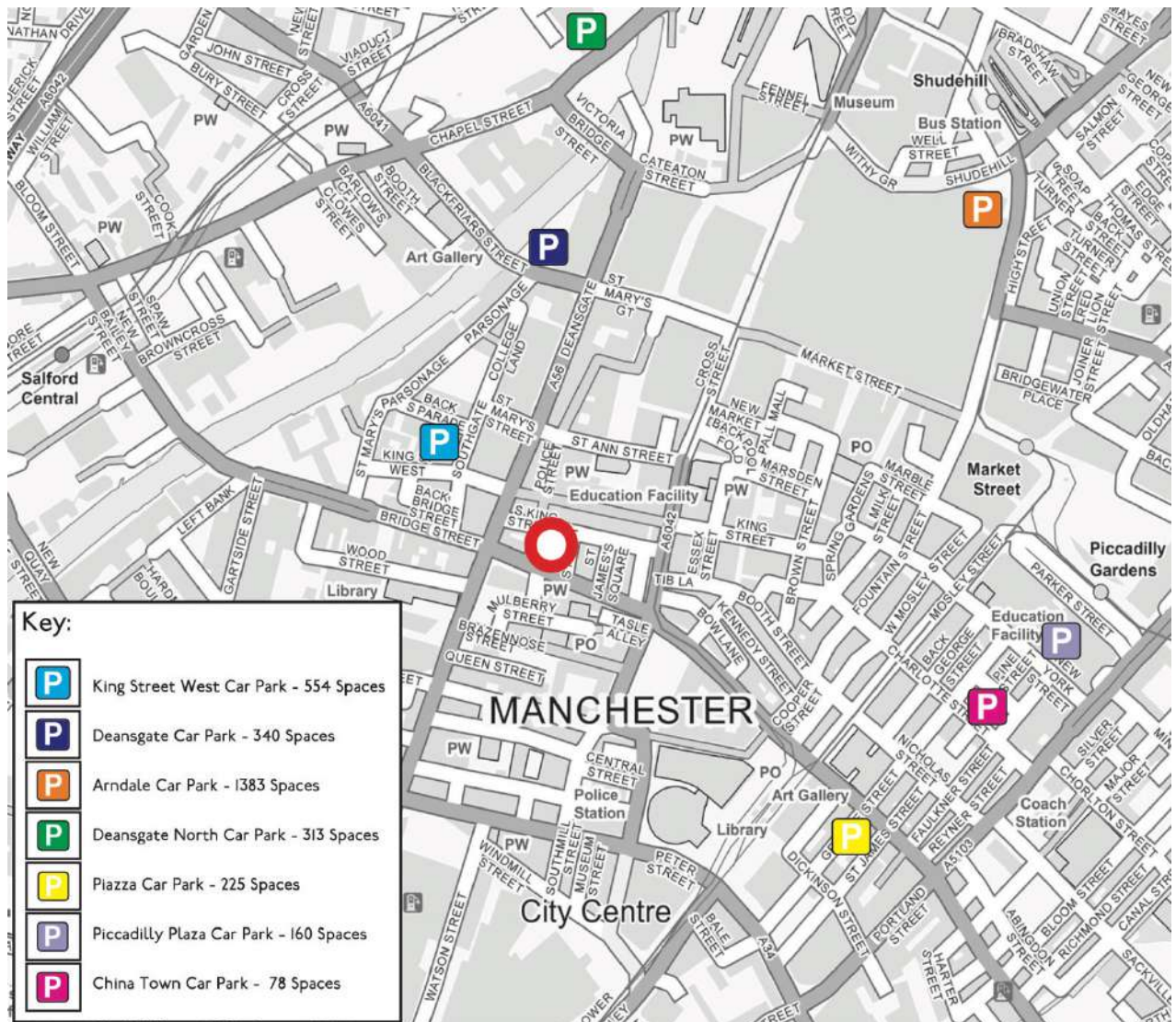
Cycle Parking

- 3.4.1 The scheme will deliver secure cycle parking located within the basement of the building. The proposed 70 cycle parking spaces exceeds MCC's minimum standards of 1 space per 200m².
- 3.4.2 To facilitate the safe movement of cycles to and from the basement, a bike rail will be provided on the stairs.
- 3.4.3 In addition to the cycle parking, facilities will be provided within the development for cyclists. This will include, showers, changing rooms, lockers and drying rooms.

Car Parking

- 3.4.4 No car parking is proposed within the development. This is supported by the site being highly accessible (as established in [Chapter 4](#) of this TS) by sustainable modes of travel, particularly the excellent bus, tram and train services available throughout the Manchester City Centre.
- 3.4.5 That said, it is acknowledged that some staff and visitors may wish to utilise a private car for journeys to the site, therefore an adequate level of car parking provision should be available in order to avoid unregulated on-street parking on the local highway network.
- 3.4.6 As the development proposals do not include any on-site car parking provision, any car parking demand will be satisfied by the wide range of existing public car parks located within close proximity of the site. [Figure 3.4](#) identifies seven surface car park and secure internal car parks located within approximately 500m from the site, providing a total of 3,053 car parking spaces.

Figure 3.4 : Existing Car Parks



- 3.4.7 Considering the low parking demand expected to be generated by the development, there is a relatively high number of parking spaces available within walking distance from the site which would satisfy any parking demand generated by the development proposals.
- 3.4.8 The provision is supported by strict control of on-street parking on the local highway network and throughout the city centre; therefore, illegal or inappropriate parking is unlikely to occur as a consequence of this proposed development.
- 3.4.9 As an alternative to private car trips, staff and visitors can also utilise local car hire companies, car clubs and car sharing schemes. There is also a wide range of residential, retail and leisure amenities all within easy walking and cycling distance.

3.4.10 Overall, the approach of encouraging a modal shift from car usage to more sustainable modes of transport complies with within national and local transport policy.

4. Sustainable Accessibility Appraisal

4.1 Introduction

- 4.1.1 Current national and local policy on transportation states that new developments should promote more sustainable transport choices for people. Investigation into existing forms of transport in relation to the proposed site can provide important insights into the possible travel patterns in the area. This forms part of a long-term strategy to reduce the reliance on private car trips.

4.2 Pedestrian Accessibility

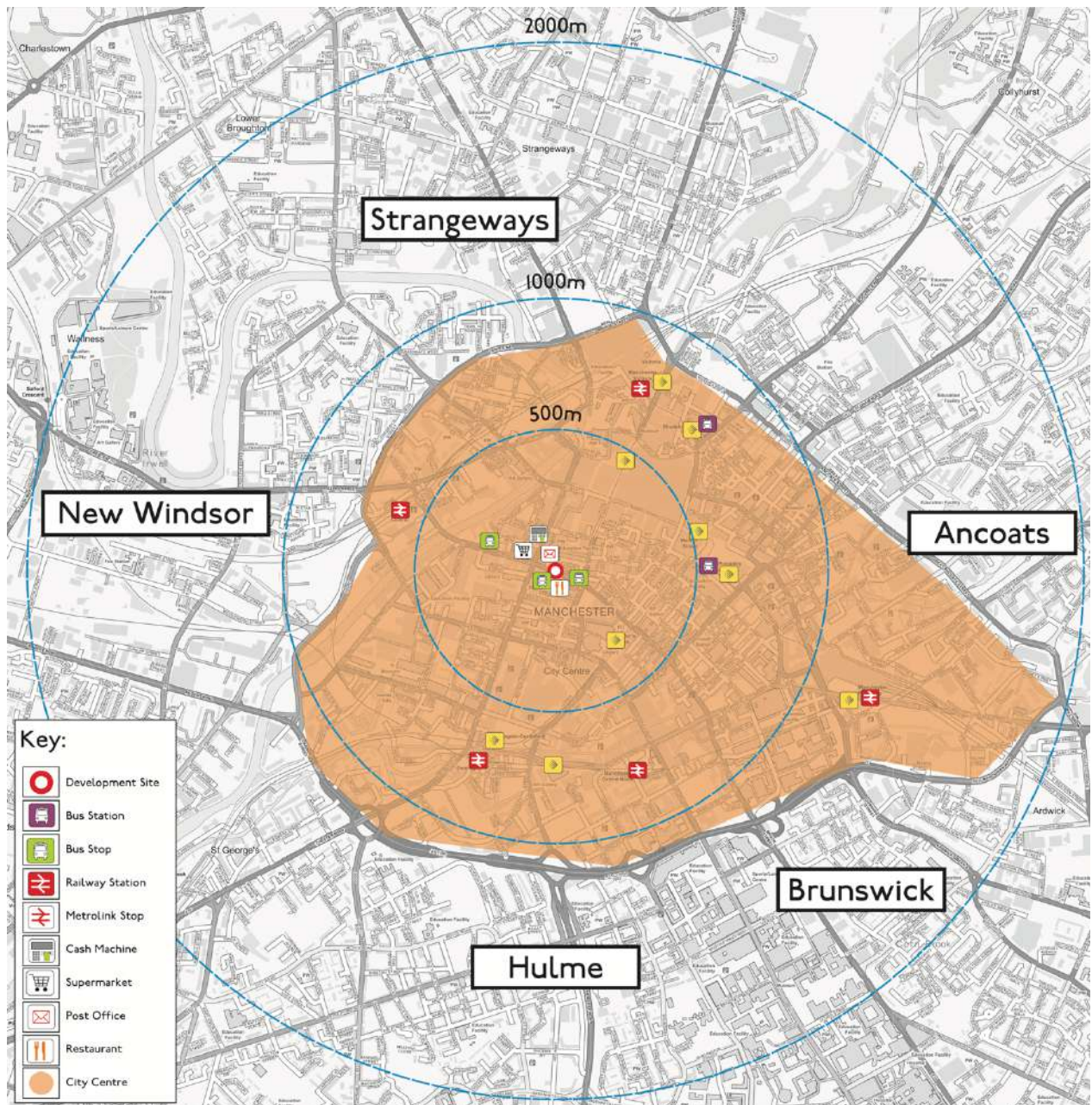
- 4.2.1 It is widely recognised that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.2.2 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document '*Guidelines for Providing for Journeys on Foot (2000)*' are shown in [Table 4.1](#).

Table 4.1 : CIHT Guideline Acceptable Walking Distances

Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000	1,200

- 4.2.3 The CIHT guidelines shown in [Table 4.1](#) suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.
- 4.2.4 Appropriate walking distances are dependent upon the location of the specific development. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high- quality pedestrian footways, crossings and pedestrianised areas.
- 4.2.5 As specified within CIHT guidance, walking catchment areas from the centre of the site have been produced to show local amenities within a 500m, 1000m and 2000m catchment area. The results are shown in [Figure 4.1](#).

Figure 4.1 : Walking Catchment Area and Amenity Plan



4.2.6 As shown in Figure 4.1, the site is surrounded by an array of key amenities including bus stops, train stations and Metrolink stations. Local residential areas such as Hulme, Brunswick and Ancoats are within a 2,000m catchment area of the site and therefore within the preferred maximum walking distance of the site.

4.2.7 Table 4.2 provides an indication of the distances and approximate walking times to local amenities. The distances have been measured from the site, and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 4.2 : Local Amenities – Distance and Walking Times

Amenity	Distance (m)	Average Walking Time (mins)
Restaurant	30m	1 minute
Bus Stop – John Dalton Street	50m	1 minute
Post Office	75m	1 minute
Sainsburys Local	85m	1 minute
Cash Machine	85m	1 minute
Bus Stop – Bridge Street	180m	2 minutes
St Peters Square Tram Stop	420m	5 minutes
Piccadilly Gardens Bus Station	750m	9 minutes
Deansgate Railway Station	860m	10 minutes

4.2.8 As summarised in Table 4.2, the site is well positioned in Manchester City Centre, with three bus stops located within a **2-minute** walk of the site. A restaurant, post office, cash machine and Sainsbury's local within a **1-minute** walk of the site. St Peter's Square Metrolink Station is located within a **5-minute** of the site, and Deansgate Railway Station within a **10-minute** walk of the site.

4.2.9 In summary, it has been demonstrated that the site complies with CIHT guidance for commuting walking distances. The site is well-placed in terms of pedestrian connectivity, with walking representing a realistic alternative to car trips. Based on the site's location, proximity to local bus service, local Metrolink Stations and connectivity to local footways, walking can be considered to be a realistic method of travel for commuting trips, particularly as an alternative to private car trips.

4.2.10 The BREEAM 2016 Tra02 'proximity to amenities' tool has been utilised to determine the key amenities within 500m of the site. The development building type is categorized as Type 1 – Offices, Retail, Industrial or Court. The results of the 'proximity to amenities' are shown in Table 4.3.

Table 4.3 : BREEAM 2016 Accessible Amenities

Amenity	Distance (m)	Average Walking Time (mins)
Food Outlet	30m	1 minute
Access to cash	85m	1 minute
Access to an outdoor open space (St Anne's Square)	170m	2 minutes
Access to a recreation/leisure facility (Bannatyne's health Club)	470m	5.5 minutes
Publicly available postal facility	75m	1 minute
Over the counter services associated with pharmacy (Boots)	500m	6 minutes
Childcare facility or school	-	-

Note: the amenities highlighted in blue are considered as Core Amenities for Type 1.

4.2.11 In accordance with BREEAM 2016, the development is required to be within 500m of three key amenities, with at least two being 'core amenities'. The data in Table 4.3 demonstrates that the development will be located within 500m of six amenities, and therefore receives **1 BREEAM Credit**.

4.3 Cycle Accessibility

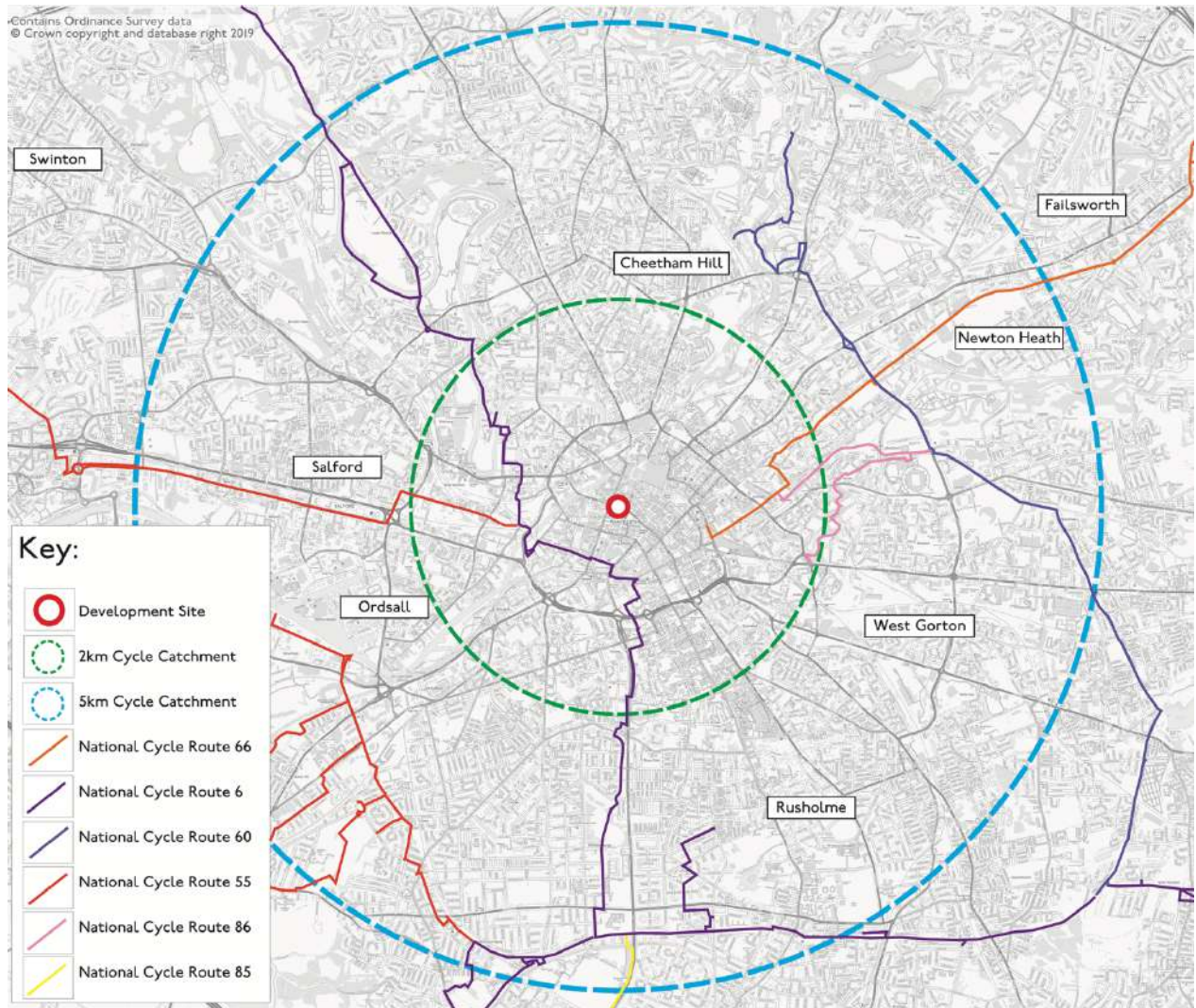
4.3.1 In vicinity of the site, off-site cycle parking is available adjacent to the site. 10 Sheffield Parking Stands are provided at this location able to provide parking for up to 20 cycles. The extent of the cycle parking is shown in Photograph 4.1.

Photograph 4.1 : Existing On-Street Cycle Parking



- 4.3.2 It is generally accepted that cycling has the potential to replace short car journeys, particularly those under 5km. “Local Transport Note 2/08: Cycling Infrastructure Design”, published by DfT, states that many utility cycle trips are less than three miles (approximately five kilometres), but for commuter journeys a distance of over five miles (approximately eight kilometres) is not uncommon.
- 4.3.3 As with pedestrian accessibility, the level of a site’s cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that the cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.
- 4.3.4 **Figure 4.2** presents the cycling catchment area around the proposed development site for 2km and 5km.

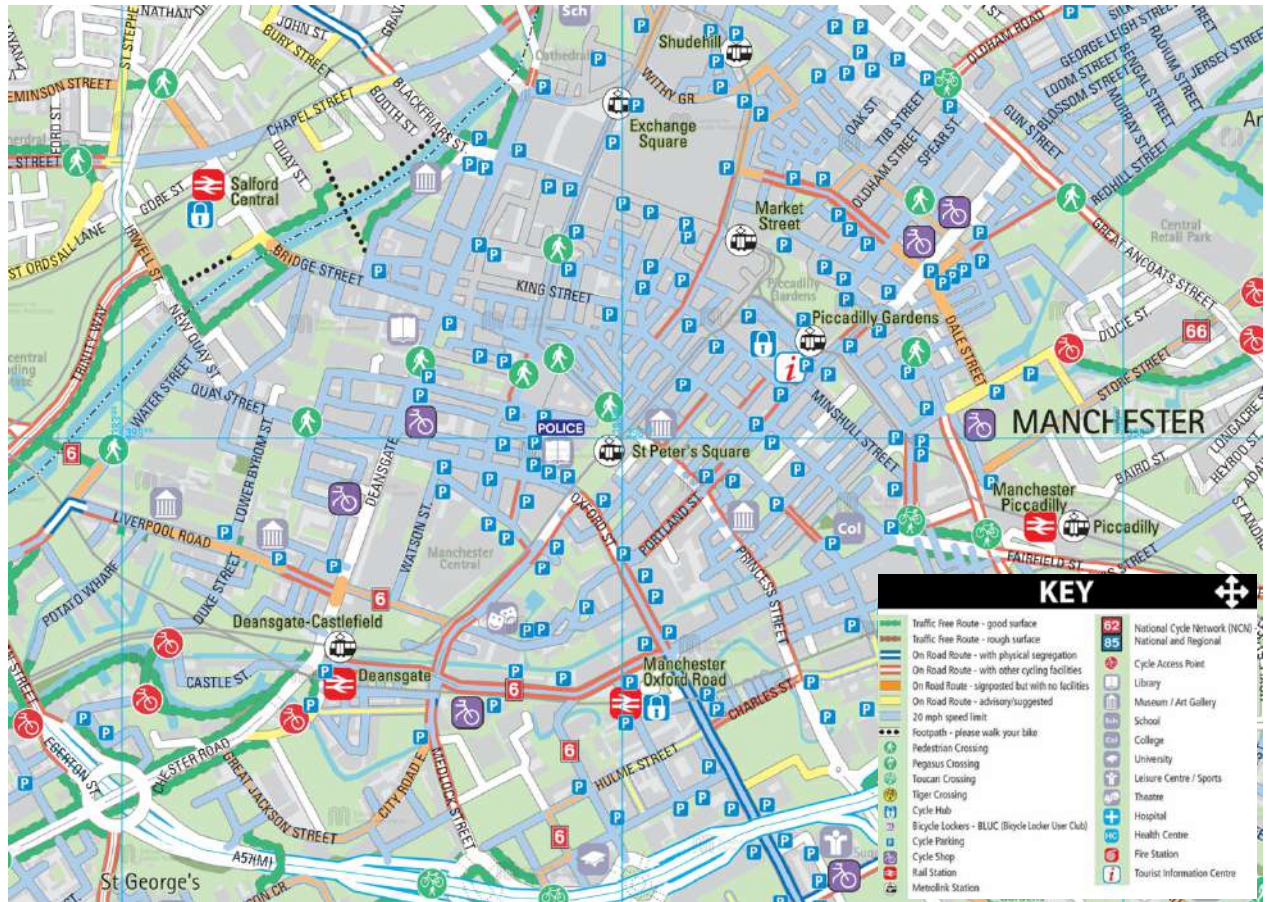
Figure 4.2 : Cycling Catchment Area



4.3.5 A review of cycle routes shows that there are six National Cycle Routes (NCR) within a 5km radius of the site, and therefore have the potential to be utilised by the site. Residential areas such as Salford, Ordsall, Failsworth and West Gorton are located within a 5km catchment area of the site and therefore have the potential for commuting by cycling to the site.

4.3.6 The local cycle routes which are available in the vicinity of the site, including traffic free routes and advisory cycle routes are shown in [Figure 4.3](#).

Figure 4.3 : Local Cycle Routes (source: TfGM)



4.3.7 As demonstrated, there is a very good network of cycle routes and infrastructure in vicinity of the site, which will facilitate and encourage cycling.

4.3.8 Manchester's recently proposed 'Bee Network' scheme will expand on the existing cycle infrastructure in the city by providing 1,800 miles of cycling and walking network. The scheme will create safe routes to be used by two modes of sustainable transport; walking and cycling. Manchester Northern/ Eastern Gateway infrastructure is being developed and will provide access to new eastern destinations by sustainable modes of travel.

4.3.9 In terms of cyclist facilities (Tra03) there are three credits available to the site in accordance with BREEAM 2016. The three credits can be achieved through the following:

- Cycle storage
- Cyclist facilities (at least 2 of the following are required)
- Showers; changing facilities; lockers; and drying Spaces.
- 1 Cycle storage per 10 staff.

4.4 Public Transport Services

Local Bus Services

- 4.4.1 The nearest bus stops are located 50m from the site on John Dalton Street and serves the 8, 12, 36, 37, 38 and 50 bus service. The bus stops benefit from the provision of a shelter, seating, litter bin and bus timetable information. The extent of the bus stop on John Dalton Street, adjacent to the site, is shown in [Photograph 4.2](#).

Photograph 4.2 : Bus stop on John Dalton Street



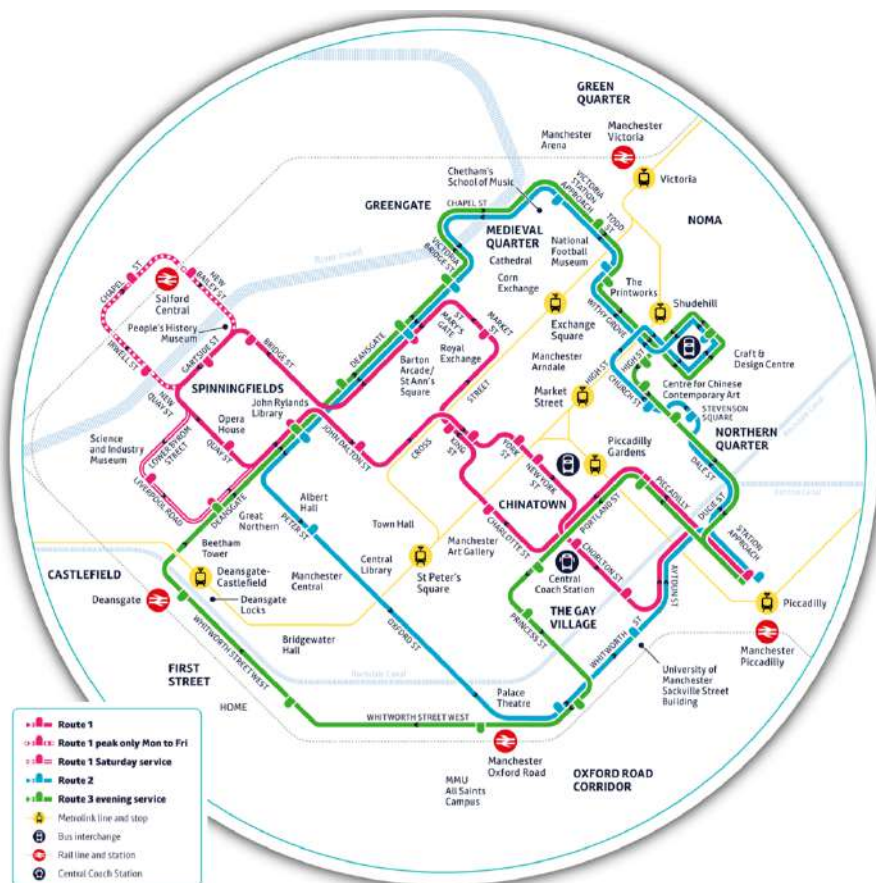
- 4.4.2 Piccadilly Bus Station is also located approximately 750m from the site and provides regular frequent bus services to a range of destination across Greater Manchester and locations further afield such as Blackburn and Burnley.
- 4.4.3 Details of the local bus services from the bus stop on John Dalton Street and their frequencies are shown in [Table 4.4](#).

Table 4.4 : Local Bus Service – Routes and Frequency

Service No.	Route	Weekday			Weekday	
		AM Peak	PM Peak	Inter Peak	Saturday	Sunday
8	Bolton – Moses Gate – Farnworth – Pendleton - Manchester	15mins	12 mins	12mins	12mins	12mins
36	Bolton – Peel – Salford - Manchester	12mins	12mins	12 mins	20mins	Hourly
37	Bolton – Walkden – Salford – Piccadilly Gardens	12mins	12mins	12mins	20mins	Hourly
38	Swinton – Salford – Piccadilly Gardens	12mins	12mins	12mins	10mins	30mins
50	East Didsbury – Burnage – Salford - Lowry	12mins	10mins	10mins	10mins	15mins

4.4.4 There are free bus services around Manchester. They operate between the train stations and cover Manchester City Centre; Figure 4.5 shows the bus routes that operate from Victoria Train Station which is located 980m from the site.

Figure 4.5 : Free Bus Services Route Map (source: TfGM)

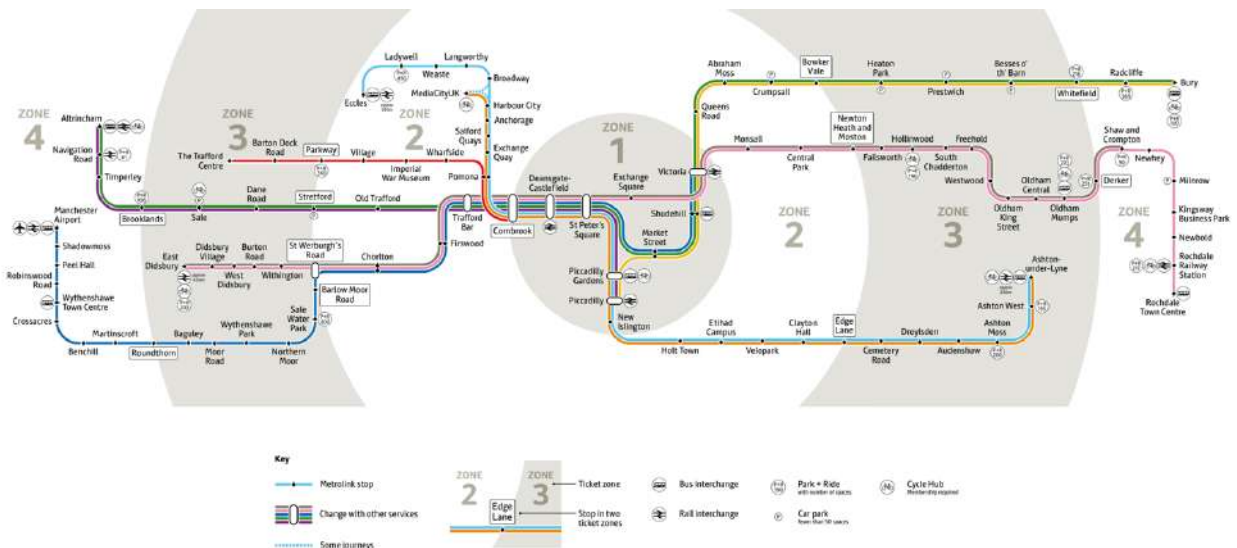


4.4.5 The BREEAM 2016 Tra01/02 Accessibility Index (AI) calculator tool has been utilised to demonstrate the 'AI' of the bus service within 500m of the site. The 'AI' calculator tool provides local bus services on John Dalton Street with an 'AI' of 3.

Metrolink Services

4.4.6 The nearest Metrolink Stations are located at St Peter's Square which is located 420m from the site and Deansgate interchange which is located c.850m from the site. The Metrolink services which operate here are: Green Line (Bury – Altrincham); Yellow Line (Bury – Piccadilly); Dark Blue Line (Manchester Airport – Victoria); Orange Line (Ashton-under-Lyne – Media City); Light Blue Line (Ashton-under-Lyne – Eccles); and the Purple Line (Altrincham – Piccadilly). Figure 4.6 presents the Greater Manchester Metrolink Tram network.

Figure 4.6 : Metrolink Tram Network (Source: TfGM)



4.4.7 The trams services available operate on a 12-minute frequency throughout the day. All tram stops have step-free access to all platforms, help points and security camera coverage.

Rail Services

4.4.8 Deansgate Railway Station is located approximately 850m from the site, with Victoria Train Station located approximately 980m from the site.

4.4.9 Both train stations provide regular and frequent train services to local destinations within Greater Manchester and destinations throughout the UK such as Liverpool, Leeds, Birmingham and London.

4.5 Summary

- 4.5.1 In summary, it has been shown that the site location benefits from access to a range of sustainable modes of travel, including travel by public transport, cycling and on-foot, thereby offering a usable and realistic alternative to single occupancy car journeys.
- 4.5.2 The site is therefore compliant with paragraph 108 of the National Planning Policy Framework (NPPF) which states that: *'In assessing sites that may be allocated for development in plans, or specific application for development, it should be ensured that: a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location'.*
- 4.5.3 Furthermore, the proposals accord with paragraph 110 of the NPPF which states that: *'applications for development should: a) give priority first to pedestrian and cycle movements, both with the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport'.*

5. Trip Generation and Traffic Impact

5.1 Introduction

- 5.1.1 In order to assess the traffic impact of the development proposals, a trip comparison exercise has been undertaken between the existing buildings and the proposed development.
- 5.1.2 The trip generation exercise is based on trip rates derived from the TRICS database to establish the existing and anticipated traffic movements generated by the existing buildings and development proposals.

5.2 Trip Generation

- 5.2.1 Trips generated by the proposed office development have been derived from TRICS database using the '02 - Employment, A - Office' category. In order to establish representative trips rates, sites within Greater London, Scotland and Ireland have been excluded from the dataset.
- 5.2.2 The existing floor area of the buildings on the site is 5,100m², to be replaced with a building of 12,640m², resulting in a net increase of 7,540m².
- 5.2.3 Person trip rates for the weekday AM and PM peak hours are shown in [Table 5.1](#), with the full TRICS outputs attached in [Appendix D](#).

Table 5.1 : TRICS Trip Rates – Person Trips (per 100sqm)

	AM 08:00-09:00			PM 17:00-18:00		
	Arrive	Depart	Total	Arrive	Depart	Total
Person Trip Rate (per 100sqm)	1.181	0.068	1.249	0.206	1.076	1.282
Existing Person Trips (5,100sqm)	60	4	64	10	55	65
Proposed Person Trips (12,640sqm)	149	9	158	26	136	162
Net Person Trips	+89	+5	+94	+16	+81	+97

- 5.2.4 Person trips have been converted into vehicle trips using the 2011 Modal census data (see [Table 2.1](#)) for the four MSOAs that make up the city centre. A summary of the results are shown in [Table 5.2](#).

Table 5.2 : Net Vehicle Trips

	AM 08:00-09:00			PM 17:00-18:00		
	Arrive	Depart	Total	Arrive	Depart	Total
Net Person Trips	89	5	94	16	81	97
Net Vehicle Trips (39% Mode Split)	35	2	37	6	32	38

5.2.5 As shown in Table 5.2, the proposed development will generate **37** two-way trips during the AM peak hour and **38** two-way trips during PM peak hour.

5.3 Summary

5.3.1 In summary, the proposed development is expected to generate a relatively low number of vehicular movements during both the AM and PM peak hours, equivalent to approximately 1 trip every 2 minutes when averaged over the peak hour.

5.3.2 It can therefore be reasonably concluded that the proposed development will have low traffic impact on the local highway network.

6. Summary and Conclusion

6.1 Summary

6.1.1 Mode Transport Planning has been appointed by the Island Site (General Partner) Limited, to provide transport and highways advice in relation to a new office development at land bound by John Dalton Street, Ridgefield, Bow Street and South King Street, Manchester.

6.1.2 The analysis and methodology set report has been carried out in accordance with current policy guidance and best practice. In summary, the following has been established:

- Following a review of Personal Injury Collisions records, there is no evidence to show the proposed development will have a detrimental impact on highway safety;
- The site is located to take full advantage of the sustainable transport modes, with easy access by walking, cycling, bus, light rail and rail;
- It is proposed to introduce a full-time pedestrianisation of Ridgefield along the boundary of the site, which has been agreed in principle with MCC Highways;
- Servicing and delivery will take place from a proposed loading bay on South King Street;
- Secure cycle parking and facilities for cyclists will be provided within the basement of the scheme;
- Although no car parking is proposed on-site, there is ample car parking available in surrounding public car parks;
- Based on agreed trip rates, the proposed use is expected to generate **37** and **38** two-way trips during the AM the PM peak hours respectively; and
- Considering the low number of trips generated, the proposed development will have a minimal impact on the local highway network.

6.2 Conclusion

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

Island Site (General Partner) Limited

Land bound by John Dalton Street, Ridgefield, Bow Street and
South King Street, Manchester

Transport Statement



APPENDICES

Island Site (General Partner) Limited

Land bound by John Dalton Street, Ridgefield, Bow Street and
South King Street, Manchester

Transport Statement



APPENDIX A

Scoping Correspondence

Subject: Re: Scoping - The Island Site
Date: Wednesday, 14 April 2021 at 14:33:26 British Summer Time
From: Andy Connell
To: Luke Wheeler, Sarah Hawkins
CC: Andrew Crompton
Attachments: image001.png

Hi Luke, in principle this is something we could accept but of course any vehicle length restriction TRO would need to go through a consultation process for which there could be objections.

It would also be of interest to know how the pedestrianised space on the southern section of Ridgefield is intended to be used in future. You may be aware that currently this section is closed between 11am and midnight and where outdoor seating arrangements are in place for Arcane Bar.

Regards,

Andy Connell (Working Times Monday to Thursday 0700 - 1600)
CURRENTLY WORKING FROM HOME
Traffic Engineer
Highways Service, Neighbourhoods Directorate
5th Floor Bridgewater House
Whitworth Street
Manchester
M1 6LT

Tel External: 0161 219 6510
Tel Internal: 801 36510
Work mobile: 07949 611265
E-mail: andy.connell@manchester.gov.uk
Web: <http://www.manchester.gov.uk>

From: Luke Wheeler <lukewheeler@modetransport.co.uk>
Sent: 14 April 2021 10:46 AM
To: Sarah Hawkins <Sarah.Hawkins@manchester.gov.uk>; Andy Connell <andy.connell@manchester.gov.uk>
Cc: Andrew Crompton <andrew.crompton@manchester.gov.uk>
Subject: Re: Scoping - The Island Site

Hi Andy,

I know you're probably busy catching up with things after the last few weeks but have you had chance to look at the updated pedestrianisation proposals for Ridgefield as per my email below?

Kind regards,

Luke Wheeler MCIHT
Principal Consultant
mode transport planning

106 Albert Mill | 10 Hulme Hall Road | Manchester | M15 4LY
t: 0161 464 9495 | e: lukewheeler@modetransport.co.uk

From: Luke Wheeler <lukewheeler@modetransport.co.uk>
Date: Monday, 29 March 2021 at 12:26
To: Sarah Hawkins <Sarah.Hawkins@manchester.gov.uk>, Andy Connell <andy.connell@manchester.gov.uk>
Cc: Andrew Crompton <andrew.crompton@manchester.gov.uk>, Mark Edwards <markedwards@modetransport.co.uk>
Subject: Re: Scoping - The Island Site

Sarah / Andy,

Thanks for your response.

Following your comments we have prepared a second option which proposes a TRO to limit the length of vehicles on the northern section of Ridgefield. Tracking shows that with the removal of a parking space on King Street South, 7.5t panel vans can exit Ridgefield onto King Street South. This option would retain the mechanical bollard.

Subject to refining the detail, could this option be supported in principle?

Happy to have a meeting to discuss both options further once Andy is free from the 12th April, although our client is looking to submit the application on the 16th April so we would need to have the meeting early that week to finalise the proposals for the application if you are both available.

Kind regards,

Luke Wheeler MCIHT

Principal Consultant

mode transport planning

106 Albert Mill | 10 Hulme Hall Road | Manchester | M15 4LY
t: 0161 464 9495 | e: lukewheeler@modetransport.co.uk

From: Sarah Hawkins <Sarah.Hawkins@manchester.gov.uk>
Date: Wednesday, 24 March 2021 at 10:32
To: Andy Connell <andy.connell@manchester.gov.uk>, Luke Wheeler <lukewheeler@modetransport.co.uk>
Cc: Andrew Crompton <andrew.crompton@manchester.gov.uk>
Subject: Re: Scoping - The Island Site

The auto bollards on Ridgefield have recently undergone a significant capital investment for replacement, They will be fully operational again within the next few weeks. The current hours of access on the section from the junction of King Street to South King Street is 06.00 am to 08.00 am

(brought in under covid legislation) this will change to 06.00 am to 10.30 am in the next month. However this is an auto exit point and vehicles that over stay in the area will still be able to exit outside of these hours.

It would be possible to look at putting a restriction to the size of vehicle that can use the Ridgefield exit point from the area with larger vehicles leaving via King Street onto Cross Street, however given the significant capital investment in the auto bollards replacement programme we would not be supportive of these being removed.

Thanks
Sarah Hawkins
Public Realm Manager
Public Realm
Highways, Transport & Engineering
Neighbourhoods Directorate
Manchester City Council
PO Box 532 Town Hall
Manchester
M60 2LA

Internal 800 35405
Tel: 0161 234 5405
Mob: 07795604057

Email: sarah.hawkins@manchester.gov.uk
www.manchester.gov.uk

From: Andy Connell <andy.connell@manchester.gov.uk>
Sent: 23 March 2021 4:19 PM
To: Luke Wheeler <lukewheeler@modetransport.co.uk>; Sarah Hawkins <Sarah.Hawkins@manchester.gov.uk>
Subject: Re: Scoping - The Island Site

Hi Luke, thanks for your email.

I'm currently prioritising on city centre reopening duties so until after 12th April my time is limited.

Given the potential significance of these proposals in terms of access to the King Street area I think we need to review these initially with our public realm team and which is why I've copied in Sarah Hawkins. A virtual meeting to discuss the proposals might be the way forward, but having checked Sarah's diary and my availability this couldn't be arranged before your next meeting with Planning

on 29th March.

Let's see what Sarah comes back with and then we can consider the next steps. It could be of use to explore a catch up week beginning 12th April and asking for our availability.

Regards,

Andy Connell (Working Times until the end of
March 2021:- Tuesday to Thursday 0700 - 1600)
CURRENTLY WORKING FROM HOME
Traffic Engineer
Highways Service, Neighbourhoods Directorate
5th Floor Bridgewater House
Whitworth Street
Manchester
M1 6LT

Tel External: 0161 219 6510

Tel Internal: 801 36510

Work mobile: 07949 611265

E-mail: andy.connell@manchester.gov.uk

Web: <http://www.manchester.gov.uk>

From: Luke Wheeler <lukewheeler@modetransport.co.uk>

Sent: 19 March 2021 6:48 PM

To: Andy Connell <andy.connell@manchester.gov.uk>

Subject: Re: Scoping - The Island Site

Hi Andy,

It has been a while hasn't it! Luckily we have no speed humps to contend with on this one.

Thank you for your initial comments, following this we've gone and looked at the servicing and pedestrianisation strategy further so we can develop the proposals further.

As shown in the attached plan, a 10m rigid vehicle is unable to turn from Ridgefield Street on South King Street as would be required if Ridgefield was closed to vehicles, so as part of the pedestrianisation we propose to include the section of Ridgefield to the north of South King Street, with any vehicles currently using this route diverting along King Street and exiting onto Cross Street instead.

We would seek to undertake the pedestrianisation under Section 249 TCPA so that the area remains adopted, we recognise that this would have to be undertaken by MCC directly, and subject to an in principle agreement, we would seek to begin detailed discussions with the relevant Highway Engineer (likely Cliff?) to discuss the process and requirements and likely costs to MCC which we would obviously cover.

We have shown some indicative fixed/lockable bollard and kerb locations to support the proposals however this would be subject to detailed design agreements. At this stage we have indicated the surface finish would be a continuation of the existing finish along King Street, again this would be subject to further detail and will tie into the wider landscaping proposals to improve the footways around the site.

We propose to replace two of the existing parking bays with a loading bay on South King Street, with a service access door located to the rear of the building near to the loading bay. Refuse collection will take place from South King Street with the bin store located off Bow Street and bins moved to the corner of Bow Street and South King Street on collection days.

Subject to the introduction of a kerb line across Ridgefield there is potential to relocate one of the parking bays lost to the loading bay.

Are you able to advise if the proposals outlined above would be supported in principle and if we need to commission MCC to undertake any work at this stage to support the S249.

The planning team had a pre-app meeting last week with Dave Roscoe who was supportive of the pedestrianisation subject to agreement with Highways and they have a follow up meeting on Monday 29th March, if at all possible I'd be grateful if you could provide an in principle view on the proposals before that meeting so we are in a position to update the planning team on the proposals.

Kind regards,

Luke Wheeler MCIHT

Principal Consultant

mode transport planning

106 Albert Mill | 10 Hulme Hall Road | Manchester | M15 4LY

t: 0161 464 9495 | e: lukewheeler@modetransport.co.uk

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www.modetransport.co.uk

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From: Andy Connell <andy.connell@manchester.gov.uk>

Date: Wednesday, 3 March 2021 at 10:44

To: Luke Wheeler <lukewheeler@modetransport.co.uk>

Subject: Re: Scoping - The Island Site

Hi Luke, it's been a while! Here are some pre-planning application comments:

It is possible that the pedestrianisation of Ridgefield (between South King St and John Dalton St) could be supported subject to vehicle egress from King St/Ridgefield/South King St/Deansgate being verified.

It could be stopped up (under S247) but you'd need to maintain a pedestrian right of way. Also, your development would be liable for its future maintenance.

The pedestrianisation would require the removal of a loading bay and therefore we'd need to be satisfied that loading can take place from elsewhere. It would not be supported from John Dalton Street so the travel distance from the existing loading bay on South King Street to the service entrance of the new development becomes significant.

If the pedestrianisation was provided to allow tables and chairs activity then this section of road would need to be shared with other adjacent hostelrys (ie not for the exclusive use of this

development). This is how it currently works under a covid related road closure between 11am and midnight when hostelrys are open.

There are no limitations on the size of vehicle allowed to access King Street for servicing therefore, you should track the maximum size of vehicle which can make the turn at King Street/Ridgefield and then try to verify that this vehicle can also make the required turn at the junction of Ridgefield/South King Street. If it can then this would provide verification that you are not further restricting access by virtue of the size of the vehicle.

The bollards on Ridgefield only allow access between 6am-11am & 5pm-9pm for loading/unloading.

The exit out onto Deansgate may be partially compromised in future (left turn only) if the Deansgate closure between King Street West and Blackfriars Street comes forward. This is currently being consulted upon.

For Bow Street refuse collection, you'd need to demonstrate that this could occur without having a significant adverse impact on passing traffic. Its narrowness is a concern although a mitigating factor might be that this is an existing waste collection point.

I hope that these comments help?

Regards,

Andy Connell (Working Times until the end of
March 2021:- Tuesday to Thursday 0700 - 1600)
CURRENTLY WORKING FROM HOME
Traffic Engineer
Highways Service, Neighbourhoods Directorate
5th Floor Bridgewater House
Whitworth Street
Manchester
M1 6LT

Tel External: 0161 219 6510

Tel Internal: 801 36510

Work mobile: 07949 611265

E-mail: andy.connell@manchester.gov.uk

Web: <http://www.manchester.gov.uk>

From: Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>

Sent: 24 February 2021 10:11 AM

To: Andy Connell <andy.connell@manchester.gov.uk>

Subject: Fw: Scoping - The Island Site

Hi Andy,

Could you pick this one up next week please.

Thanks,

Neil

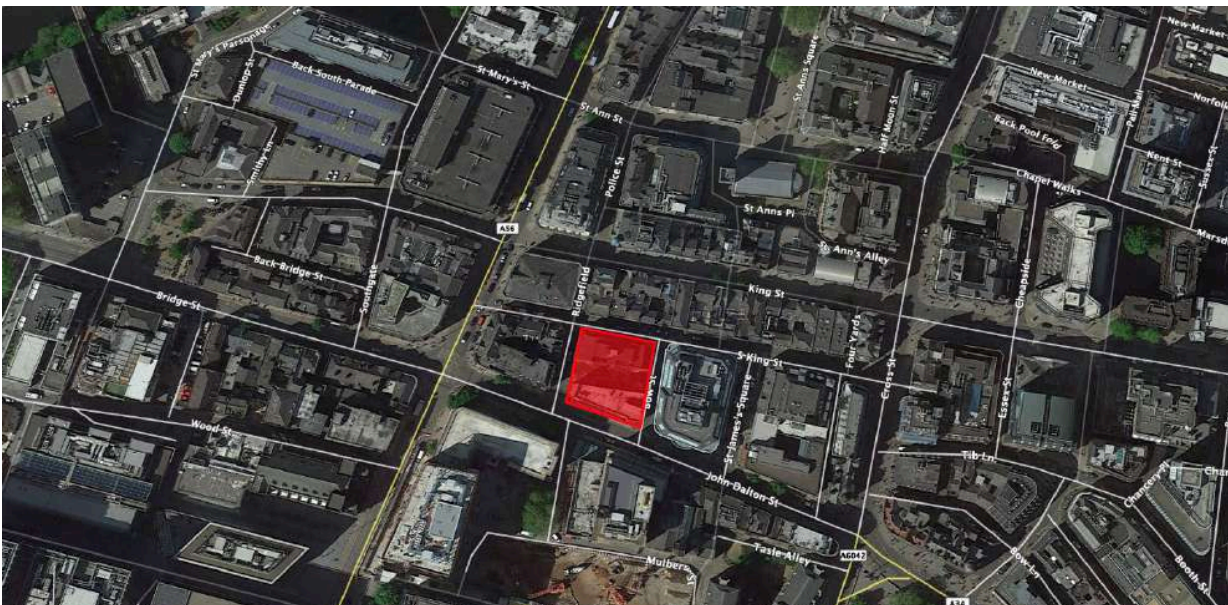
Neil Bayliss-Rowe
Highways Development Control & Flood Risk Manager
Internal Tel: 801 31171
External Tel: 0161 234 1171
Mobile: 07971384537
Email: neil.bayliss-rowe@manchester.gov.uk

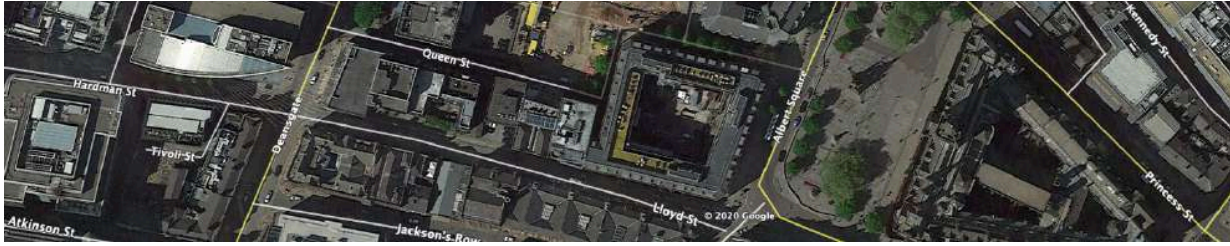
Highways Service,
Growth and Neighbourhoods Directorate
Manchester City Council
PO Box 532
Town Hall
Manchester
M60 2LA
Web: <http://www.manchester.gov.uk>

From: Luke Wheeler <lukewheeler@modetransport.co.uk>
Sent: 23 February 2021 19:15
To: Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>
Cc: Mark Edwards <markedwards@modetransport.co.uk>
Subject: Scoping - The Island Site

Hi Neil,

We have been appointed to provide transport planning and highways advice in relation to a planning application for a new office development at The Island Site on John Dalton Street in Manchester City Centre. The site located is shown below:





The development proposals comprise the demolition of the existing building and construction of a new 12-storey commercial office building.

Due to the site's city centre location no on-site car parking provision is proposed however, the scheme will deliver secure cycle parking located within the building. The level of cycle parking will, as a minimum, meet MCC's standards; however, to encourage sustainable travel the minimum standard may be exceeded if possible.

The existing floor area is c. 5100m² to be replaced with c. 12,300m², at net increase of c. 7,200m², although floor areas are not yet finalised. The table below shows the net trip increase in the peaks based on modal split census data for the city centre.

	AM 08:00-09:00			PM 16:00-17:00		
	Arrive	Depart	Total	Arrive	Depart	Total
Person Trip Rates	1.181	0.068	1.249	0.206	1.076	1.282
Net Person Trips	85	5	90	15	77	92
Net Vehicle Trips	33	2	35	6	30	36

As part of the proposals we are seeking to pedestrianise Ridgefield Road adjacent to the site and would appreciate your thoughts as to whether this is something MCC would support. To aid in our assessment of the pedestrianisation of Ridgefield Road, are you able to provide any information regarding the operation of the existing pedestrianised section of Ridgefield Road to the north, including the operation of the droppable bollards, access rights and vehicle sizes. It is assumed that currently vehicles exit onto John Dalton Street however if the pedestrianisation is supported, vehicles would be required to exit onto Deansgate via South King Street so we will need to undertake swept path analysis at the Ridgefield Road/ South King Street Junction.

Servicing will take place from the existing loading bay on South King Street, whilst refuse collection will take place on Bow Street with the bin store doors accessing directly on to Bow Street.

Based on the scale of development, it is our intention to produce a Transport Statement to accompany the planning application, along with a BREEAM Framework Travel Plan. I am emailing to confirm this approach and the scope of assessment, as detailed below:

Transport Statement

- Review the existing transport and highways operation in the vicinity of the site;
- Analysis of personal injury collision data records for the most recent 5-year period on the local highway network;
- Full description of the development proposals, including review of servicing arrangements;

- No on-site car parking provision is proposed;
- Minimum cycle parking standards may be exceeded to encourage to promote sustainable travel.
- Assess sustainable accessibility of the site by walking, cycling and public transport. Inclusion of Manchester's Cycle Infrastructure Improvement Schemes;
- Establish trip generation using the TRICS database (output attached). A comparison between the existing and proposed uses of the site will be undertaken to establish the NET trip generation of the site using person trip rates with city centre modal split census data as set out above;
- Given the sites City Centre location and low trip generation, it is not expected that off-site traffic impact modelling will be required.

BREEAM Framework Travel Plan

- Consideration of the FTP in the context of policy and guidance;
- Review the existing transport and highways operation in the vicinity of the site;
- Full description of the development proposals;
- Assess sustainable accessibility of the site by walking, cycling and public transport;
 - Consultations of the existing and proposed cycle schemes in Manchester City Centre with MCC. This including Manchester's proposed 'Bee Network' scheme and Manchester Northern / Eastern Gateway Infrastructure and how these would impact and improve sustainable travel to the site. (Any further information on these schemes would be appreciated)
- Establish and present the proposed objectives and targets of the TP, identifying the tools necessary for employees / visitors to make informed decision about how they travel to the site;
- Description of the travel management plan, including measures and incentives both prior to and during occupation to achieve the objectives and targets of TP;
- Present a monitoring and review process – Travel questionnaires will be completed by employees within the first 3 months of occupation, a monitoring would then be submitted to MCC. The process will be repeated annually for the first 5 years.

I would be grateful if you could confirm that the TS and FTP scope is acceptable. If you have any queries or need any further information please let me know.

Kind regards,

Luke Wheeler MCIHT

Principal Consultant

mode transport planning

106 Albert Mill | 10 Hulme Hall Road | Manchester | M15 4LY

t: 0161 464 9495 | e: lukewheeler@modetransport.co.uk

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Island Site (General Partner) Limited

Land bound by John Dalton Street, Ridgefield, Bow Street and
South King Street, Manchester

Transport Statement



APPENDIX B

Scheme Drawings

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Drawing Revisions

Date:	Rev:	Note:	Check:
16.04.21	P 1	Draft planning issue	RP
28.04.21	P 2	Issued For Planning	RP
07.05.21	P 3	Issued For Planning Submission	RP

CARTWRIGHT
PICKARD

Client
The Island Site (General Partner) Limited

Project
834 | John Dalton Street

Building Name
Island

Drawing Title
GA Plan - Level 00

Scale
As indicated @ A1

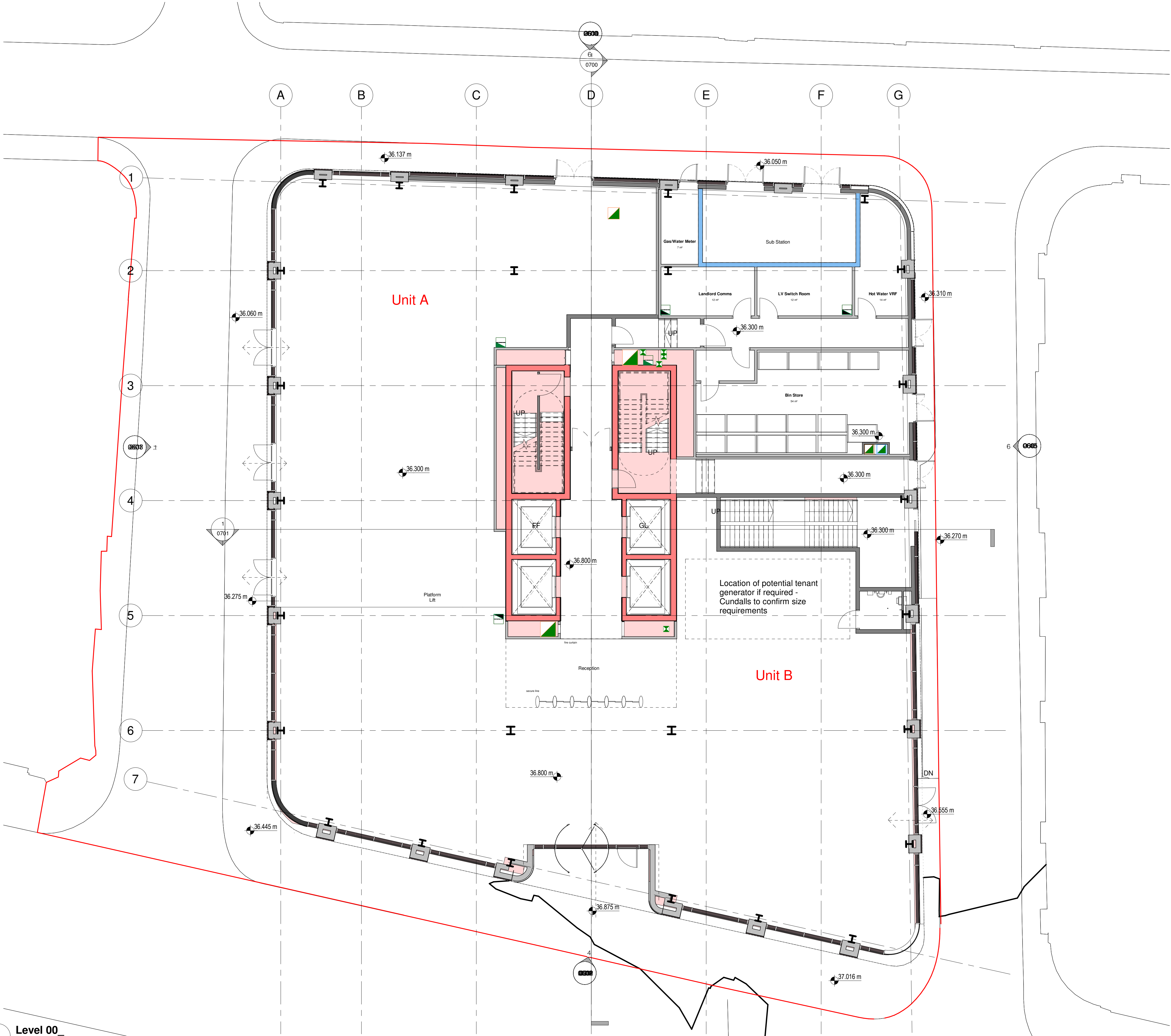
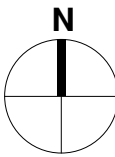
Drawing Created
01/21/20

Revision
P3

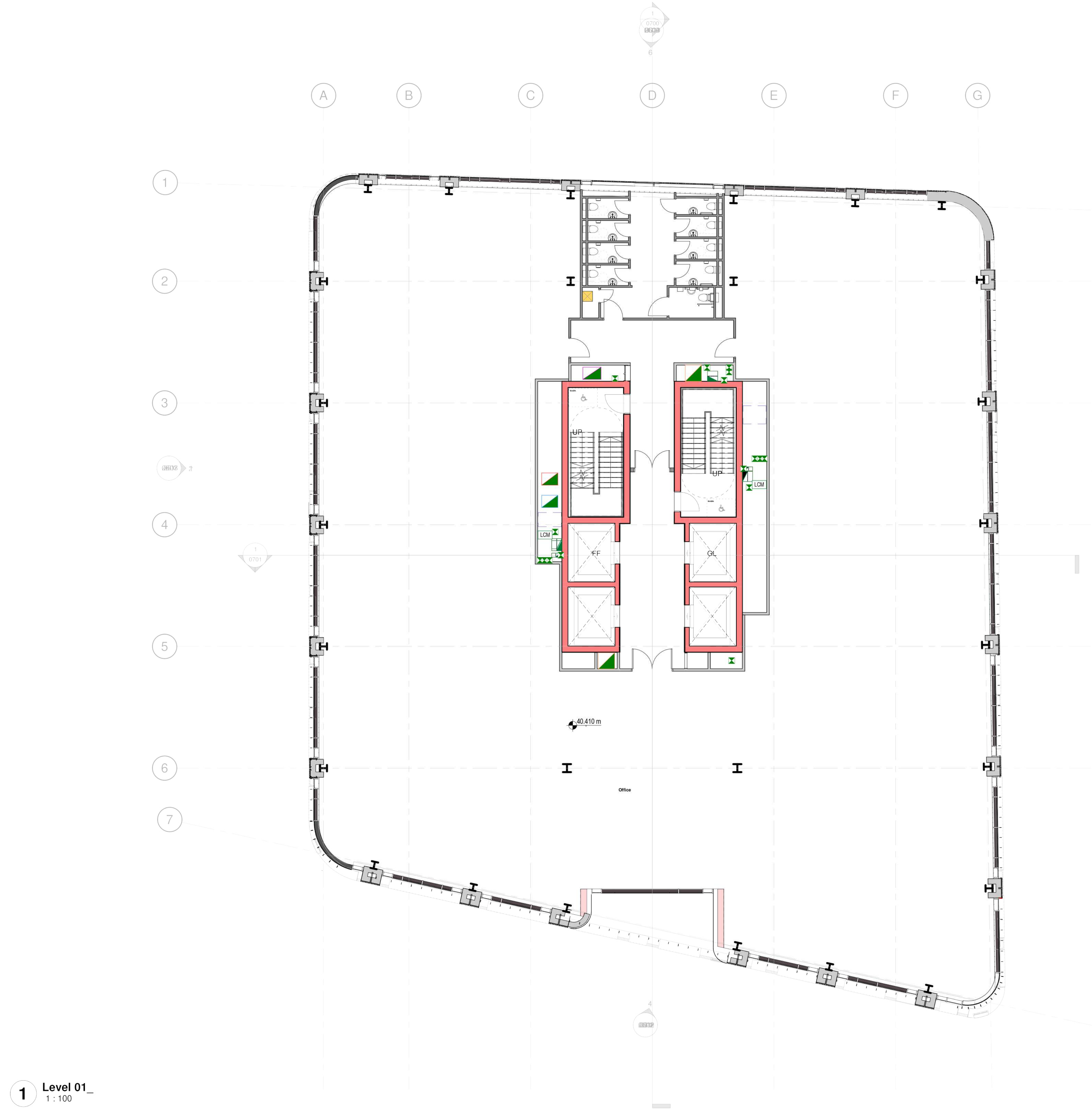
Drawing No.
TIS-CPA-ZA-00-DR-A-0201

Manchester Office
Unit 3/5 Duxie House
Duxie Street
Manchester M12 1JW
Tel 0161 944 7144

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1 Level 00_
1 : 100



1 Level 01_

1 : 100

Drawing Original Size

Notes

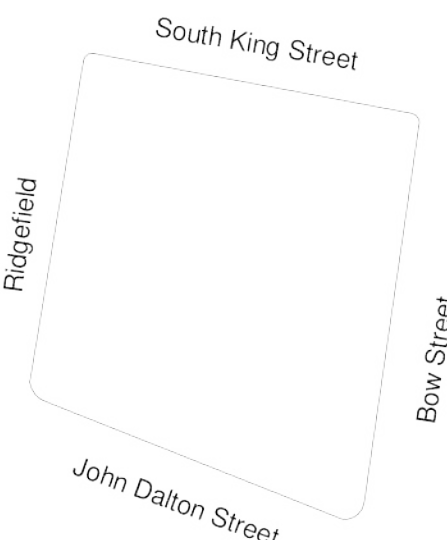
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Drawing Revisions

Date:	Rev:	Note:	Check:
28.04.21	P 1	Issued For Planning	RP

CARTWRIGHT
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Client

The Island Site (General Partner) Limited

Project

834 | John Dalton Street

Building Name

Island

Drawing Title

GA Plan - Level 01

Scale

As indicated @ A1

Drawing Created

01/21/20

Revision

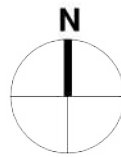
P 1

Drawing No.

TIS-CPA-ZA-01-DR-A-0202

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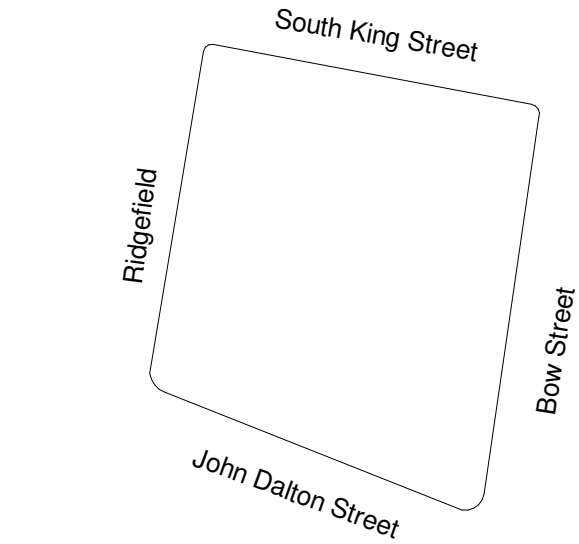
Drawing Original Size
A1

Notes
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Drawing Revisions

Date:	Rev:	Note:	Check:
16.04.21	P 1	Draft planning issue	RP
28.04.21	P 2	Issued For Planning	RP

CARTWRIGHT
PICKARD

Client
The Island Site (General Partner) Limited

Project
834 | John Dalton Street

Building Name
Island

Drawing Title
GA Plan - Level 02

Scale
As indicated @ A1

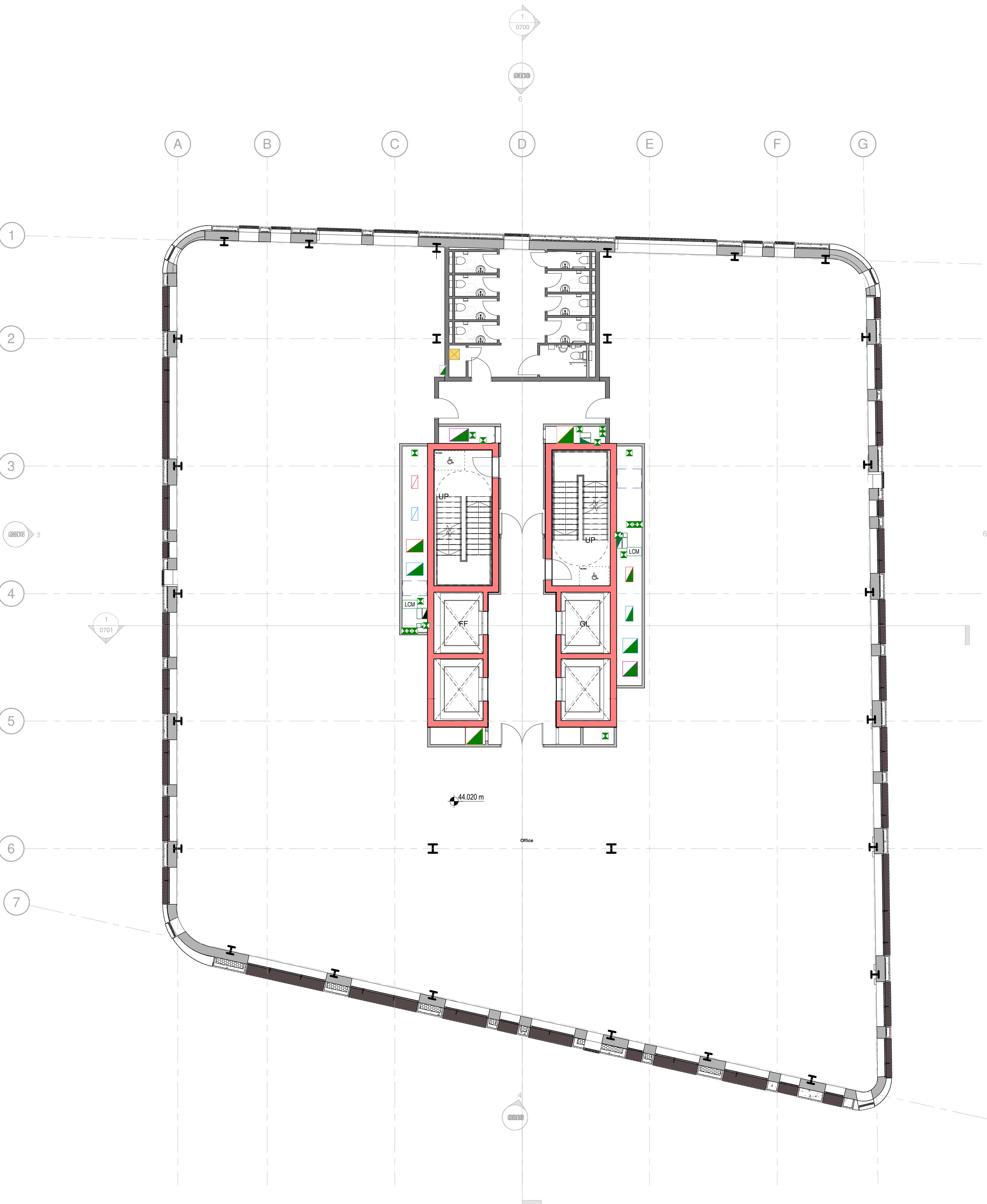
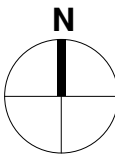
Drawing Created
03/30/20

Revision
P2

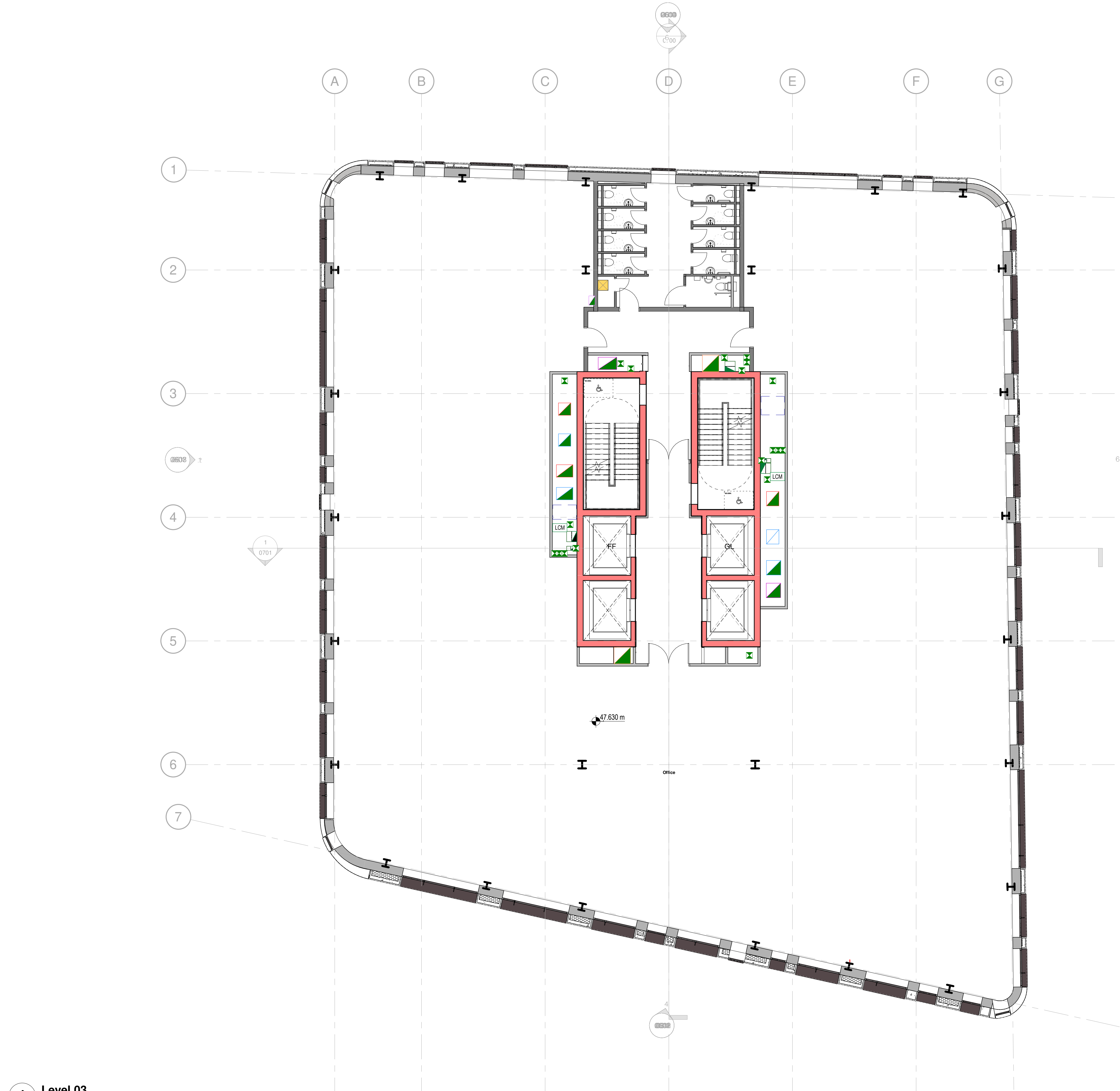
Drawing No.
TIS-CPA-ZA-02-DR-A-0203

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1 Level 02_
1 : 100



1 Level 03_
1 : 100

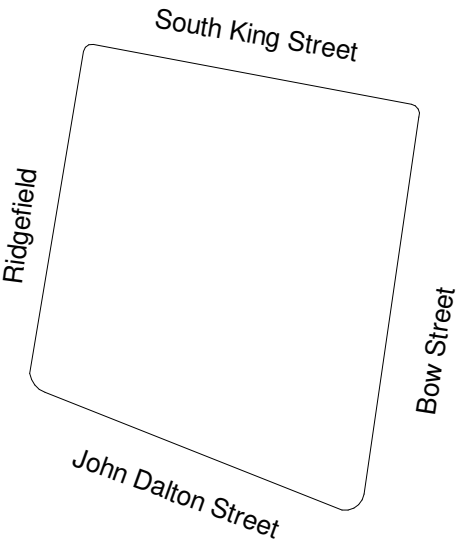
Drawing Original Size A1

Notes
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Drawing Revisions

Date:	Rev:	Note:	Check:
16.04.21	P 1	Draft planning issue	RP
28.04.21	P 2	Issued For Planning	RP

CARTWRIGHT
PICKARD

Client

The Island Site (General Partner) Limited

Project

834 | John Dalton Street

Building Name

Island

Drawing Title

GA Plan - Level 03

Scale
As indicated @ A1

Drawing Created
08.01.20

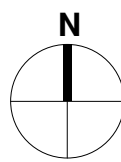
Revision
P 2

Drawing No.

TIS-CPA-ZA-03-DR-A-0204

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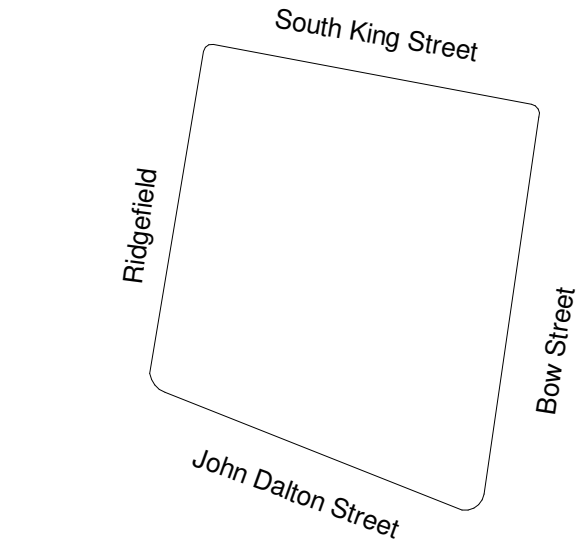
Drawing Original Size
A1

Notes
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Drawing Revisions

Date:	Rev:	Note:	Check:
16.04.21	P 1	Draft planning issue	RP
28.04.21	P 2	Issued For Planning	RP

CARTWRIGHT
PICKARD

Client
The Island Site (General Partner) Limited

Project
834 | John Dalton Street

Building Name
Island

Drawing Title
GA Plan - Level 04

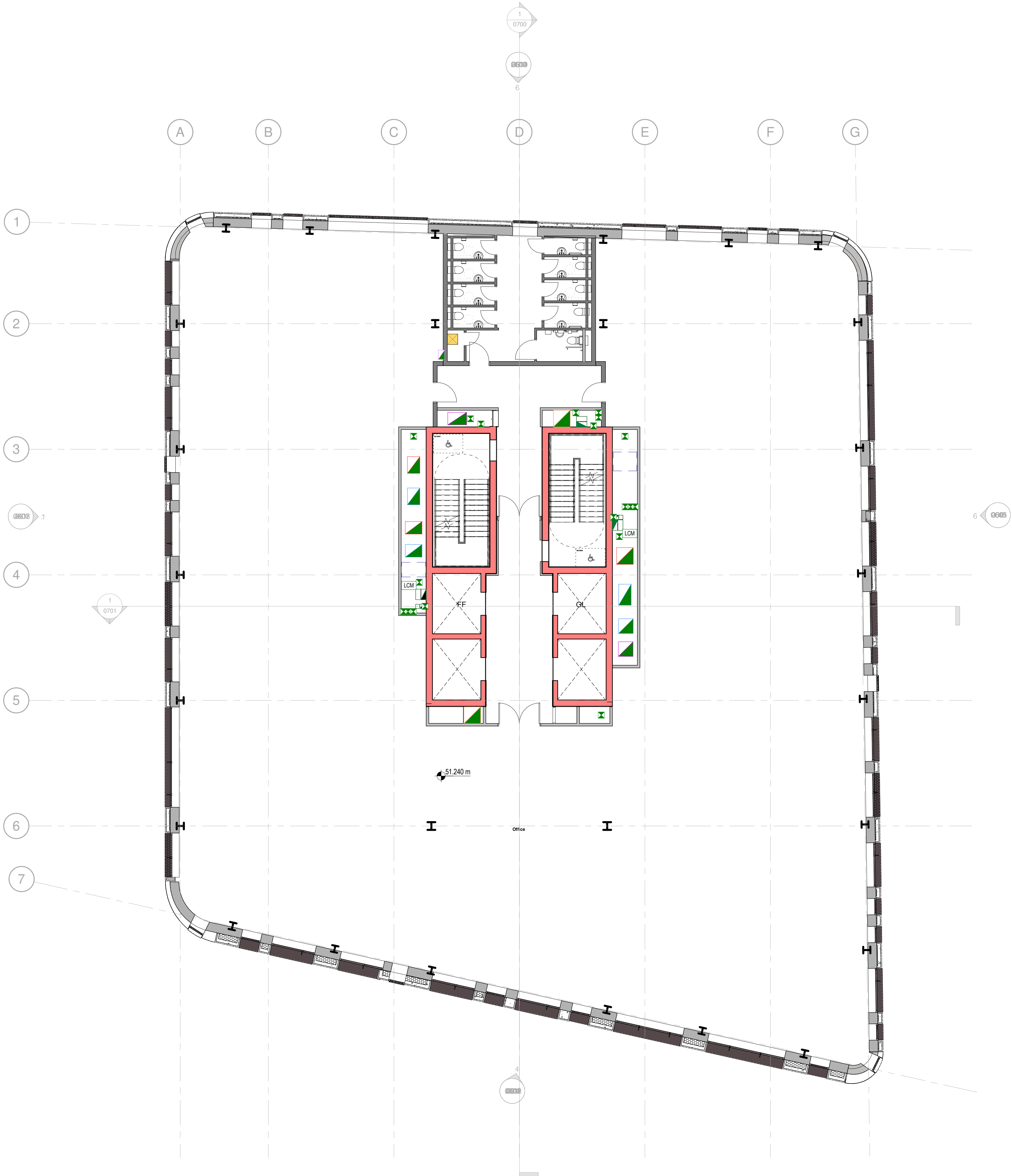
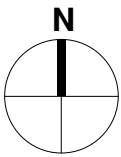
Scale
As indicated @ A1

Drawing Created
17.12.19

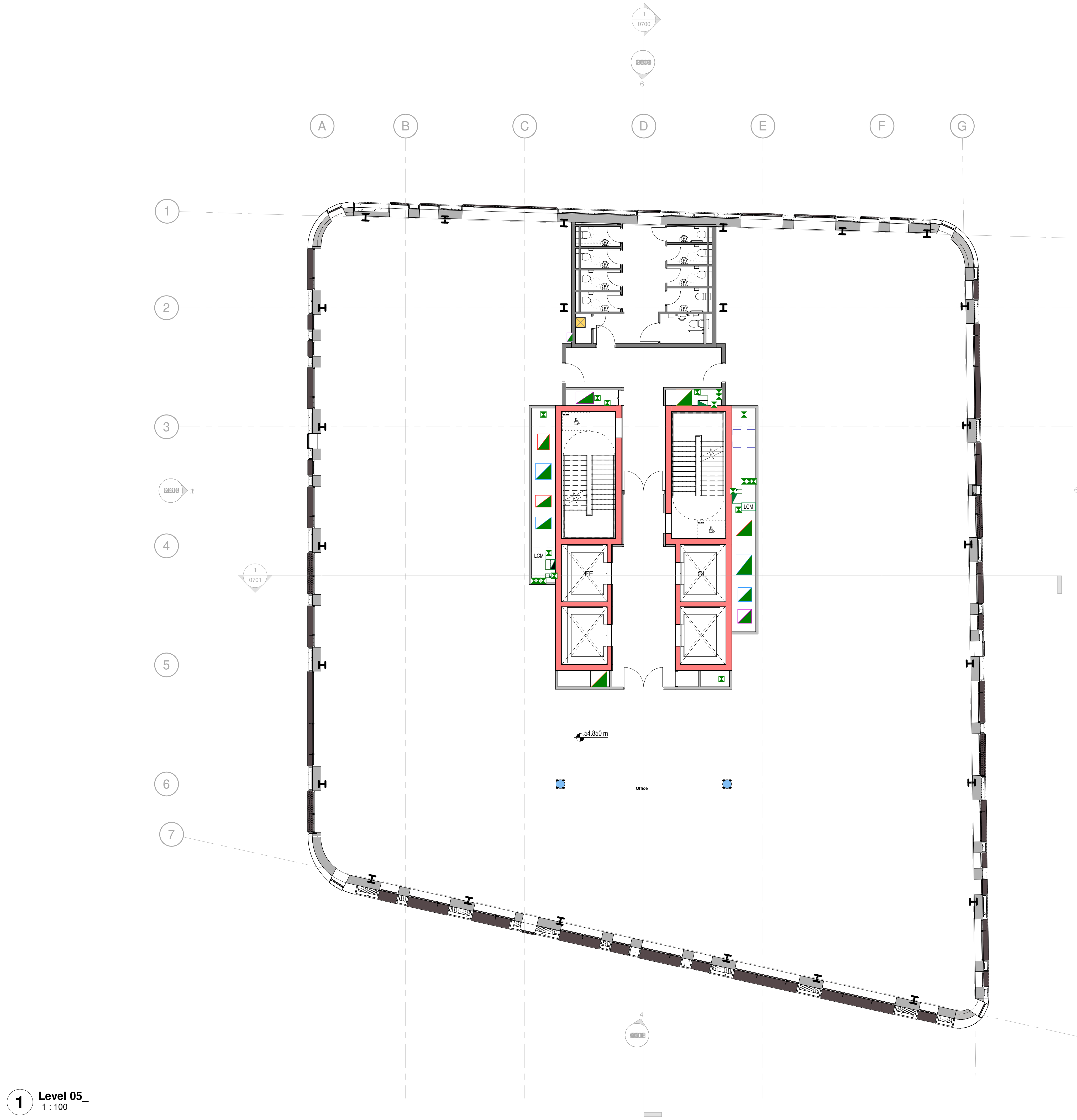
Revision
P 2

Drawing No.
TIS-CPA-ZA-04-DR-A-0205

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1 Level 04_
1 : 100



1 Level 05_ 1:100

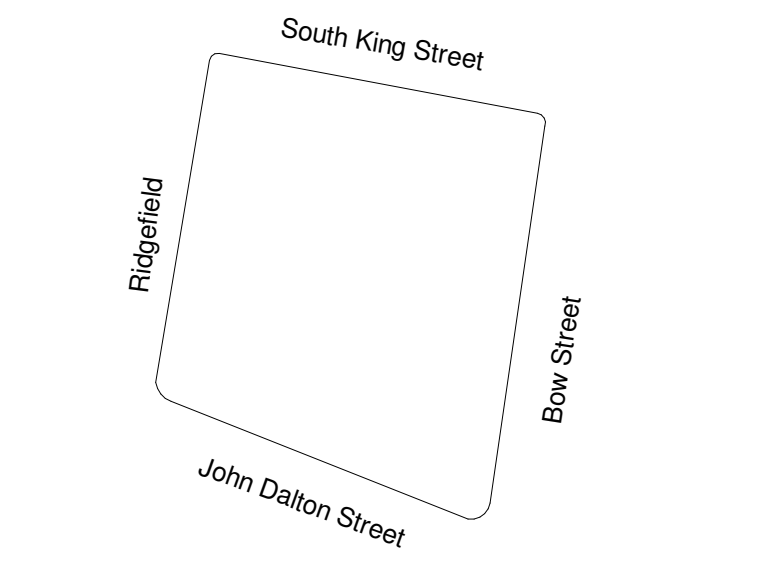
Drawing Original Size
A1

Notes
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Drawing Revisions			
Date:	Rev:	Note:	Check:
16.04.21	P 1	Draft planning issue	RP
28.04.21	P 2	Issued For Planning	RP

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PICKARD

Client
The Island Site (General Partner) Limited

Project
834 | John Dalton Street

Building Name
Island

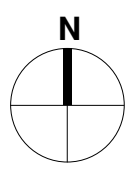
Drawing Title
GA Plan - Level 05

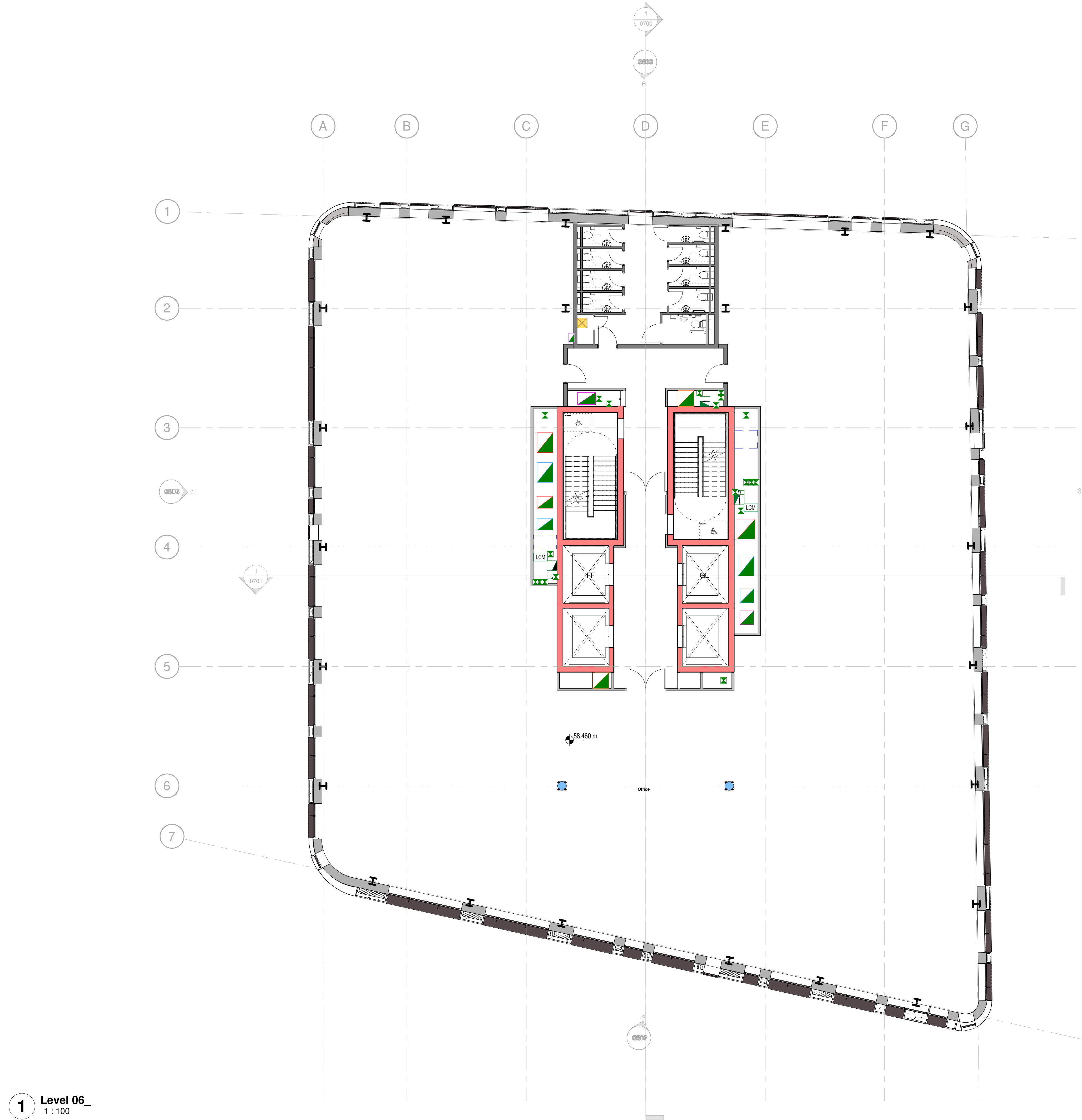
Scale	Drawing Created
As indicated @ A1	08.01.20
Revision	
P 2	

Drawing No.
TIS-CPA-ZA-05-DR-A-0206

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1 Level 06_
1 : 100

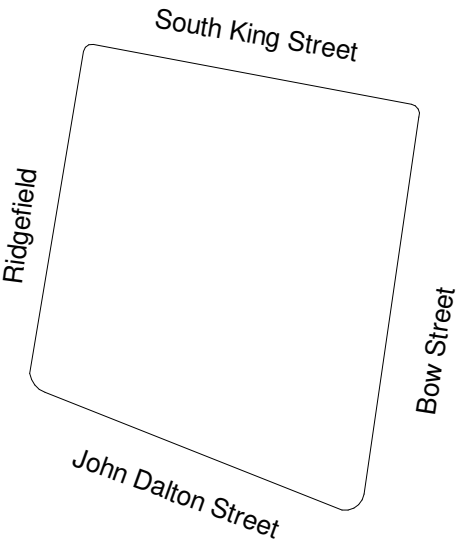
Drawing Original Size A1

Notes
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Drawing Revisions

Date:	Rev:	Note:	Check:
16.04.21	P 1	Draft planning issue	RP
28.04.21	P 2	Issued For Planning	RP

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Client

The Island Site (General Partner) Limited

Project

834 | John Dalton Street

Building Name

Island

Drawing Title

GA Plan - Level 06

Scale
As indicated @ A1

Drawing Created
08.01.20

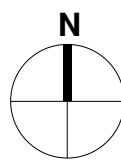
Revision
P 2

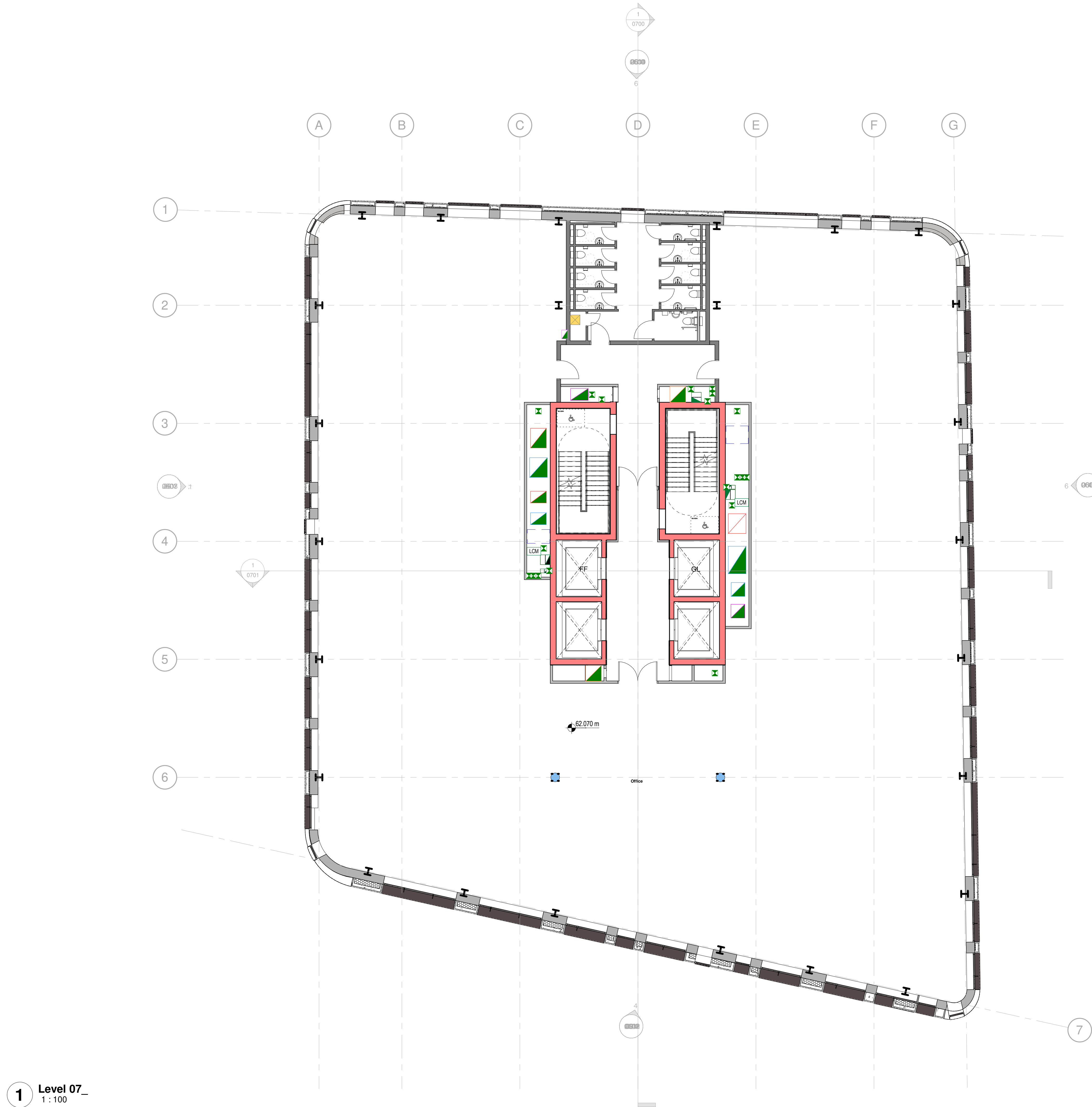
Drawing No.

TIS-CPA-ZA-06-DR-A-0207

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1 Level 07_
1:100

Drawing Original Size A1

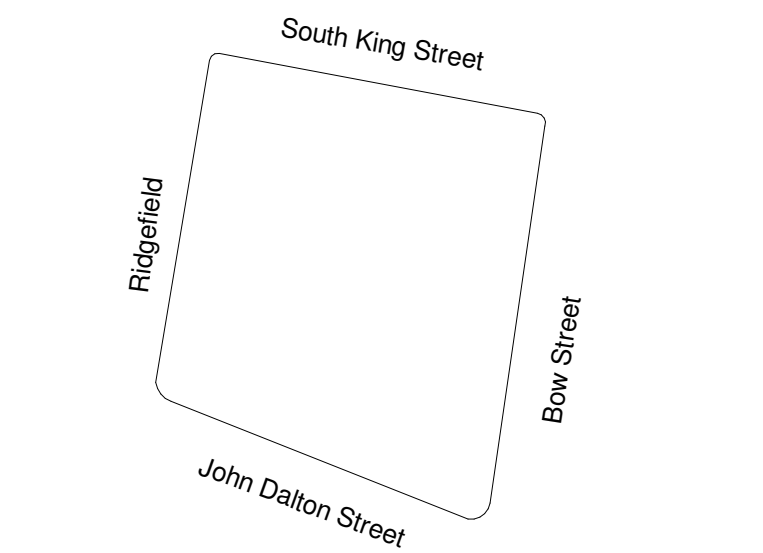
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16.04.21	P 1	Draft planning issue	RP
28.04.21	P 2	Issued For Planning	RP

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Project

834 | John Dalton Street

Building Name

Island

Drawing Title

GA Plan - Level 07

Scale

As indicated @ A1

Drawing Created

08.01.20

Revision

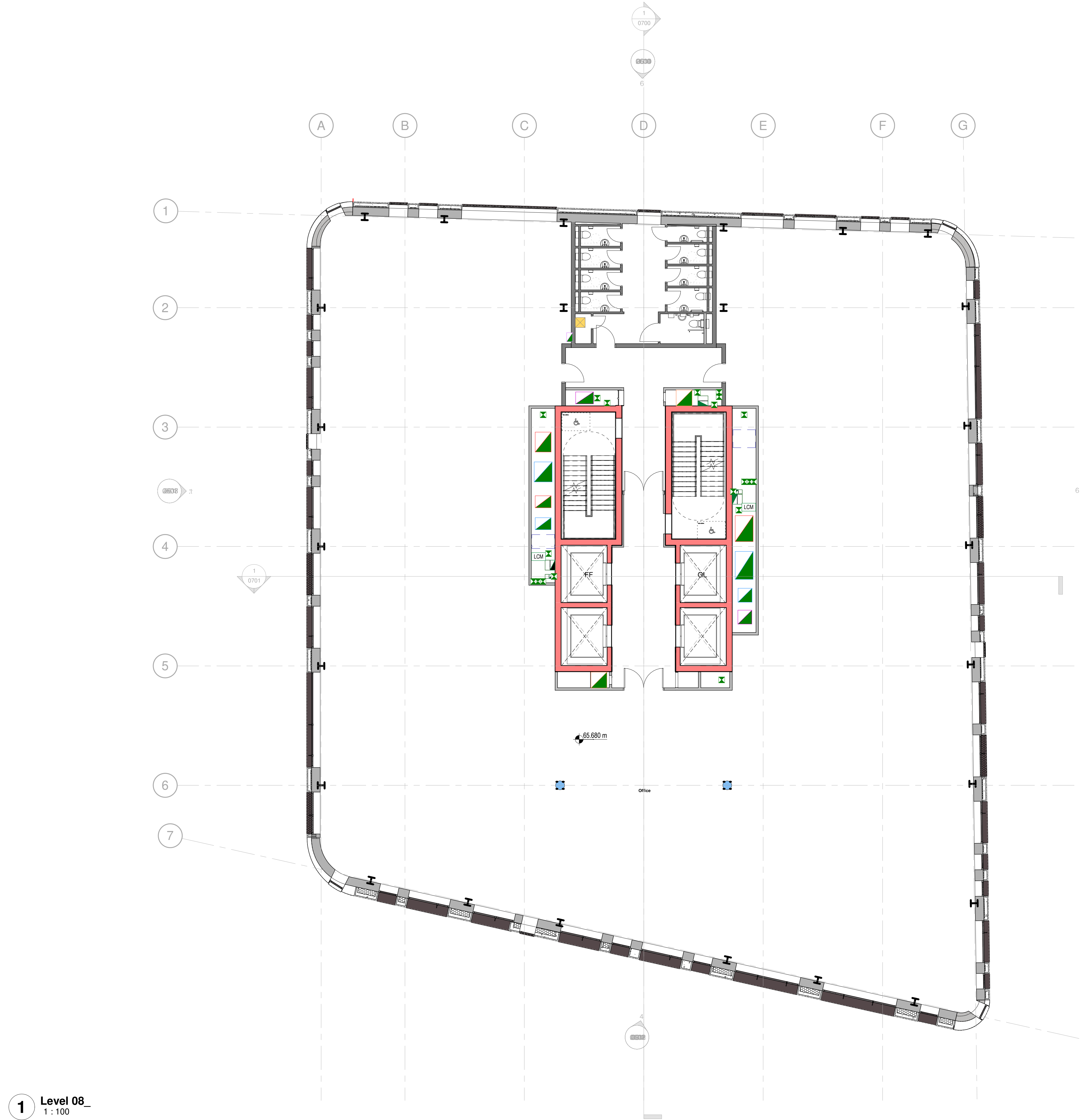
P 2

Drawing No.

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1 Level 08_
1 : 100

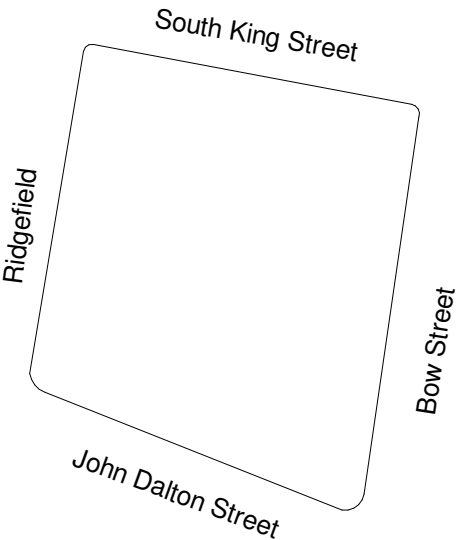
Drawing Original Size A1

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Date:	Rev:	Note:	Check:
16.04.21	P 1	Draft planning issue	RP
28.04.21	P 2	Issued For Planning	RP

CARTWRIGHT
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Client

The Island Site (General Partner) Limited

Project

834 | John Dalton Street

Building Name

Island

Drawing Title

GA Plan - Level 08

Scale
As indicated @ A1

Drawing Created
09.01.20

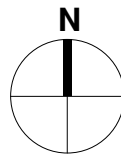
Revision
P 2

Drawing No.

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2 Level 09_

1 : 100

Drawing Original Size
A1

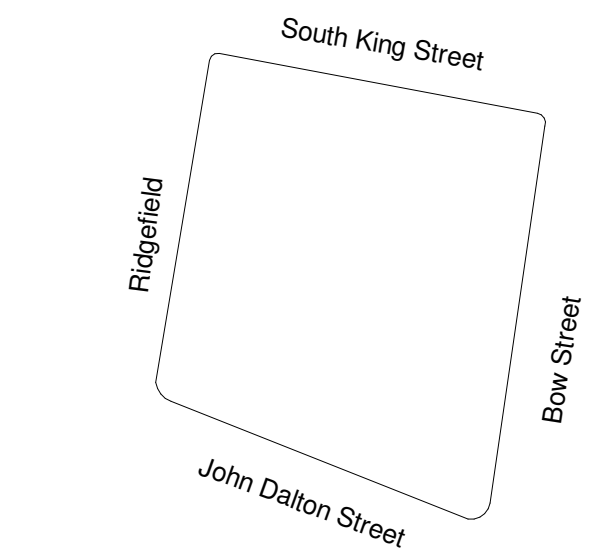
Notes
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Drawing Revisions

Date:	Rev:	Note:	Check:
16.04.21	P 1	Draft planning issue	RP
28.04.21	P 2	Issued For Planning	RP

CARTWRIGHT
PICKARD

Client
The Island Site (General Partner) Limited

Project
834 | John Dalton Street

Building Name
Island

Drawing Title
GA Plan - Level 09

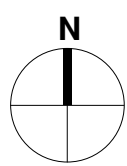
Scale
As indicated @ A1

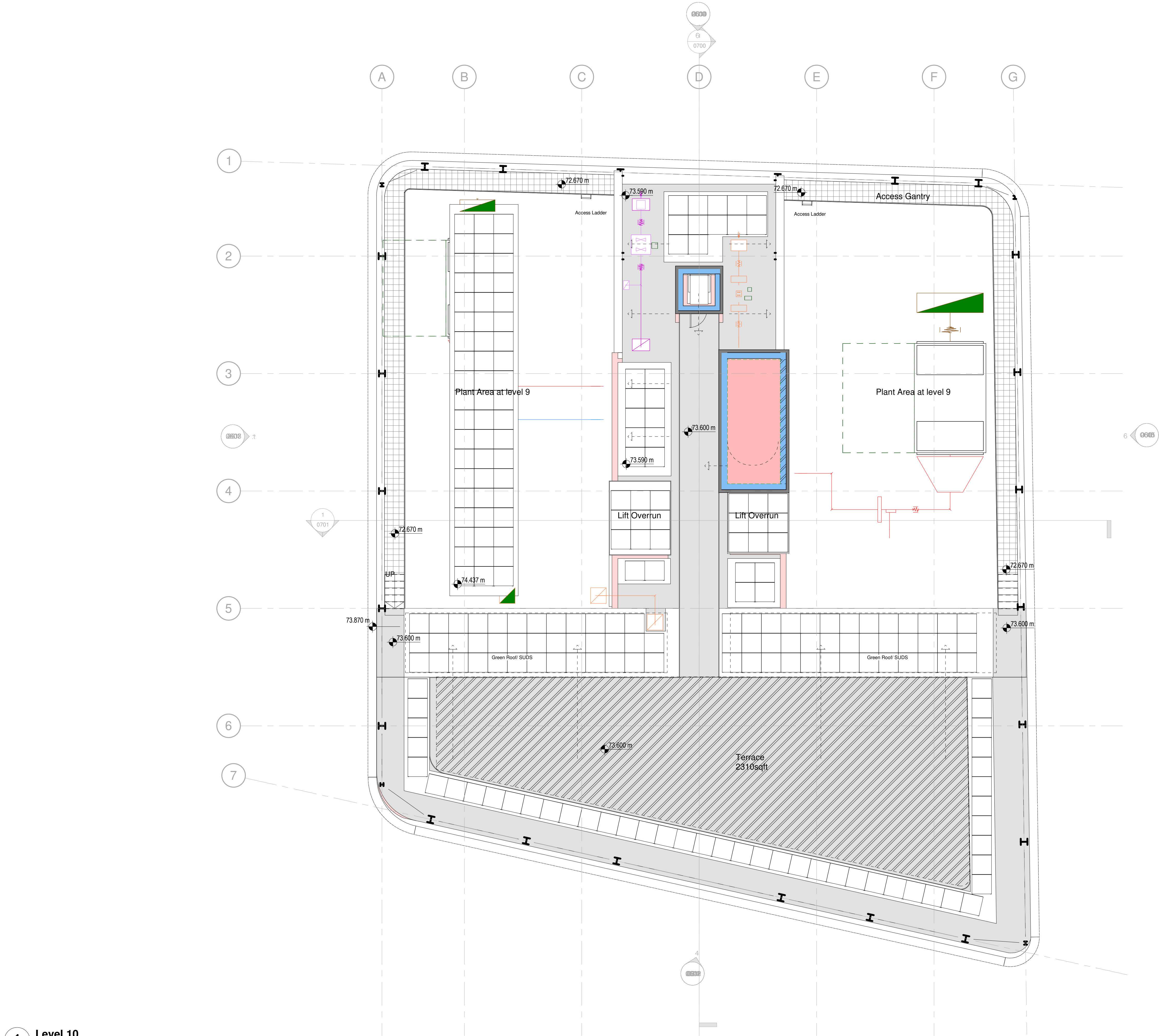
Drawing Created
09.01.20

Revision
P2

Drawing No.
TIS-CPA-ZA-09-DR-A-0210

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1 Level 10_

1 : 100

Drawing Original Size

A1

Notes

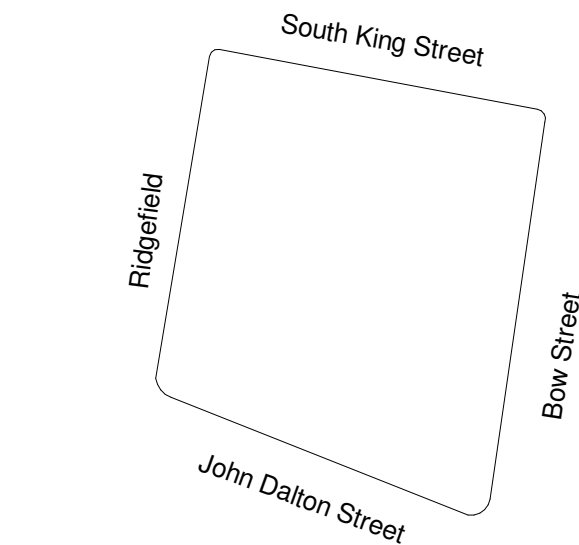
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Drawing Revisions

Date:	Rev:	Note:	Check:
16.04.21	P 1	Draft planning issue	RP
28.04.21	P 2	Issued For Planning	RP

CARTWRIGHT
PICKARD

Client

The Island Site (General Partner) Limited

Project

834 | John Dalton Street

Building Name

Island

Drawing Title

GA Plan - Level 10

Scale

As indicated @ A1

Drawing Created

09.01.20

Revision

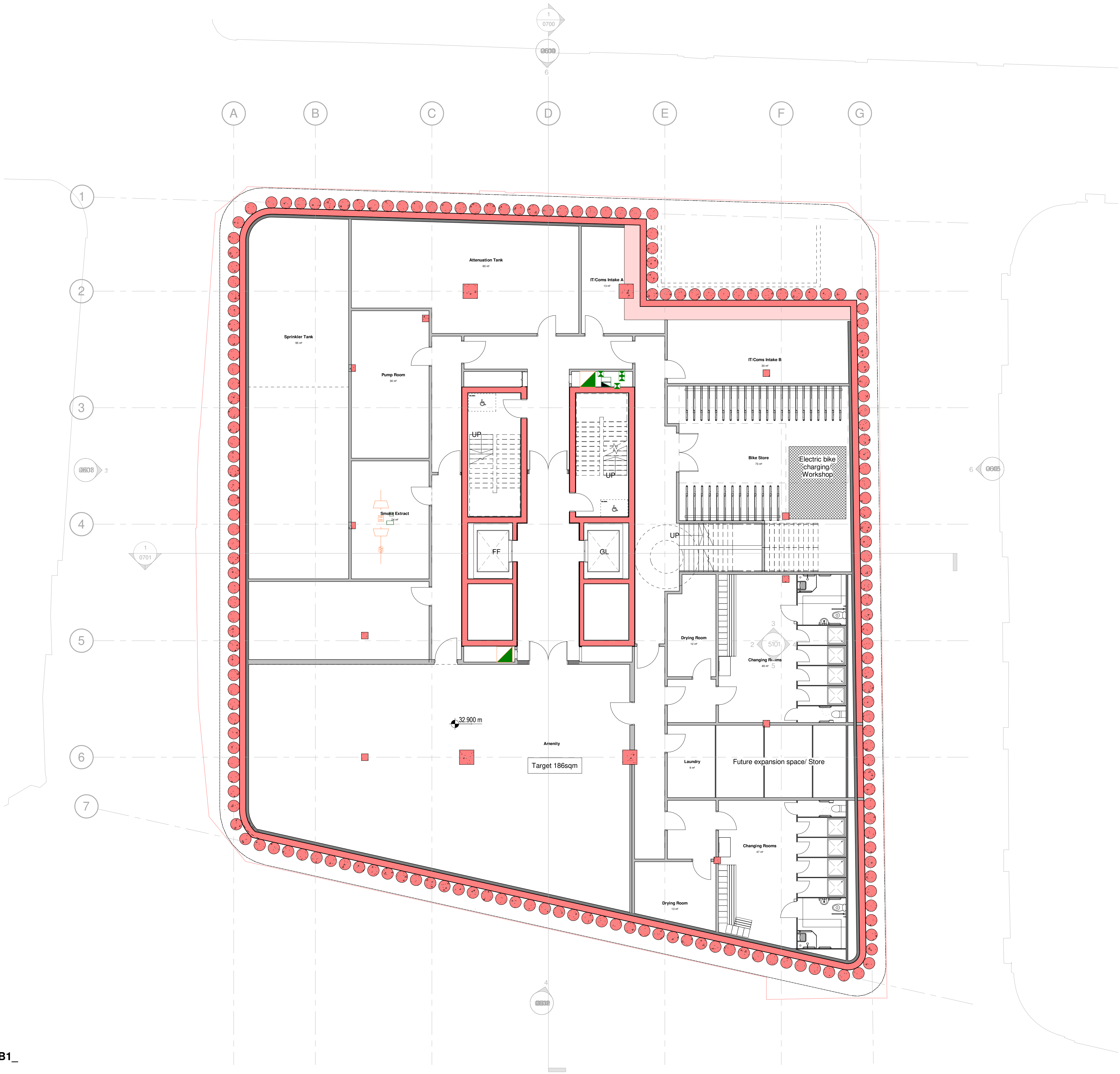
P2

Drawing No.

TIS-CPA-ZA-10-DR-A-0211

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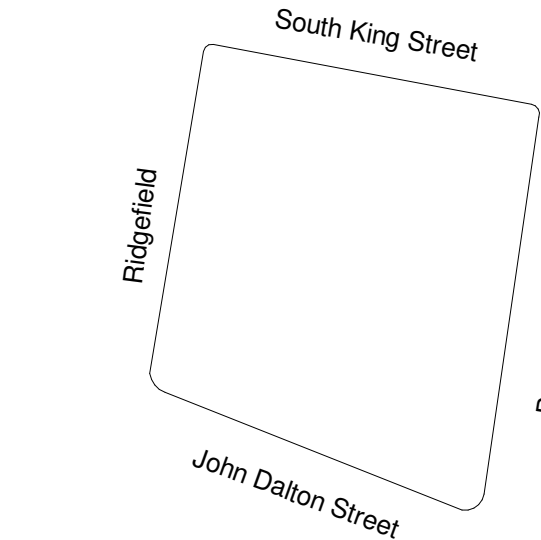
Drawing Original Size
A1

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Drawing Revisions

Date:	Rev:	Note:	Check:
16.04.21	P 1	Draft planning issue	RP
28.04.21	P 2	Issued For Planning	RP

CARTWRIGHT
PICKARD

Client
The Island Site (General Partner) Limited

Project
834 | John Dalton Street

Building Name
Island

Drawing Title
GA Plan - Basement

Scale
As indicated @ A1

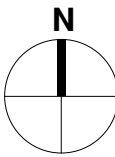
Drawing Created
06/26/20

Revision
P 2

Drawing No.
TIS-CPA-ZA-B1-DR-A-0200

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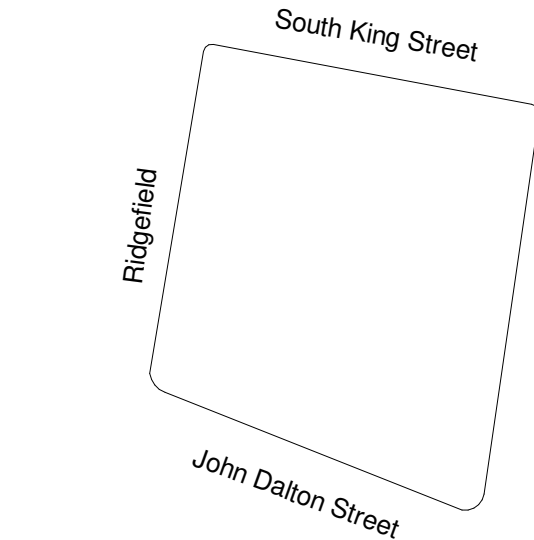


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Drawing Revisions

Date:	Rev:	Note:	Check:
28.04.21	P 1	Issued For Planning	RP

CARTWRIGHT
PICKARD

Client
The Island Site (General Partner) Limited

Project
834 | John Dalton Street

Building Name
Island

Drawing Title
GA Plan - Roof

Scale
As indicated @ A1

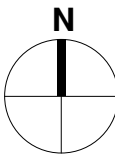
Drawing Created
04/27/21

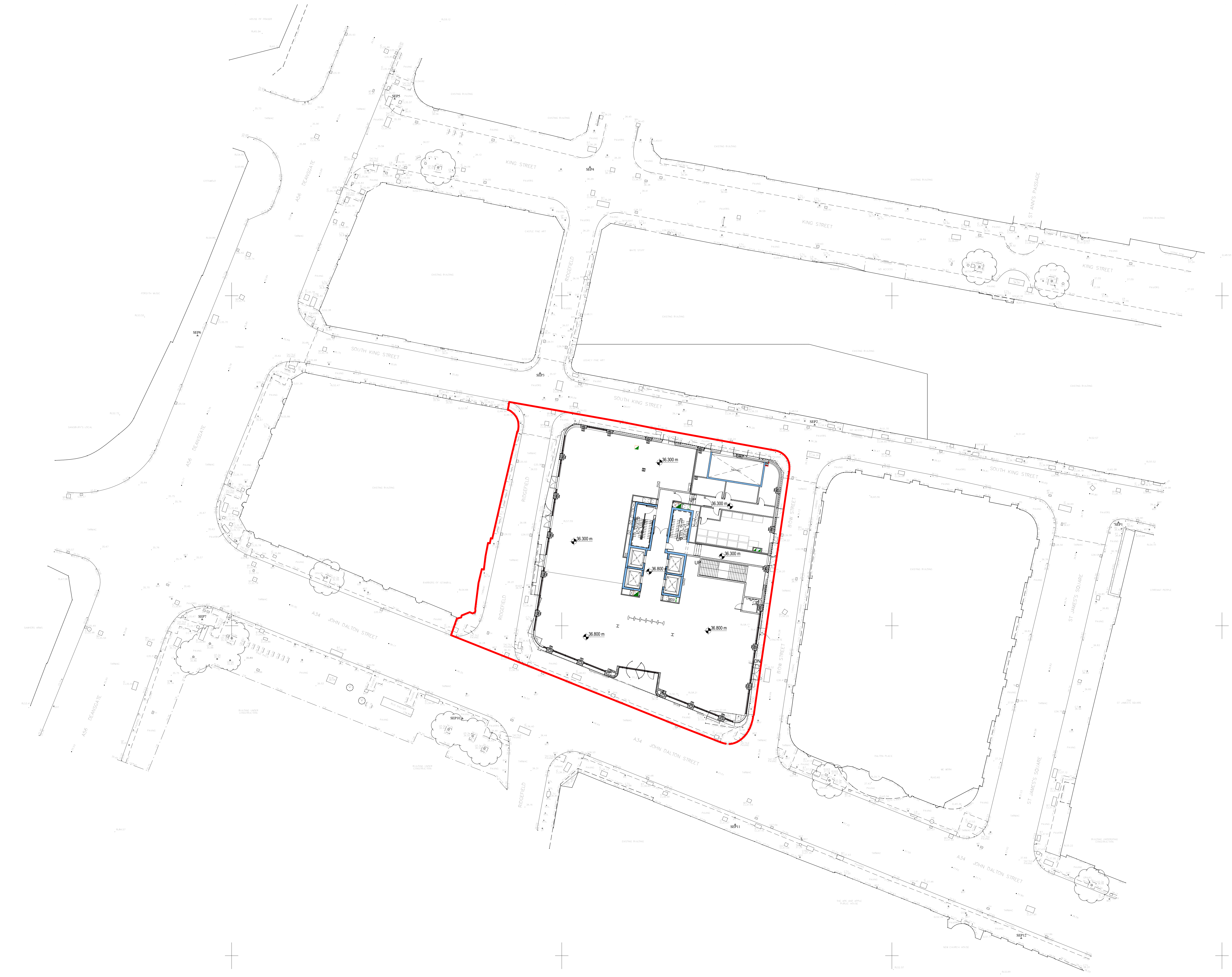
Revision
P1

Drawing No.
TIS-CPA-ZA-RF-DR-A-0212

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Unit 309 Duke House
Duke Street
Manchester M1 2JW
Tel 0161 944 7444

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Drawing Original Size
A0

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Red line planning boundary

Drawing Revisions				
Date:	Rev:	Note:		Check:
17.02.21	P 1	First Issue		RP
12.03.21	P 2	Issued for Coordination		RP
26.03.21	P 3	Issued for Coordination		RP
28.04.21	P 4	Issued For Planning		RP

CARTWRIGHT
PICKARD

Client
The Island Site (General Partner) Limited

Project
834 | John Dalton Street

Building Name
Island

Drawing Title
Proposed Building & RL boundary

Scale
1:200 @ A0

Drawing Created
02/15/21

Revision
P 4

Drawing No.
TIS-CPA-ZA-ZZ-DR-A-0127

London Office
Cartwright Pickard
14-15 Finsbury Way
London EC2A 3DF
Tel: 020 7559 5000
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1 Level 00 Proposed Revised RL
1 : 200



Drawing Original Size A1

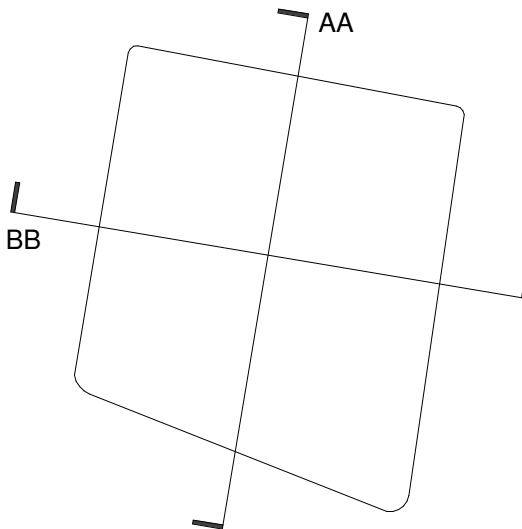
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Drawing Revisions

Date:	Rev:	Note:	Check:
16.04.21	P 1	Draft planning issue	RP
28.04.21	P 2	Issued For Planning	RP

CARTWRIGHT
PICKARD

Client

The Island Site (General Partner) Limited

Project

834 | John Dalton Street

Building Name

Island

Drawing Title

GA Section AA

Scale

As indicated @ A1

Drawing Created

05/28/20

Revision

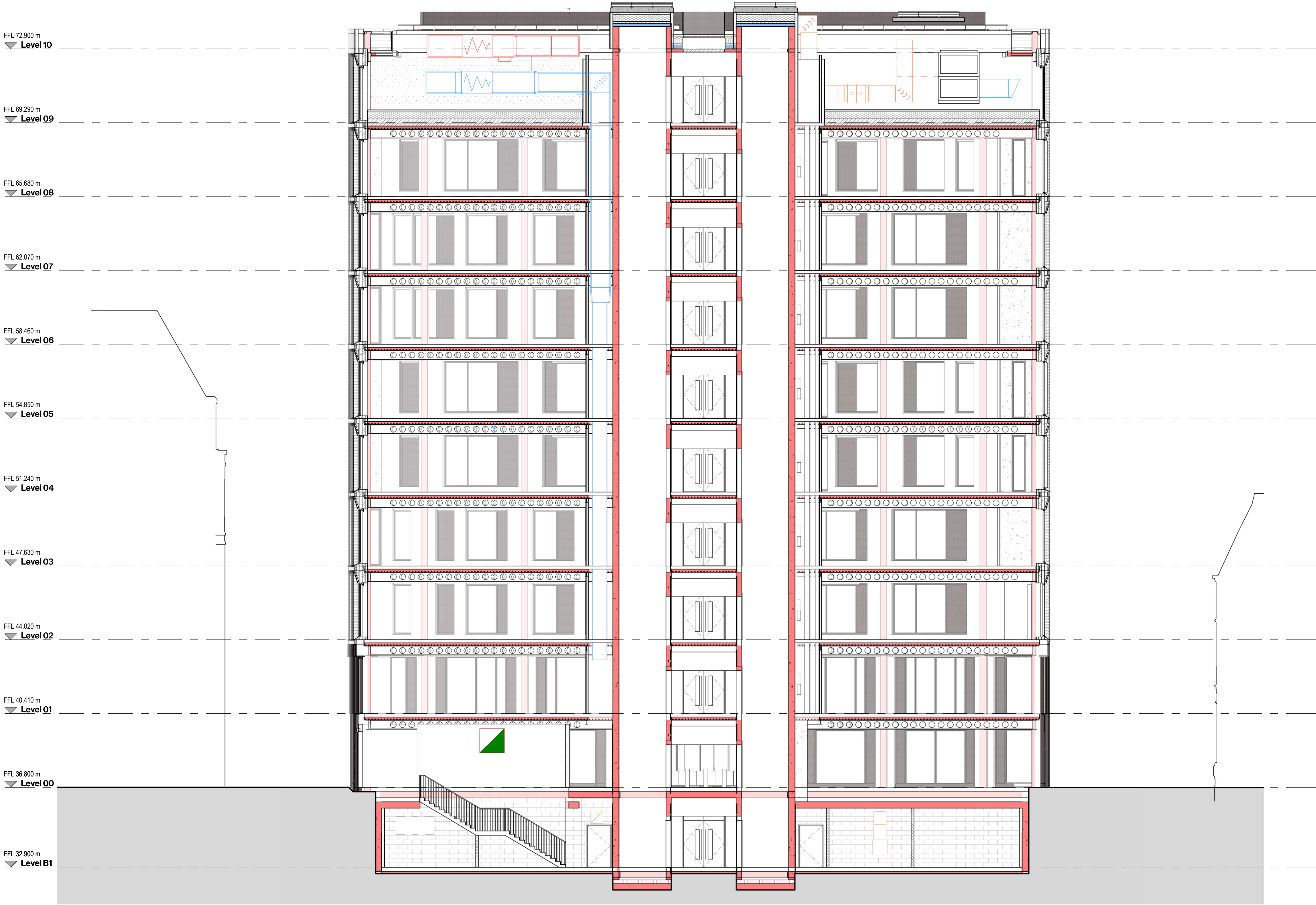
P 2

Drawing No.

TIS-CPA-ZZ-ZZ-DR-A-0700

Manchester Office
Unit 3/5 Duxie House
Duxie Street
Manchester M12 1JW
Tel 0161 944 7444

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1 Section BB.
1 : 100

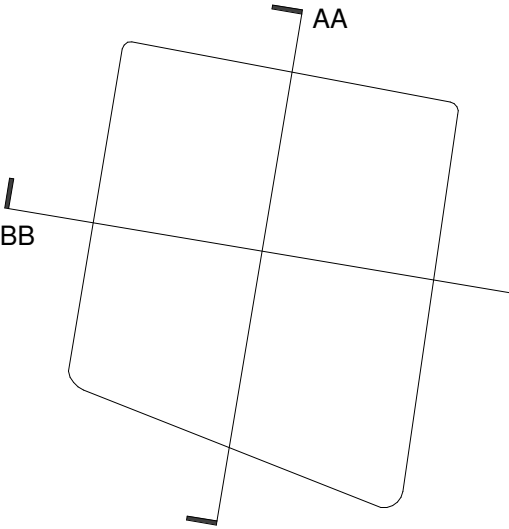
Drawing Original Size A1

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Drawing Revisions

Date:	Rev:	Note:	Check:
16.04.21	P 1	Draft planning issue	RP
28.04.21	P 2	Issued For Planning	RP

CARTWRIGHT
PICKARD

Client

The Island Site (General Partner) Limited

Project

834 | John Dalton Street

Building Name

Island

Drawing Title

GA Section BB

Scale
As indicated @ A1

Drawing Created
05/28/20

Revision
P 2

Drawing No.

TIS-CPA-ZZ-ZZ-DR-A-0701

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Unit 3/5 Duxie House
Duxie Street
Manchester M12 3JW
Tel 0161 944 7444

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Island Site (General Partner) Limited

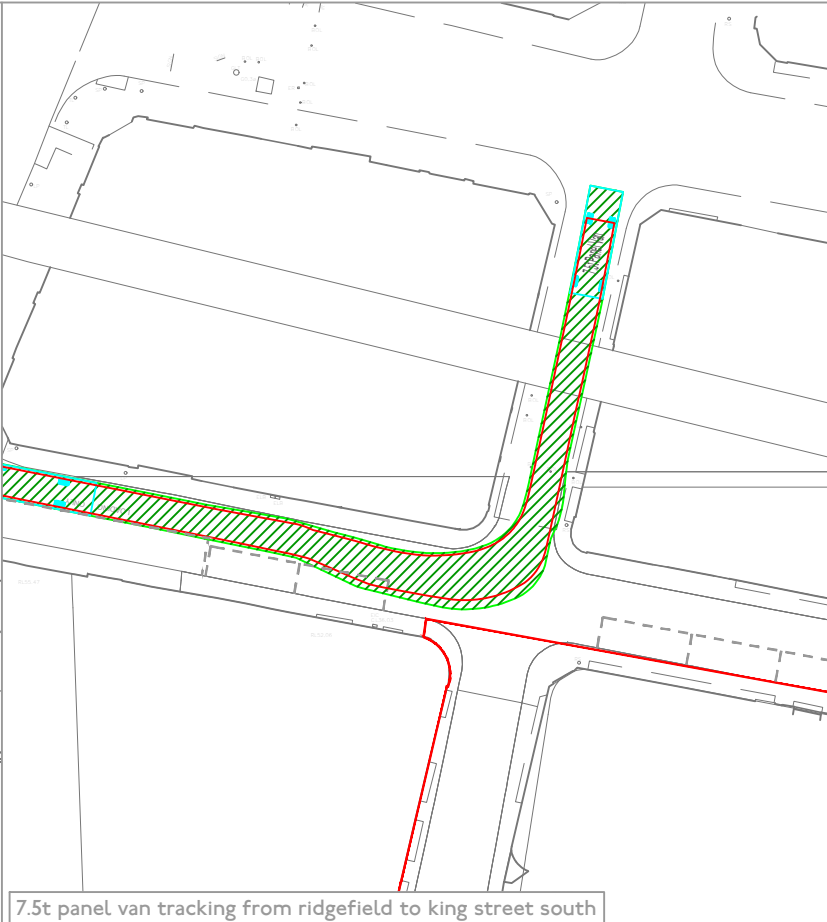
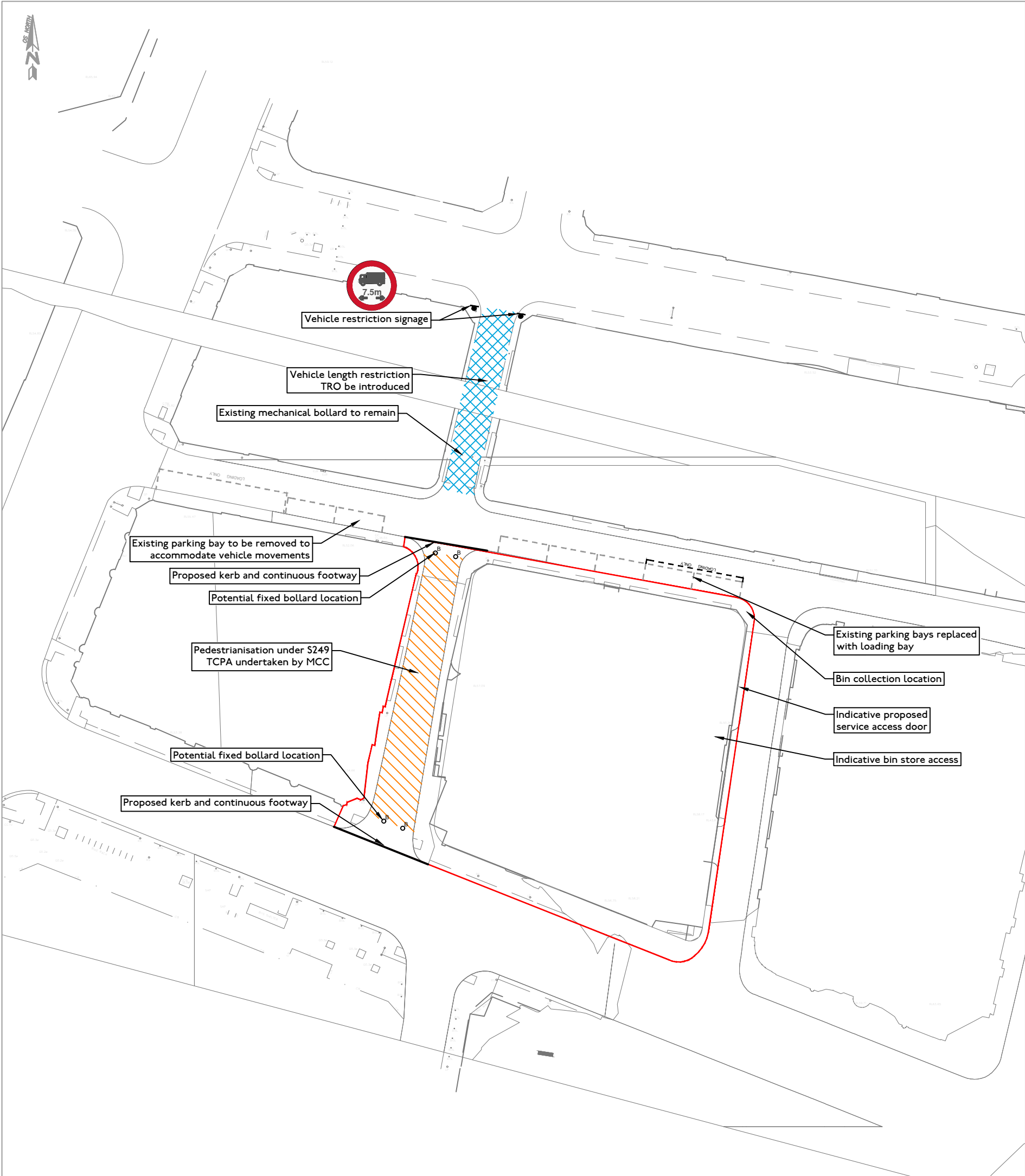
Land bound by John Dalton Street, Ridgefield, Bow Street and
South King Street, Manchester

Transport Statement



APPENDIX C

Servicing and Pedestrianisation Strategy



7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
 2. all dimensions to be checked before commencement of work on site.
 3. all dimensions in metres unless otherwise stated.
 4. the design is subject to approval of manchester city council.
 5. drawing based on topographical survey.

issue/revision		
A	12/05/2021	issued
-	29/03/2021	issued
l/r	date	description

client: hdb
project: the island site, manchester
project number: J324815
scale: 1:500@A3
drawing title:
pedestrianisation and servicing strategy
option 2
drawing number:
J32-4815-PS-002

APPENDIX D

TRICS Outputs

Calculation Reference: AUDIT-754101-210223-0258

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

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

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

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: 960 to 45000 (units: sqm)
 Range Selected by User: 178 to 70291 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 13/11/19

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

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	8
-------------	---

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

Selected Location Sub Categories:

Commercial Zone	1
Built-Up Zone	6
High Street	1

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

Secondary Filtering selection:Use Class:

B1

8 days

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

Filter by Use Class Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000

1 days

15,001 to 20,000

2 days

25,001 to 50,000

4 days

50,001 to 100,000

1 days

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

Population within 5 miles:

125,001 to 250,000

3 days

250,001 to 500,000

3 days

500,001 or More

2 days

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

Car ownership within 5 miles:

0.6 to 1.0

4 days

1.1 to 1.5

3 days

1.6 to 2.0

1 days

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

Travel Plan:

Yes

3 days

No

5 days

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

PTAL Rating:

No PTAL Present

8 days

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

LIST OF SITES relevant to selection parameters

1	BR-02-A-02	PLANNING & ENGINEERING	BRISTOL CITY
	ST THOMAS STREET BRISTOL		
	Town Centre Built-Up Zone		
	Total Gross floor area:	5736 sqm	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
2	CA-02-A-05	OFFICES	CAMBRIDGESHIRE
	NEW ROAD PETERBOROUGH		
	Town Centre Built-Up Zone		
	Total Gross floor area:	8793 sqm	
	Survey date: TUESDAY	16/12/14	Survey Type: MANUAL
3	EX-02-A-03	HMRC	ESSEX
	VICTORIA AVENUE SOUTHEND-ON-SEA		
	Town Centre Built-Up Zone		
	Total Gross floor area:	45000 sqm	
	Survey date: WEDNESDAY	23/10/13	Survey Type: MANUAL
4	GM-02-A-08	REGUS	GREATER MANCHESTER
	FOUNTAIN STREET MANCHESTER		
	Town Centre Built-Up Zone		
	Total Gross floor area:	3960 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
5	SO-02-A-01	COUNCIL OFFICES	SLOUGH
	HIGH STREET SLOUGH		
	Town Centre High Street		
	Total Gross floor area:	1800 sqm	
	Survey date: THURSDAY	27/02/14	Survey Type: MANUAL
6	TV-02-A-04	COUNCIL OFFICES	TEES VALLEY
	CORPORATION ROAD MIDDLESBROUGH		
	Town Centre Commercial Zone		
	Total Gross floor area:	3950 sqm	
	Survey date: TUESDAY	08/10/13	Survey Type: MANUAL
7	TW-02-A-07	OFFICES	TYNE & WEAR
	MULGRAVE TERRACE GATESHEAD		
	Town Centre Built-Up Zone		
	Total Gross floor area:	2090 sqm	
	Survey date: MONDAY	13/06/16	Survey Type: MANUAL
8	WK-02-A-01	OFFICES	WARWICKSHIRE
	WARWICK ROAD COVENTRY		
	Town Centre Built-Up Zone		
	Total Gross floor area:	960 sqm	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	9036	0.412	8	9036	0.030	8	9036	0.442
08:00 - 09:00	8	9036	0.556	8	9036	0.064	8	9036	0.620
09:00 - 10:00	8	9036	0.437	8	9036	0.076	8	9036	0.513
10:00 - 11:00	8	9036	0.242	8	9036	0.155	8	9036	0.397
11:00 - 12:00	8	9036	0.155	8	9036	0.129	8	9036	0.284
12:00 - 13:00	8	9036	0.156	8	9036	0.131	8	9036	0.287
13:00 - 14:00	8	9036	0.147	8	9036	0.136	8	9036	0.283
14:00 - 15:00	8	9036	0.098	8	9036	0.149	8	9036	0.247
15:00 - 16:00	8	9036	0.105	8	9036	0.369	8	9036	0.474
16:00 - 17:00	8	9036	0.104	8	9036	0.517	8	9036	0.621
17:00 - 18:00	8	9036	0.044	8	9036	0.531	8	9036	0.575
18:00 - 19:00	8	9036	0.044	8	9036	0.151	8	9036	0.195
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	2.500			2.438			4.938		

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:	960 - 45000 (units: sqm)
Survey date range:	01/01/12 - 13/11/19
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
08:00 - 09:00	8	9036	0.008	8	9036	0.008	8	9036	0.016
09:00 - 10:00	8	9036	0.003	8	9036	0.003	8	9036	0.006
10:00 - 11:00	8	9036	0.015	8	9036	0.015	8	9036	0.030
11:00 - 12:00	8	9036	0.011	8	9036	0.011	8	9036	0.022
12:00 - 13:00	8	9036	0.010	8	9036	0.010	8	9036	0.020
13:00 - 14:00	8	9036	0.010	8	9036	0.010	8	9036	0.020
14:00 - 15:00	8	9036	0.007	8	9036	0.007	8	9036	0.014
15:00 - 16:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
16:00 - 17:00	8	9036	0.006	8	9036	0.006	8	9036	0.012
17:00 - 18:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
18:00 - 19:00	8	9036	0.001	8	9036	0.001	8	9036	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.071			0.071			0.142

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	9036	0.001	8	9036	0.000	8	9036	0.001
08:00 - 09:00	8	9036	0.001	8	9036	0.003	8	9036	0.004
09:00 - 10:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
10:00 - 11:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
11:00 - 12:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
12:00 - 13:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
13:00 - 14:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
14:00 - 15:00	8	9036	0.001	8	9036	0.001	8	9036	0.002
15:00 - 16:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
16:00 - 17:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
17:00 - 18:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
18:00 - 19:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.004			0.007

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****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	9036	0.014	8	9036	0.000	8	9036	0.014
08:00 - 09:00	8	9036	0.065	8	9036	0.000	8	9036	0.065
09:00 - 10:00	8	9036	0.028	8	9036	0.000	8	9036	0.028
10:00 - 11:00	8	9036	0.007	8	9036	0.006	8	9036	0.013
11:00 - 12:00	8	9036	0.003	8	9036	0.004	8	9036	0.007
12:00 - 13:00	8	9036	0.007	8	9036	0.008	8	9036	0.015
13:00 - 14:00	8	9036	0.008	8	9036	0.004	8	9036	0.012
14:00 - 15:00	8	9036	0.003	8	9036	0.006	8	9036	0.009
15:00 - 16:00	8	9036	0.006	8	9036	0.015	8	9036	0.021
16:00 - 17:00	8	9036	0.003	8	9036	0.024	8	9036	0.027
17:00 - 18:00	8	9036	0.000	8	9036	0.051	8	9036	0.051
18:00 - 19:00	8	9036	0.001	8	9036	0.026	8	9036	0.027
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.145			0.144			0.289

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	9036	0.447	8	9036	0.032	8	9036	0.479
08:00 - 09:00	8	9036	0.610	8	9036	0.037	8	9036	0.647
09:00 - 10:00	8	9036	0.476	8	9036	0.073	8	9036	0.549
10:00 - 11:00	8	9036	0.263	8	9036	0.131	8	9036	0.394
11:00 - 12:00	8	9036	0.172	8	9036	0.142	8	9036	0.314
12:00 - 13:00	8	9036	0.177	8	9036	0.140	8	9036	0.317
13:00 - 14:00	8	9036	0.170	8	9036	0.152	8	9036	0.322
14:00 - 15:00	8	9036	0.109	8	9036	0.180	8	9036	0.289
15:00 - 16:00	8	9036	0.123	8	9036	0.400	8	9036	0.523
16:00 - 17:00	8	9036	0.091	8	9036	0.581	8	9036	0.672
17:00 - 18:00	8	9036	0.036	8	9036	0.589	8	9036	0.625
18:00 - 19:00	8	9036	0.040	8	9036	0.176	8	9036	0.216
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	2.714			2.633			5.347		

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	9036	0.159	8	9036	0.008	8	9036	0.167
08:00 - 09:00	8	9036	0.255	8	9036	0.024	8	9036	0.279
09:00 - 10:00	8	9036	0.252	8	9036	0.080	8	9036	0.332
10:00 - 11:00	8	9036	0.321	8	9036	0.183	8	9036	0.504
11:00 - 12:00	8	9036	0.285	8	9036	0.407	8	9036	0.692
12:00 - 13:00	8	9036	0.981	8	9036	1.256	8	9036	2.237
13:00 - 14:00	8	9036	1.017	8	9036	0.689	8	9036	1.706
14:00 - 15:00	8	9036	0.429	8	9036	0.386	8	9036	0.815
15:00 - 16:00	8	9036	0.190	8	9036	0.318	8	9036	0.508
16:00 - 17:00	8	9036	0.098	8	9036	0.273	8	9036	0.371
17:00 - 18:00	8	9036	0.022	8	9036	0.306	8	9036	0.328
18:00 - 19:00	8	9036	0.008	8	9036	0.087	8	9036	0.095
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.017			4.017			8.034

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 BUS/TRAM PASSENGERS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	9036	0.102	8	9036	0.000	8	9036	0.102
08:00 - 09:00	8	9036	0.129	8	9036	0.007	8	9036	0.136
09:00 - 10:00	8	9036	0.107	8	9036	0.004	8	9036	0.111
10:00 - 11:00	8	9036	0.065	8	9036	0.037	8	9036	0.102
11:00 - 12:00	8	9036	0.068	8	9036	0.072	8	9036	0.140
12:00 - 13:00	8	9036	0.062	8	9036	0.059	8	9036	0.121
13:00 - 14:00	8	9036	0.037	8	9036	0.048	8	9036	0.085
14:00 - 15:00	8	9036	0.046	8	9036	0.059	8	9036	0.105
15:00 - 16:00	8	9036	0.029	8	9036	0.097	8	9036	0.126
16:00 - 17:00	8	9036	0.011	8	9036	0.095	8	9036	0.106
17:00 - 18:00	8	9036	0.001	8	9036	0.098	8	9036	0.099
18:00 - 19:00	8	9036	0.000	8	9036	0.048	8	9036	0.048
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.657			0.624			1.281

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	9036	0.107	8	9036	0.000	8	9036	0.107
08:00 - 09:00	8	9036	0.123	8	9036	0.000	8	9036	0.123
09:00 - 10:00	8	9036	0.123	8	9036	0.000	8	9036	0.123
10:00 - 11:00	8	9036	0.022	8	9036	0.001	8	9036	0.023
11:00 - 12:00	8	9036	0.011	8	9036	0.004	8	9036	0.015
12:00 - 13:00	8	9036	0.008	8	9036	0.012	8	9036	0.020
13:00 - 14:00	8	9036	0.004	8	9036	0.006	8	9036	0.010
14:00 - 15:00	8	9036	0.015	8	9036	0.047	8	9036	0.062
15:00 - 16:00	8	9036	0.004	8	9036	0.071	8	9036	0.075
16:00 - 17:00	8	9036	0.003	8	9036	0.104	8	9036	0.107
17:00 - 18:00	8	9036	0.001	8	9036	0.115	8	9036	0.116
18:00 - 19:00	8	9036	0.000	8	9036	0.048	8	9036	0.048
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.421			0.408			0.829

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 PUBLIC TRANSPORT USERS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	9036	0.209	8	9036	0.000	8	9036	0.209
08:00 - 09:00	8	9036	0.252	8	9036	0.007	8	9036	0.259
09:00 - 10:00	8	9036	0.230	8	9036	0.004	8	9036	0.234
10:00 - 11:00	8	9036	0.087	8	9036	0.039	8	9036	0.126
11:00 - 12:00	8	9036	0.079	8	9036	0.076	8	9036	0.155
12:00 - 13:00	8	9036	0.071	8	9036	0.072	8	9036	0.143
13:00 - 14:00	8	9036	0.042	8	9036	0.054	8	9036	0.096
14:00 - 15:00	8	9036	0.061	8	9036	0.107	8	9036	0.168
15:00 - 16:00	8	9036	0.033	8	9036	0.167	8	9036	0.200
16:00 - 17:00	8	9036	0.014	8	9036	0.199	8	9036	0.213
17:00 - 18:00	8	9036	0.003	8	9036	0.213	8	9036	0.216
18:00 - 19:00	8	9036	0.000	8	9036	0.097	8	9036	0.097
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	1.081			1.035			2.116		

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	9036	0.829	8	9036	0.040	8	9036	0.869
08:00 - 09:00	8	9036	1.181	8	9036	0.068	8	9036	1.249
09:00 - 10:00	8	9036	0.985	8	9036	0.158	8	9036	1.143
10:00 - 11:00	8	9036	0.678	8	9036	0.358	8	9036	1.036
11:00 - 12:00	8	9036	0.538	8	9036	0.629	8	9036	1.167
12:00 - 13:00	8	9036	1.235	8	9036	1.476	8	9036	2.711
13:00 - 14:00	8	9036	1.237	8	9036	0.899	8	9036	2.136
14:00 - 15:00	8	9036	0.602	8	9036	0.678	8	9036	1.280
15:00 - 16:00	8	9036	0.351	8	9036	0.901	8	9036	1.252
16:00 - 17:00	8	9036	0.206	8	9036	1.076	8	9036	1.282
17:00 - 18:00	8	9036	0.061	8	9036	1.159	8	9036	1.220
18:00 - 19:00	8	9036	0.050	8	9036	0.386	8	9036	0.436
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	7.953			7.828			15.781		

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 CARS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	9036	0.055	8	9036	0.014	8	9036	0.069
08:00 - 09:00	8	9036	0.138	8	9036	0.010	8	9036	0.148
09:00 - 10:00	8	9036	0.138	8	9036	0.029	8	9036	0.167
10:00 - 11:00	8	9036	0.107	8	9036	0.090	8	9036	0.197
11:00 - 12:00	8	9036	0.076	8	9036	0.055	8	9036	0.131
12:00 - 13:00	8	9036	0.051	8	9036	0.043	8	9036	0.094
13:00 - 14:00	8	9036	0.066	8	9036	0.058	8	9036	0.124
14:00 - 15:00	8	9036	0.046	8	9036	0.064	8	9036	0.110
15:00 - 16:00	8	9036	0.044	8	9036	0.084	8	9036	0.128
16:00 - 17:00	8	9036	0.047	8	9036	0.133	8	9036	0.180
17:00 - 18:00	8	9036	0.024	8	9036	0.127	8	9036	0.151
18:00 - 19:00	8	9036	0.011	8	9036	0.077	8	9036	0.088
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.803			0.784			1.587

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	9036	0.011	8	9036	0.010	8	9036	0.021
08:00 - 09:00	8	9036	0.022	8	9036	0.021	8	9036	0.043
09:00 - 10:00	8	9036	0.004	8	9036	0.004	8	9036	0.008
10:00 - 11:00	8	9036	0.010	8	9036	0.008	8	9036	0.018
11:00 - 12:00	8	9036	0.008	8	9036	0.007	8	9036	0.015
12:00 - 13:00	8	9036	0.017	8	9036	0.018	8	9036	0.035
13:00 - 14:00	8	9036	0.004	8	9036	0.003	8	9036	0.007
14:00 - 15:00	8	9036	0.004	8	9036	0.004	8	9036	0.008
15:00 - 16:00	8	9036	0.010	8	9036	0.010	8	9036	0.020
16:00 - 17:00	8	9036	0.015	8	9036	0.018	8	9036	0.033
17:00 - 18:00	8	9036	0.010	8	9036	0.010	8	9036	0.020
18:00 - 19:00	8	9036	0.004	8	9036	0.004	8	9036	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.119			0.117			0.236		

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	9036	0.004	8	9036	0.000	8	9036	0.004
08:00 - 09:00	8	9036	0.006	8	9036	0.001	8	9036	0.007
09:00 - 10:00	8	9036	0.006	8	9036	0.000	8	9036	0.006
10:00 - 11:00	8	9036	0.001	8	9036	0.000	8	9036	0.001
11:00 - 12:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
12:00 - 13:00	8	9036	0.000	8	9036	0.001	8	9036	0.001
13:00 - 14:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
14:00 - 15:00	8	9036	0.001	8	9036	0.000	8	9036	0.001
15:00 - 16:00	8	9036	0.000	8	9036	0.003	8	9036	0.003
16:00 - 17:00	8	9036	0.003	8	9036	0.004	8	9036	0.007
17:00 - 18:00	8	9036	0.000	8	9036	0.012	8	9036	0.012
18:00 - 19:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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.



keep up with mode:



Birmingham
☎ 0121 794 8390

London
☎ 020 7293 0217

Manchester
☎ 0161 464 9495

Reading
☎ 0118 206 2945

✉ info@modetransport.co.uk 📍 modetransport.co.uk 🐦 [@mode_transport](https://twitter.com/mode_transport)