

**APPLICATION FOR CHANGE OF USE FROM RETAIL TO OFFICE,
54 OLDHAM STREET, MANCHESTER M1 1JJ**

TRANSPORT STATEMENT



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Table of Contents

1.0	Introduction and Background	4
2.0	Site Location and Existing Use	4
3.0	Existing Characteristics	6
4.0	Transport Policy Context	11
5.0	Development Proposals	15
6.0	Trip Rates and Traffic Generation	18
7.0	Traffic Impact	19
8.0	Summary and Conclusions	21

Appendices

Appendix A	Existing Site Layout
Appendix B	Proposed Site Plan
Appendix C	TRICS Analysis

List of Figures

Figure 1 – Location of Development Site in the Context of the Local Road Network	5
Figure 2 - Bus Map (TfGM)	7
Figure 3 - Cycle Access to the Development Site (www.app.traveltimeplatform.com)	9
Figure 4 - Cycle Map of Routes (source : TfGM)	9
Figure 5 - Walking Access to the Development Site (www.app.traveltimeplatform.com)	10
Figure 6 - Road Safety Record near the Development Site (www.crashmap.co.uk)	11

List of Tables

Table 1 Existing Office Building	5
Table 2 Bus Services along Oldham Street (South-Westbound) near Warwick Street	7
Table 3 Bus Services along Lever Street (North-Eastbound) Warwick Street Bus Stop	8
Table 4 Frequency of Tram Services from Market Street	8
Table 5 Proposed Office Development	15
Table 6 Mode Share of Travel to the Proposed Office	19

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TRANSPORT STATEMENT

1.0 Introduction and Background

- 1.1 This Transport Statement has been produced to support a planning application for a change of use from retail to office at 54 Oldham Street, Manchester. The site is located within the Northern Quarter of Manchester. The site is excellently located for access by a range of sustainable transport methods.
- 1.2 In preparing this Transport Statement the following has been undertaken :-
- an inspection of the existing site, the highway access and the adjacent local highway network;
 - an interrogation and analysis of the road safety record for the local highway network;
 - a consideration of the relevant national and local policy;
 - an examination of the change of use to office scheme and plans,
 - an assessment of the traffic generating potential of the office development and a comparison with the existing approved use;
 - an assessment of the traffic and highway impact of the office development; and
 - an assessment of the accessibility of the proposed development by public transport, walking and cycling.
- 1.3 The following Sections describe the analysis and assessment undertaken.

2.0 Site Location and Existing Use

- 2.1 The site of the change of the use scheme from retail to office development is 54 Oldham Street, Manchester. The site is located on the south-easterly side of Oldham Street and is situated almost equidistant between Warwick Street to the north-east of the building and Hilton Street to the south-west. The building had recently operated as a private shop but is no longer trading from the premises. The building location is shown below in Figure 1.

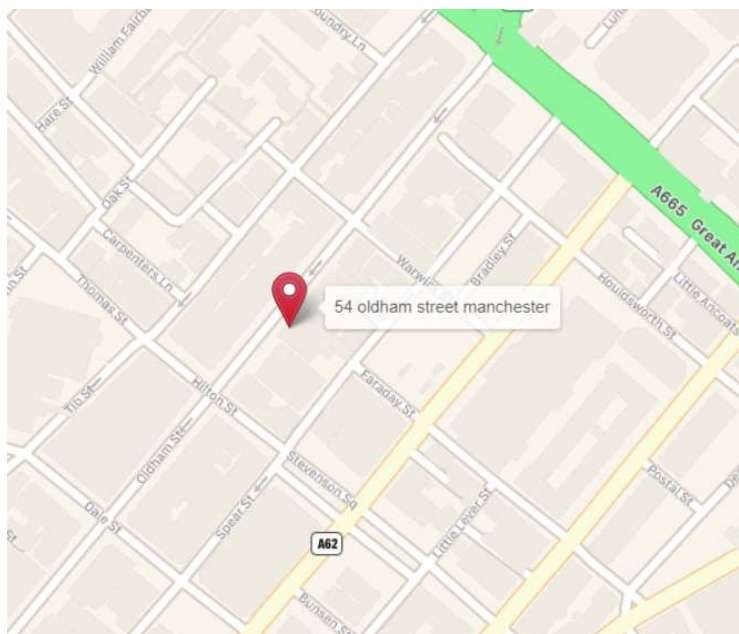


Figure 1 – Location of Development Site in the Context of the Local Road Network

- 2.2 The existing building is set out over four floors with a total floor area of 289 square metres as shown in Table 1 below.

Table 1 Existing Office Building

	Area (Sq.m)
<u>Basement</u>	
Store	63
<u>Ground Floor</u>	
Shop Front	5
Sales / Display Area	45
Store	19
Toilet	3
<u>First Floor</u>	
Office	77
<u>Second Floor</u>	
Office	77
Total	289

- 2.3 The floor plans for the layout of the existing building are shown in **Appendix A**.
- 2.4 There is no off-street parking provided for the building. Pedestrian access into the building is obtained from Oldham Street. The building would have required servicing (waste collection) and deliveries to be undertaken with regard to THE existing waiting and loading restrictions in place in the local streets. The delivery requirement for the former shop is anticipated to have been greater than for an office development. The building has storage areas on the basement and ground floor of the retail shop layout.

- 2.5 The building is located in the Northern Quarter within Manchester City Centre. There are a range of commercial premises located nearby including many cafes, bars, restaurants. The building is situated in a highly accessible location which will be expanded upon in Section 3 of this Transport Statement.

3.0 Existing Characteristics

3.1 Road Layout and Hierarchy

- 3.2 The proposed change of use from retail to office development is located at 54 Oldham Street, Manchester and on the south-easterly side of the road. Oldham Street is covered by a one-way traffic order in a south-westerly direction. The one-way order commences at Great Ancoats Street and the one-way continues through to Piccadilly Gardens. Oldham Street is subject to a 20mph speed limit. There are wide footways on either side of Oldham Street in the vicinity of the building and there are rows of traffic bollards inset from the kerb edge to restrict parking on the pavement. There is a system of street lighting present along Oldham Street.
- 3.3 There are a range of waiting, loading and movement restrictions in force along Oldham Street and in nearby streets. Waiting is restricted between the hours 8am to 6pm along the south-easterly side of Oldham Street. Loading is restricted between the hours of 8am to 10am and 4pm to 6pm on Monday to Friday in the vicinity of the building. There is a taxi bay located outside of the building. There are three loading bays located on Spear Street which operate between 8am and 8pm.
- 3.4 There is an advisory cycle lane running along Oldham Street on the south-easterly side. At the north-easterly end of Oldham Street, at the junction with Great Ancoats Street, there is a bus lane for bus services travelling south-westbound. Great Ancoats Street / Oldham Road connect at Oldham Street at a traffic signal controlled junction. There are pedestrian crossing facilities installed at the junction. Great Ancoats Street is currently being improved with changes to the road layout to improve facilities for pedestrians and cyclists.
- 3.5 To the south-west of the building Oldham Street connects with Hilton Street at a traffic signalled controlled junction. There are pedestrian facilities provided at the junction. The section of Oldham Street south-west of Hilton Street is subject to a prohibition of driving order except for buses and taxis. Access is permitted into the section of Oldham Street for certain time periods.
- #### 3.6 Public Transport Access
- 3.7 The site is well served by public transport with bus services passing along Oldham Street and other streets in the immediate vicinity of the building at 54 Oldham Street.
- 3.8 There is a bus stop located on Oldham Street to the south-west of the building but this stop is shown as not in use. There is a further bus stop located on Oldham Street and

to the north-west of Warwick Street. This bus stop is located within 75 metres of the building. There is a bus stop located on Lever Street and this stop is approximately 160 metres away from the building. Bus services can be easily accessed from the site within a short walking distance.

- 3.9 A bus service map for access to the site and the surrounding area is shown in Figure 2.

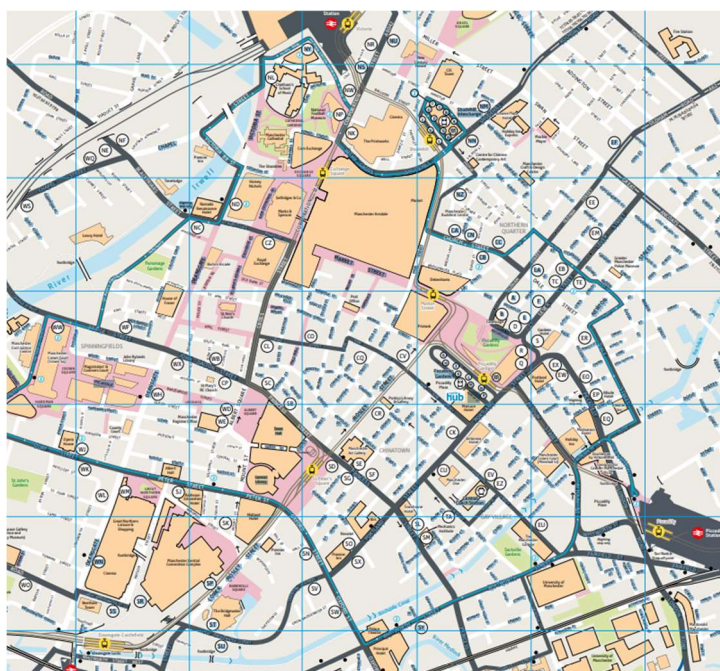


Figure 2 - Bus Map (TfGM)

- 3.10 Tables 2 and 3 show the bus services along Oldham Street and Lever Street. Tables 2 and 3 indicate that there are 38 bus services in the morning peak and evening peak periods within very close proximity to the building. There are 40 bus services operating in the off-peak period.
- 3.11 The bus stops on Oldham Street and Lever Street are comfortably located within the 400-metre 'desirable' distance recommended for accessing public transport (CIHT, Providing for Journeys on Foot, 2000). There are also other bus stops located within a short walking distance from the building.
- 3.12 The review of bus services demonstrates that the building is highly accessible by bus services.

Table 2 Bus Services along Oldham Street (South-Westbound) near Warwick Street

Service No	Route	Services per Hour		
		AM	Off Peak	PM
84	Piccadilly Gardens	8	8	8
181	Piccadilly Gardens	1	1	1

182	Piccadilly Gardens	1	2	
Total		10	11	9

Table 3 Bus Services along Lever Street (North-Eastbound) near Warwick Street

Service No	Route	Services per Hour		
		AM	Off Peak	PM
74	Oldham	-	-	2
76	Oldham	6	5	4
76A	Oldham	-	1	-
83	Oldham	4	4	4
84	Oldham / Huddersfield	8	8	8
216	Stalybridge	6	6	6
217	Wythenshawe	1	1	1
230	Ashton-under-Lyne	2	2	2
231	Ashton-under-Lyne	1	2	2
Total		28	29	29

3.13 Rail Access

- 3.14 Manchester Victoria is the closest station to the proposed development and located less than 1km away (or a walk of approximately 11 minutes). Manchester Piccadilly station is located approximately 1km away from the building and would take approximately 13 minutes to walk between the station and the building in Oldham Street. These two stations provide access to a number of local, regional and national destinations. The building in Oldham Street is highly accessible by rail travel and convenient for access from a large number of places.

3.15 Tram Access

- 3.16 The nearest tram stop is located in Market Street and is approximately 400 metres away from the proposed office development. The Table below shows the tram frequency from the stop in Market Street.

Table 4 Frequency of Tram Services from Market Street

Route	Frequency
Navy Line – Victoria	6 per hour
Navy Line – Manchester Airport	6 per hour
Yellow Line – Bury	6 per hour
Yellow Line – Piccadilly	6 per hour

3.17 Cycle Access

- 3.18 In relation to cycling, it is widely recognised that cycling can be a substitute for car trips particularly for journeys under 5km. An assessment has been made of the locations that can be accessed within a 5km cycle ride from the proposed development. The analysis is illustrated below in Figure 3.

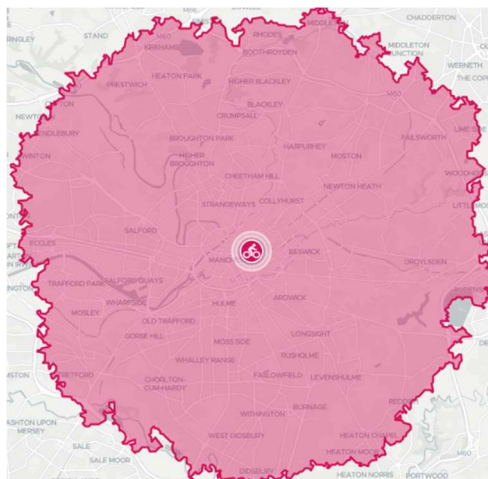


Figure 3 - Cycle Access to the Development Site (www.app.traveltimeplatform.com)

3.19 There is an advisory lane along the section of Oldham Street containing the building. There are cycle stands located on the footway in very close proximity to the building and located on the same side as the building. There are further cycle stands located on the section of Oldham Street south-west of Hilton Street. Oldham Street is subject to a 20mph speed which provides an environment that is compatible for encouraging cycle journeys.

3.20 A map of the local cycle routes is shown in the Figure 4 below.

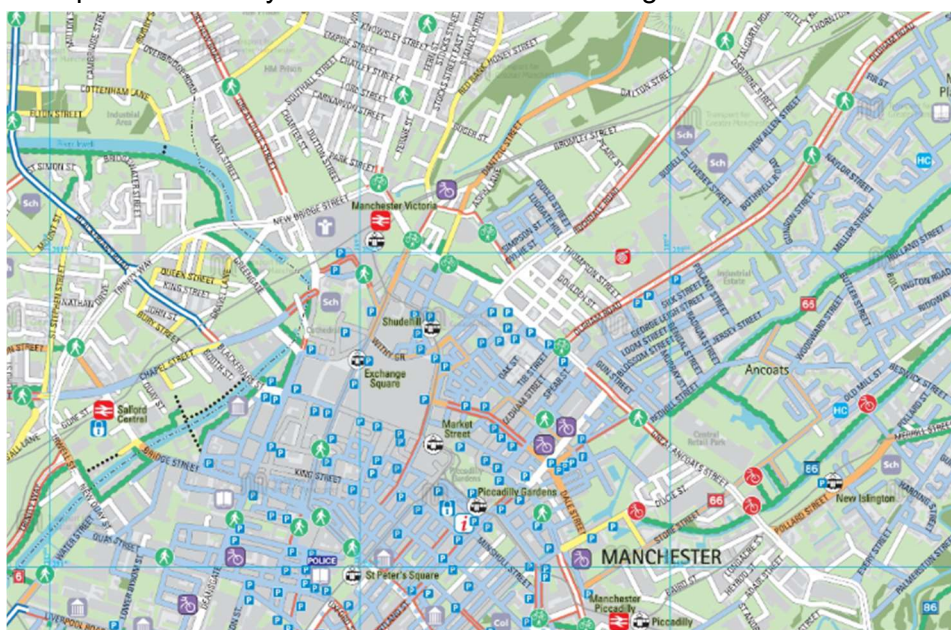


Figure 4 - Cycle Map of Routes (source : TfGM)

3.21 The layout of the street with cycle lanes, cycle stands and a 20mph speed limit is conducive to encouraging cycle journeys.

3.22 **Walking Access**

3.23 The National Travel Survey 2019 indicates that in the last 5 years, people in England made 14% more walking trips, and spent 12% longer walking, per year. The Chartered Institution of Highways and Transportation (CIHT) produced their 'Guidelines for

Journeys on Foot' in 2000 which suggests a 'preferred maximum' walking distance of 2km.

- 3.24 An assessment has been made of the locations that can be accessed within a 2km walk from the development site. This analysis is depicted in Figure 5 below.

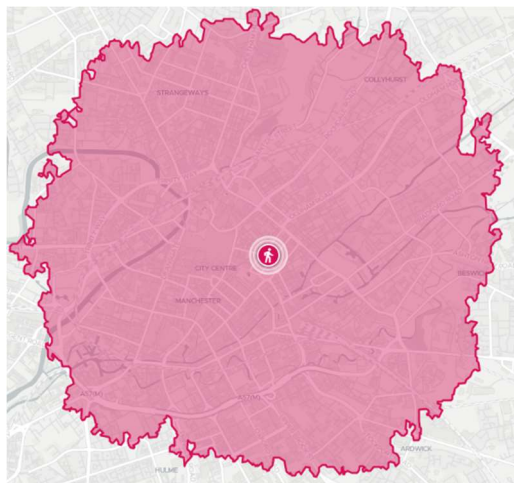


Figure 5 - Walking Access to the Development Site (www.app.traveltimeplatform.com)

- 3.25 The walking distance to existing bus stops is also clearly important in determining the accessibility of a site. As described above, the nearest bus stops are located within 160 metres of the building. These bus stops are easily accessible with short walking trips. The footways along Oldham Street are wide and cater for high volumes of pedestrian activity. There are crossing facilities provided at nearby junctions.

- 3.26 The infrastructure in the vicinity of the proposed scheme and the surrounding road network are conducive to encouraging walking journeys.

3.27 Access to Services

- 3.28 The building is located in the Northern Quarter of Manchester city centre and is conveniently located for short walking distances to a range of eating establishments, sandwich shops, cafes and other businesses. These facilities are located in close proximity to the proposed development to allow walking trips to be made by staff during their lunch break or on their way to / from work.

- 3.29 The distances to facilities and services set out above and the access by walking (Figure 5) and cycling (Figure 3) demonstrate the site is situated in a highly sustainable location and is capable of being accessed by sustainable transport.

3.30 Road Safety Record

- 3.31 The crashmap database (www.crashmap.co.uk) has been interrogated to assess the road safety record for Oldham Street and the surrounding road network in the vicinity of the development site. The output from the accident interrogation is shown in Figure 6 below.

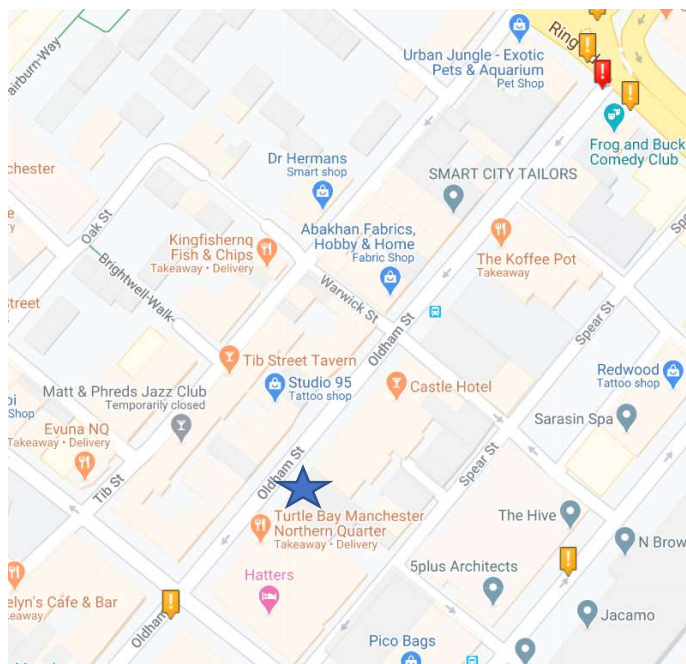


Figure 6 - Road Safety Record near the Development Site (www.crashmap.co.uk)

- 3.32 There have not been any recorded injury accidents along the section of Oldham Street containing the development site during the five-year period of the accident analysis. There have been injury accidents on other roads in the surrounding network away from the development site.
- 3.33 Whilst it is regrettable when there are injury accidents in the road network, the scale of the proposed scheme and anticipated traffic generation should not result in any worsening of the road safety record. The road safety record for the location does not represent a material concern in the context of the proposed development.
- 3.34 **Summary**
- 3.35 The local road network has demonstrated a good road safety record in the recent road safety analysis. The building is located in a highly sustainable location and the local environment is conducive to encouraging journeys by public transport, on foot and by cycling. The development site is considered to be a suitable and sustainable location for the type of development proposed.

4.0 Transport Policy Context

4.1 National Policy

4.2 National Planning Policy Framework (NPPF) (2018)

- 4.3 The NPPF sets out the Government's economic, environmental and social planning policies for England.

- 4.4 The NPPF introduces a set of core land-use planning principles which should underpin both plan-making and decision-taking.

- 4.5 Section 9 of the NPPF covers ‘Promoting sustainable transport’. Relevant elements of this section are summarised as follows.
- 4.6 Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
- a) the potential impacts of development on transport networks can be addressed;
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
- 4.7 Paragraph 103 indicates that the planning system should actively manage patterns of growth in support of the above objectives.
- 4.8 If setting local parking standards for residential and non-residential development, policies should take into account:
- a) the accessibility of the development;
 - b) the type, mix and use of development;
 - c) the availability of and opportunities for public transport;
 - d) local car ownership levels; and
 - e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
- 4.9 Paragraph 106 states that maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network.
- 4.10 [Considering development proposals](#)
- 4.11 Paragraph 108 indicates that appropriate opportunities should be given to promote sustainable transport, safe access can be provided for all modes of transport and any significant impacts from the developments are mitigated to an acceptable degree.
- 4.12 Paragraph 109 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 4.13 Paragraph 111 is concerned with travel plans and transport statements / assessments being required for developments that will generate significant levels of movement.

4.14 Local Policy

4.15 Manchester Core Strategy

Policy T 1 Sustainable Transport

4.16 To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: -

- Improve choice by developing alternatives to the car.
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.
- Improve pedestrian routes and the pedestrian environment.
- Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).
- Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.
- Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.
- Facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location.
- Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.
- Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:
 1. pedestrians and disabled people
 2. cyclists, public transport,
 3. commercial access,
 4. general off peak traffic,
 5. general peak time traffic.

Policy T 2 Accessible areas of opportunity and need

4.17 The Council will actively manage the pattern of development to ensure that new development: -

- Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections
- Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including:-

- Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.
 - Links within East Manchester to employment locations, Central Park and Eastlands in particular.
 - Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.
 - Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.
 - Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.
- Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:
 - District Centres
 - Areas not within the City Centre or District Centres

The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However, the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.

- Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

4.18 Appendix B of the Core Strategy : Parking Standards indicates '*Maximum standards for car parking do not apply to the City Centre as each development in the City Centre will be considered on a case by case basis.*'

4.19 [Assessment of the Proposed Office Development Scheme Against Existing Policy](#)

4.20 Accessibility to the proposed office development has been examined in this Transport Statement and it concluded that the development site is easily accessible by public transport services, walking and cycling. No on-site car parking is proposed but the scheme is considered to meet the requirements of the Core Strategy as it is highly accessible by sustainable transport. The proposed development is not considered to have the potential to result in any highway network operational issue or highway safety issue.

- 4.21 The proposed office development scheme is considered to be compliant with the aspirations of existing transport policies and is supportive in helping achieve their objectives.

5.0 Development Proposals

5.1 Land Uses

- 5.2 The planning submission is seeking to change the existing retail use into office development in the building at 54 Oldham Street, Manchester. The proposed office development will comprise a total floor area of 313 square metres. The office development and proposed layout is set out in Table 5 below.

Table 5 Proposed Office Development

<u>Basement</u>	Area (Sq.m)
Interview Room	6
Interview Room	6
Interview Room	6
Interview Room	6
Store	3
Waiting Area	24
Interview Room	16
Interview Room	13
<u>Ground Floor</u>	
Reception / Waiting Area	38
Interview Room	11
Toilet	4
Office	22
Toilet	4
<u>First Floor</u>	
Office	65
Management Office	9
Toilet	3
<u>Second Floor</u>	
Meeting Room	18
Office	56
Toilet	3
Total	313

- 5.3 The proposed site layout for the development is shown in **Appendix B**.

Services to be undertaken

- 5.4 The office is proposed to be operated as a recruitment business. The layout of the building will allow the business to meet with clients and prospective candidates in the

meeting rooms and interview rooms. The office space layout will allow recruitment consultants to undertake the majority of their caseload from the desk space. The recruitment consultants will conduct much of their contact over the telephone and via email with clients and prospective job candidates. There will be a need to meet clients and prospective job candidates face-to-face and this will either be done at the building at 54 Oldham Street or off-site. When meetings and interviews are to be undertaken at the building these will be pre-booked and operated through an appointment system. This appointment system will allow the Applicant to monitor and manage the interview rooms and meeting rooms effectively and to limit the number of clients / visitors coming into the building. Meetings and visits to the premises will be limited to normal office hours of the business.

- 5.5 The Coronavirus pandemic has seen a wide take-up of technology to facilitate meetings from remote locations. The need and use of video-conferencing may still be used for meetings that need to be arranged at short notice and when clients and candidates are located a considerable distance away. However, the office layout has been developed to deal with the short term issues with the easing of the lockdown for the Coronavirus and the longer term.

Staff Travel

- 5.6 Off-site travel by staff can be undertaken in a number of ways but the key way for travel will be by public transport. Staff who have travelled to the city centre by car can use their car to travel to appointments with clients. There are also a number of car clubs and car hire facilities located near to the office and they could be used when travel by car is needed (ie public transport journey is not practical).

5.7 Servicing to the Development

- 5.8 The office development is anticipated to be accessed by small vehicles for servicing and deliveries. Waste and recycling operations are envisaged to be undertaken by panel vans or similar sized vehicles. The office will require some deliveries and servicing requirements and these again are expected to be undertaken by small vehicles.

- 5.9 A separate Servicing Management Plan has been produced to demonstrate the consideration that the Applicant has offered to the important requirement of servicing and deliveries for the proposed office development. The SMP illustrates the size of vehicles that will undertake the various servicing and delivery requirements for the business, the frequency of visits and how these operations can be undertaken. The SMP shows that the proposed office development can be serviced effectively and delivery operations undertaken in the context of the loading, waiting and access restrictions present in Oldham Road and the adjacent road network.

5.10 Parking Strategy

- 5.11 The Council's Core Strategy indicates that maximum parking standards do not apply to development proposed within the city centre. Parking for development located in the city centre should be considered in the context of access to the site by sustainable transport and the proposed use of the site. The proposed development does not intend to provide any off-street car parking within the scheme.
- 5.12 As set out earlier, the building will be operated as a recruitment business and meeting with clients and job candidates will be conducted on an appointment basis which will control the number of visitors to the building. The building is situated within the Northern Quarter of Manchester city centre and is located in a highly sustainable location. The building is easily accessible by bus, tram and train journeys and is located within a short walking distance of transport hubs. There are good walking and cycling facilities nearby.
- 5.13 There are off-street car parking facilities located close to the building which will cater for car travel trips to the proposed office.
- 5.14 The appointment system for meeting with clients and job applicants is also well suited to allow the business to fix meetings / appointments in advance and then confirm the details with follow-up email communications. In fixing the appointments the business will confirm the access arrangements to new clients and new job applicants and send out details of the appointments with information on how to access the building by public transport, walking, cycling and for those travelling by car.
- 5.15 The proposed office development is excellently located for access by sustainable transport and the proposed development will have a process for managing access to the building and advising visitors of travel methods to the building in advance of any meetings / appointments. Whilst the building does not propose any off-street parking there are off-street car parks located nearby and the office has excellent connections to transport hubs and is highly accessible by sustainable transport.
- 5.16 The proposed office development is located in a highly accessible location and there are effective controls on waiting, loading and access and therefore, the scheme proposed without any off-street parking is not considered to present any highway operational issues and road safety issues. The proposed office development in the Northern Quarter in the city centre is considered to comply with the Council's parking standards for development in a city centre location.
- 5.17 The Transport Statement has demonstrated that the development is excellently located for convenient access by public transport, cycling and walking. The development is proposed to be located within a city centre location. With the development located in a highly sustainable location and with highway controls (eg waiting, loading, etc) then the proposed scheme does not have the potential to result in any highway operational problems or highway safety issues.

5.18 Disabled Parking

5.19 Disabled parking can be facilitated at off-street car parks.

5.20 Cycle Parking

5.21 The Council requires cycle parking to be provide at 1 space for every 200 square metres for office development but with a minimum of two cycle spaces. The scheme proposes to provide 3 cycle racks (for 6 cycles) within the scheme and the minimum cycle parking requirement is exceeded. There are also a number of cycle stands positioned along Oldham Street.

5.22 Public Transport Access

5.23 Earlier in this Transport Statement the existing bus and tram service frequency and the walking distances to transport hubs was described. The building is also located within a short walking distance of two major rail stations. The building is in a highly sustainable location for access by public transport.

5.24 Cycle Access

5.25 The report earlier discussed the cycle access and provided a diagram showing the locations that could be accessed within a 30-minute cycle journey (equivalent to 5km at average cycling speeds). The report has also set out the proximity of local services and amenities in relation to the proposed development site. The building is excellently located for access by cycling journeys. Cycle parking is proposed in excess of the Council's minimum requirement for the scheme.

5.26 Walking Access

5.27 Wide footways are located on each side of Oldham Street and good walking infrastructure is provided in the surrounding roads. The report has earlier set out the destinations that could be reached within a 2km walking distance and the close proximity of local facilities, amenities and transport hubs to the proposed office development. The building is considered to be in a location that is highly accessible by walking.

6.0 Trip Rates and Traffic Generation

6.1 Trip Generation Methodology (TRICS Database)

6.2 The Trip Rate Information Computer System, known more commonly as the TRICS database, is a database that contains travel survey information to a range of development types and sizes. The database is nationally recognised and widely used as a tool to estimate the future traffic generation of new development by utilising the database to forecast traffic based on a range of factors including size of development, location, parking, etc.

6.3 The TRICS database has been interrogated to assess the traffic generating potential of the proposed office development and the existing retail shop at 54 Oldham Street,

Manchester. Multi modal analysis has been used to forecast the travel to the proposed office development.

- 6.4 The TRICS outputs are provided in **Appendix C**. Table 6 below provides the daily mode share of travel to the proposed office development.

Table 6 Mode Share of Travel to the Proposed Office

	Vehicles			Mode Share		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Cyclists	1	1	2	2	2	2
Vehicle Occupants	32	31	63	55	55	55
Pedestrians	13	13	26	23	23	23
Public Transport	12	12	23	20	20	20
Total People	58	57	115	100	100	100

- 6.5 The TRICS database has been investigated to attempt to identify the potential traffic generating potential of the retail shop. The database was examined and considered a number of different retail categories but none provided an adequate match for an independent retail shop. The traffic generation and travel mode share set in Table 6 above is the forecast for the new office development. However, the level of traffic and travel forecast to be generated by the office will not be all new trips into the area as the shop would have generated a number of trips.
- 6.6 The mode share analysis shows that for a typical office development 55% of people will travel by a vehicle which includes travel by private car, car sharing and taxi. The analysis was taken from a sample of other office developments and it considered to provide a reasonable assessment for the potential mode share of travel to the proposed office development.
- 6.7 It should be recognised that Oldham Street and the surrounding streets being in a city centre location are covered by a variety of waiting, loading restrictions and access restrictions. These restrictions will act to deter parking on-street and will also discourage travel to the development by private car. There are a number of private car parks located nearby and these can facilitate parking for private cars that travel to the office development but the pricing mechanism of the off-street car parks will regulate the number of vehicles wanting to access the city centre.
- 6.8 The mode share analysis does forecast that 45% of people would access the office development by public transport, walking and cycling.

7.0 Traffic Impact

- 7.1 The mode share analysis of travel to the proposed office development forecast that 55% of people will travel by a vehicle which includes private car, taxi and car sharing. There are effective controls on waiting, loading and access in place in Oldham Street

and the surrounding streets which will limit the access by private cars to the office development. People can travel to the office by car and these can be accommodated on adjacent private off-street car parks,. The pricing tariff at off-street car parks will act to limit car access to the development.

- 7.2 The proposed office development is planned to be operated by a recruitment business. The business will operate an appointment system to control the access into the building, helping the business to effectively manage interview rooms and meeting rooms and allow the business to communicate in advance of meetings / appointments of travel options to the office. The business will confirm appointments / meetings, usually by email, and will also include the travel options to the buildings. The communication in advance of the travel options to the office and the control of on-street parking and loading will help to ensure that people travel to the building sustainably.
- 7.3 The servicing and delivery arrangements for the proposed office have been considered and are outlined in this Transport Statement. A separate Servicing Management Plan has been prepared and this concludes that the servicing and deliveries can be undertaken to the proposed office in line with existing parking, waiting and access controls and without creating any highway operational or road safety issues.
- 7.4 The scheme does not propose any off-street car parking. The office development is located within the city centre and the Council's Core Strategy indicates that parking for city centre development should be considered in the context of the development proposed and the accessible nature of the scheme. The Transport Statement has demonstrated that the office building is highly accessible by sustainable transport. Visitors to the building will be controlled through an advance appointments system and people will be advised of travel methods to the building in advance of any meeting or appointment. The proposed city centre office scheme is, therefore, considered consistent with the Council's Core Strategy on parking.
- 7.5 The proposed office development is located in a highly sustainable location within the Northern Quarter in Manchester city centre. This Transport Statement has undertaken a review of the infrastructure in the surrounding road network and it is considered conducive to encouraging access by public transport, cycling and walking to and from the development site.
- 7.6 Within Section 3 of this report, the road safety record for Oldham Street and the surrounding roads was investigated. The analysis noted there to be injury accidents in the wider road network but it was concluded that the development proposal is not anticipated to worsen the road safety record and there should be no road safety grounds to refuse the development.

8.0 Summary and Conclusions

- 8.1 This Transport Statement has been prepared to support a change of use application from retail to office development at 54 Oldham Street, Manchester.
- 8.2 The Transport Statement demonstrates that Oldham Street experienced a good road safety record. The Transport Statement acknowledged there to be injury accidents in the wider road network, particularly at the junction of Great Ancoats Street but the proposed development is not anticipated to worsen the road safety record.
- 8.3 The Transport Statement has undertaken a robust analysis of the anticipated traffic generation and travel method to the proposed office development. The mode share analysis showed that 55% of people will travel to the office development by vehicle and this will include travel by private car, car sharing and taxi. The analysis also forecast that 45% of people will travel to the site by sustainable travel options.
- 8.4 Oldham Street is located within the Northern Quarter in Manchester city centre and there are extensive controls on waiting, loading and access. These controls will limit the potential for people travelling by private car to the office development. For those that decide to travel by private car to the office development then these parking demands can be met by the off-street car parks. The parking tariffs at city centre off-street car parks will act to limit the amount of travel to the office by private car.
- 8.5 The office scheme does not propose any off-street car parking but as evidenced in this Transport Statement the city centre office scheme should not result in any operational highway issues or road safety issues. The office scheme does propose to provide cycle racks in excess of the Council's minimum requirement which is considered a sustainable transport benefit for the development proposal.
- 8.6 The servicing and delivery requirements of the office development have been considered and are outlined in this Transport Statement. A separate Servicing Management Plan has been prepared to describe the servicing and delivery demands for the scheme and explain how they can effectively be undertaken in the context of the existing waiting, loading and access restrictions. The Servicing Management Plan demonstrates that the servicing and deliveries can be performed without the potential for creating any highway or safety issues.
- 8.7 The Transport Statement has demonstrated the traffic impact of the proposed development will have negligible effect on the operation or capacity of the local highway network and, combined with the good road safety record within the local highway network, then this should mean on highway and traffic grounds the change of use application for the proposed office development scheme should be approved.

Appendix A	Existing Site Layout
Appendix B	Proposed Site Plan
Appendix C	TRICS Analysis

Appendix A

General Notes

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LEGEND

Site Boundary

12/02/20 SA SH Initial Issue
No. Date Dwn Chk App Revision or reason for issue

Client

CAREEMAKERS

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Project Title

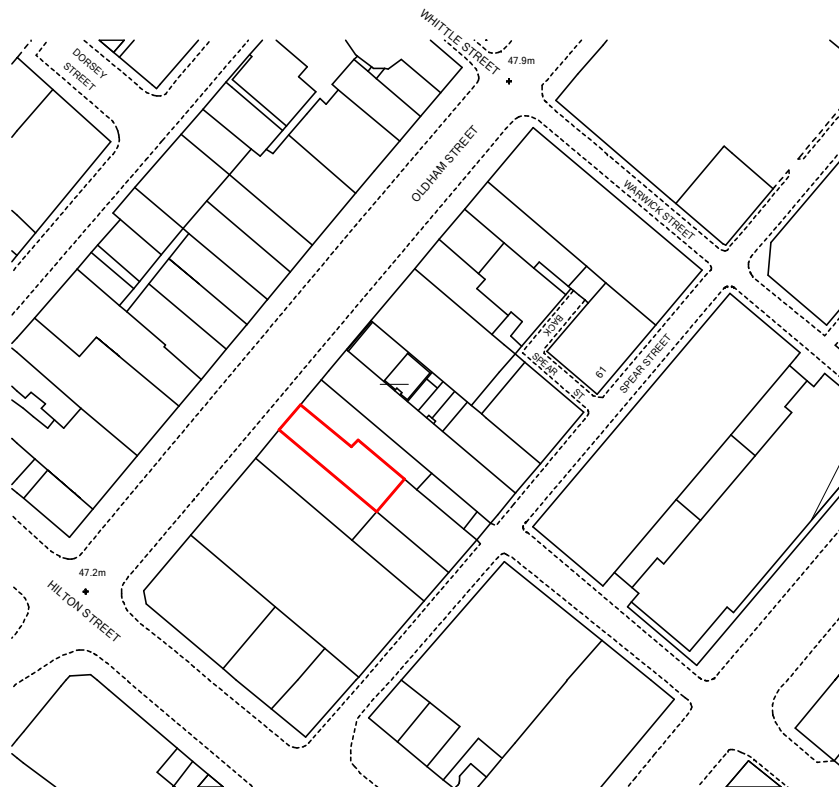
54 Oldham Street

Scale / North Point

As indicated

Drawing Title
Existing Site and Location Plans

Drawing Number
A1255(01)AP001
Drawing Status
Preliminary
Revision
-



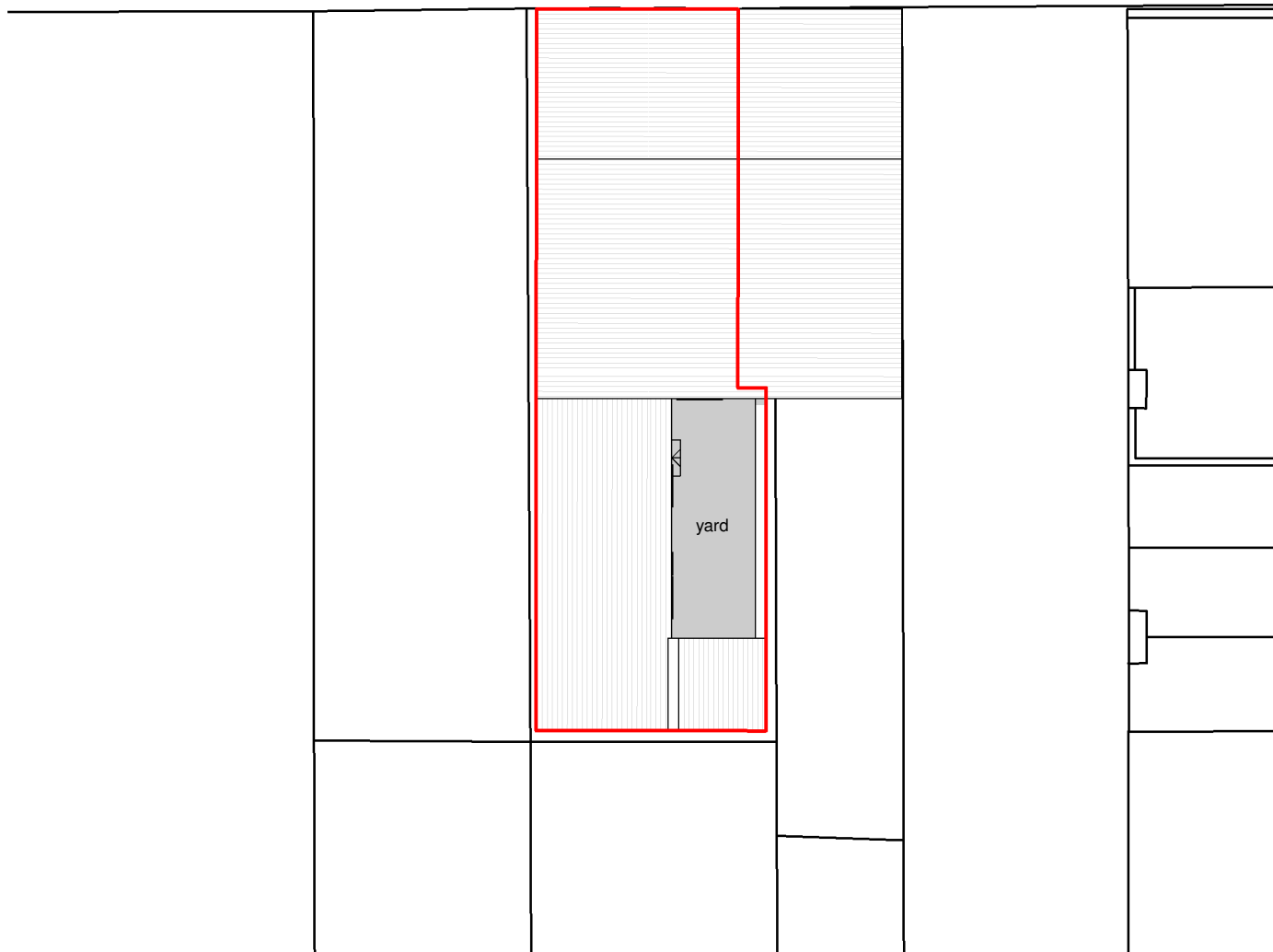
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Site Location Plan

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1

OLDHAM STREET

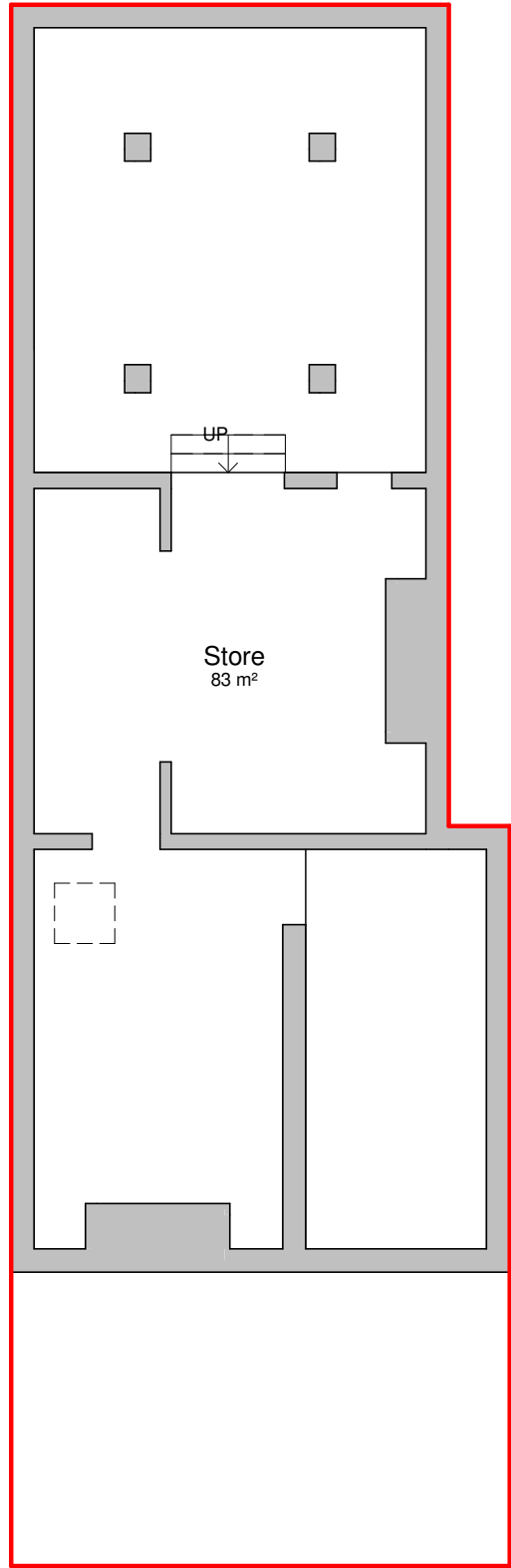


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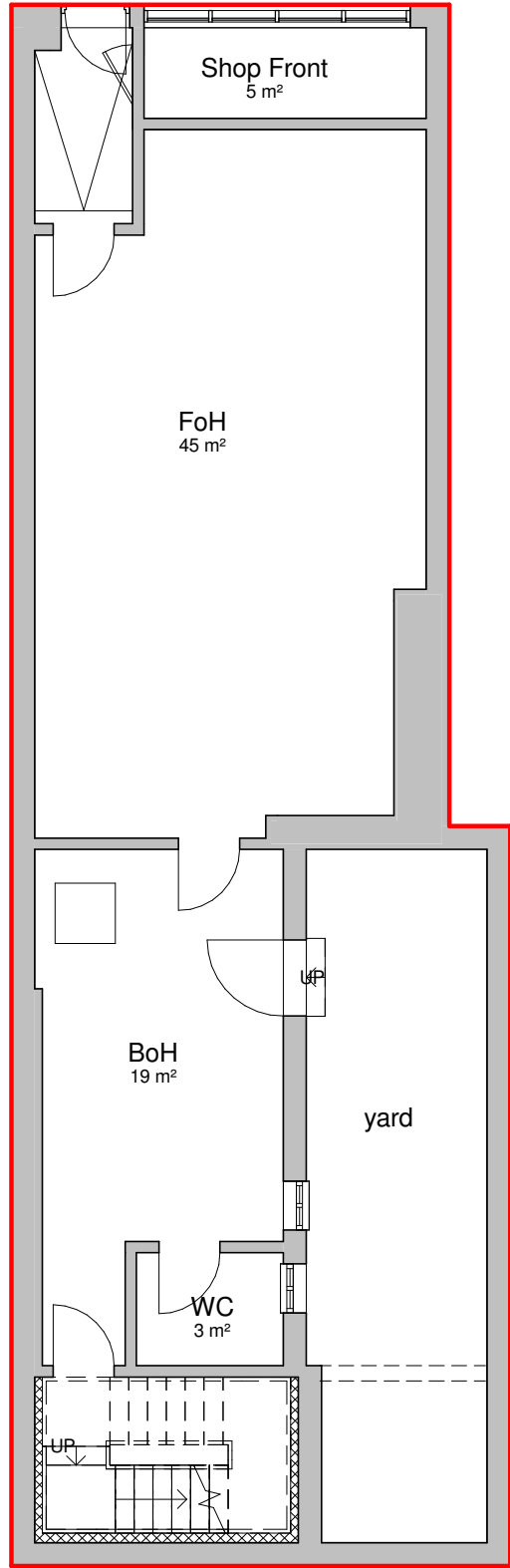
Existing Site Plan

1 : 200

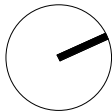
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1 Existing Basement Plan
1 : 100



2 Existing Ground Floor Plan
1 : 100



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- 12/02/20 SA SH Initial Issue

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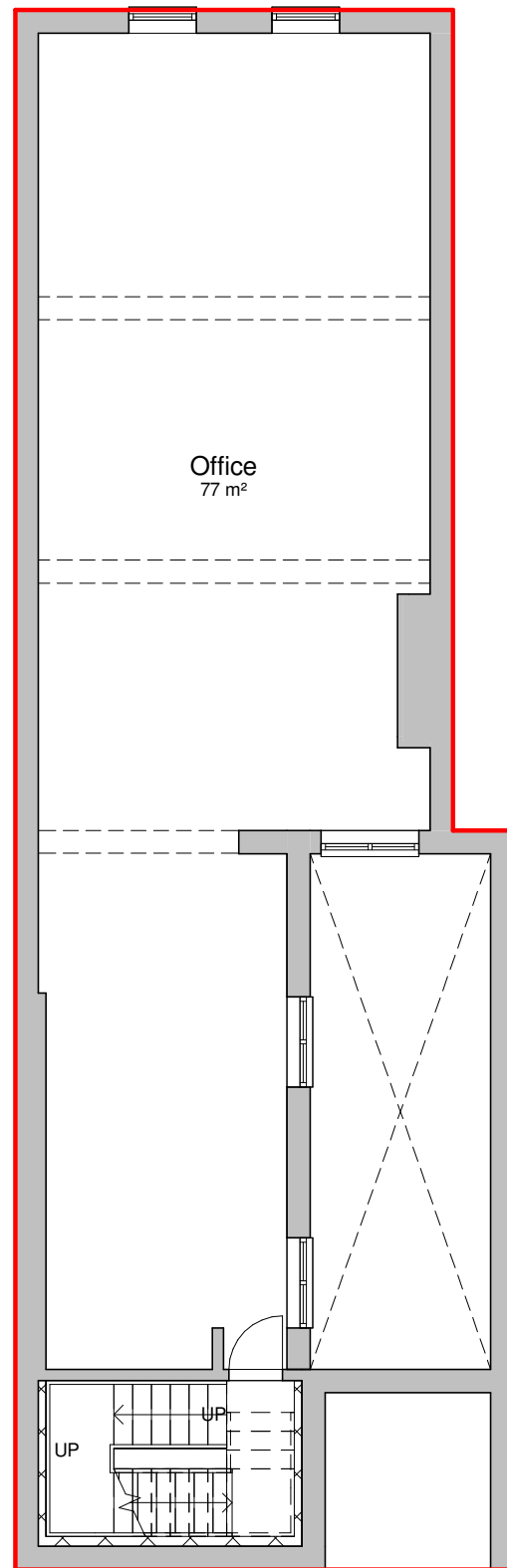
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Project Title
54 Oldham Street

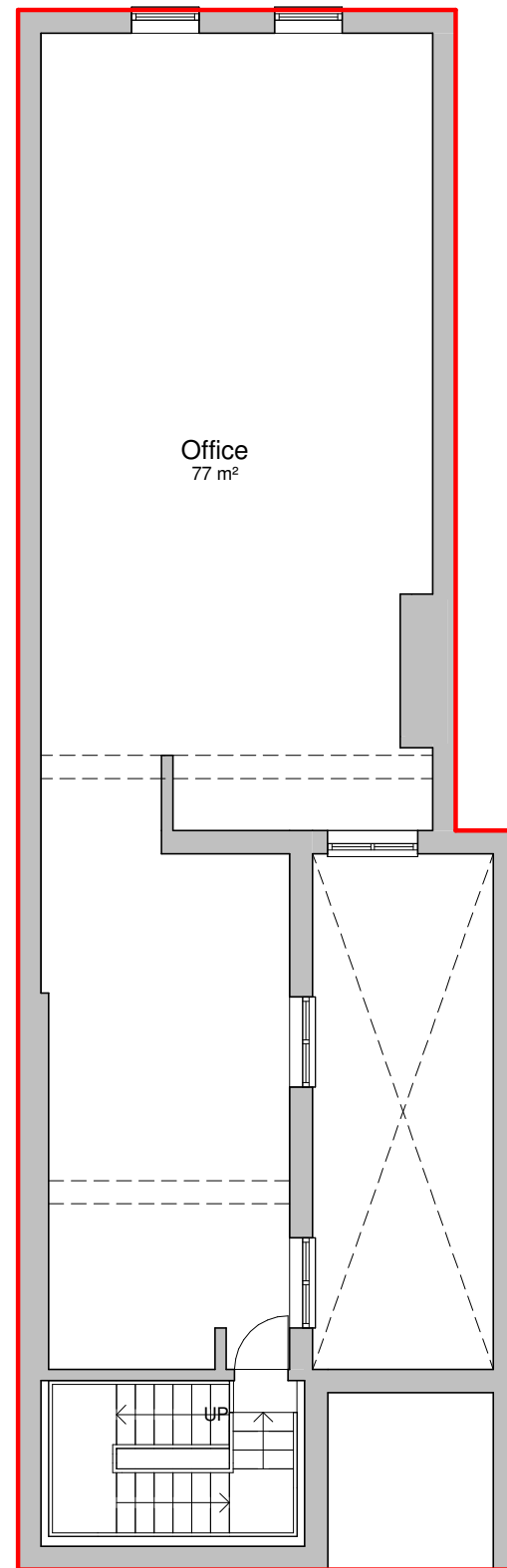
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Drawing Title
Existing First and Second Floor Plans

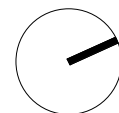
Drawing Number
A1255(01)AP003
Drawing Status
Preliminary



1 Existing First Floor Plan
1 : 100



2 Existing Second Floor Plan
1 : 100



Appendix B

General
Notes
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LEGEND

 Site Boundary

D	07/10/20	SA	SH	Amended Plans
C	24/03/20	SA	SH	Amended Plans
B	18/03/20	SA	SH	Amended Front Elevation
A	21/02/20	SA	SH	Amended Proposed
-	14/02/20	SA	SH	Initial Issue
No	Dat	Dw	Ch	Ap
.	e	n	k	p
				Revision or reason for issue

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Project
Title
54 Oldham Street

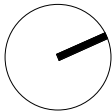
Scale / North
Point
1 : 200

Drawing
Type
Proposed Site Plan

Drawing No A1255(02)AP001	Revised By D
Drawing Type Preliminary	

OLDHAM STREET

External
Yard



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LEGEND

— Site Boundary

E	07/10/20	SA	SH	Amended Plans
D	20/05/20	SA	SH	New Option Ground Floor
C	24/03/20	SA	SH	Amended Plans
B	18/03/20	SA	SH	Amended Front Elevation
A	21/02/20	SA	SH	Amended Proposed
-	14/02/20	SA	SH	Initial Issue
No	Dat	Dw	Ch	Ap
e	n	k	p	Issue

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Project
Title
54 Oldham Street

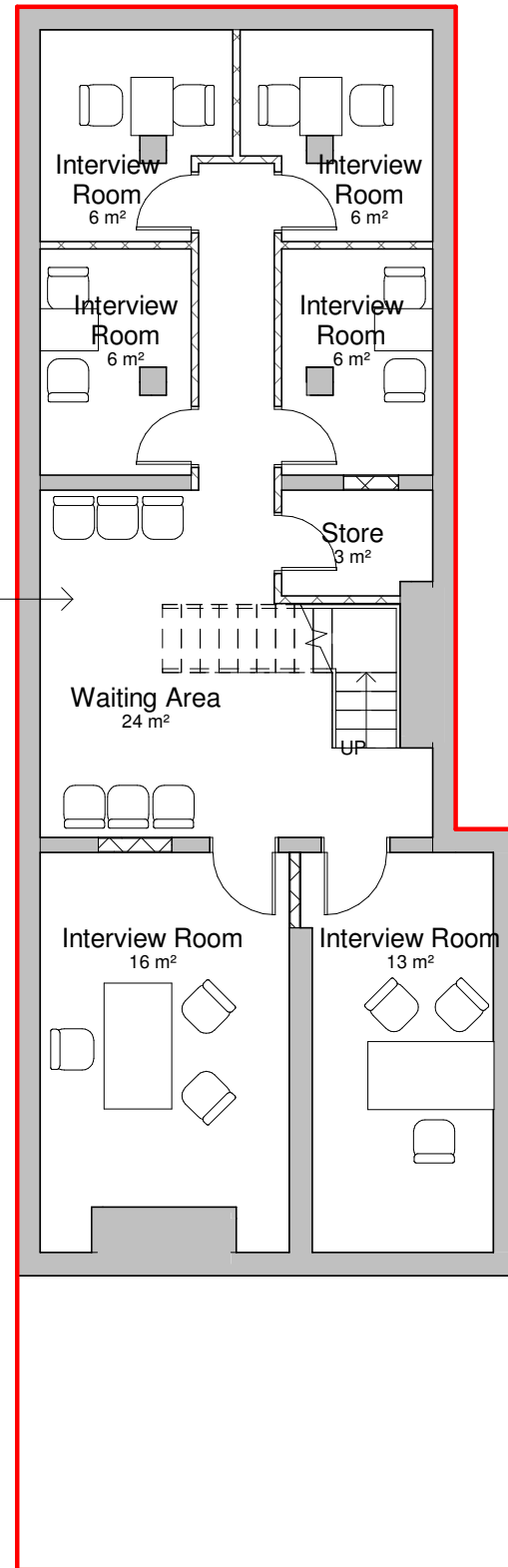
Scale / North
Point
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Drawing
Title
Proposed Basement and Ground Floor Plans

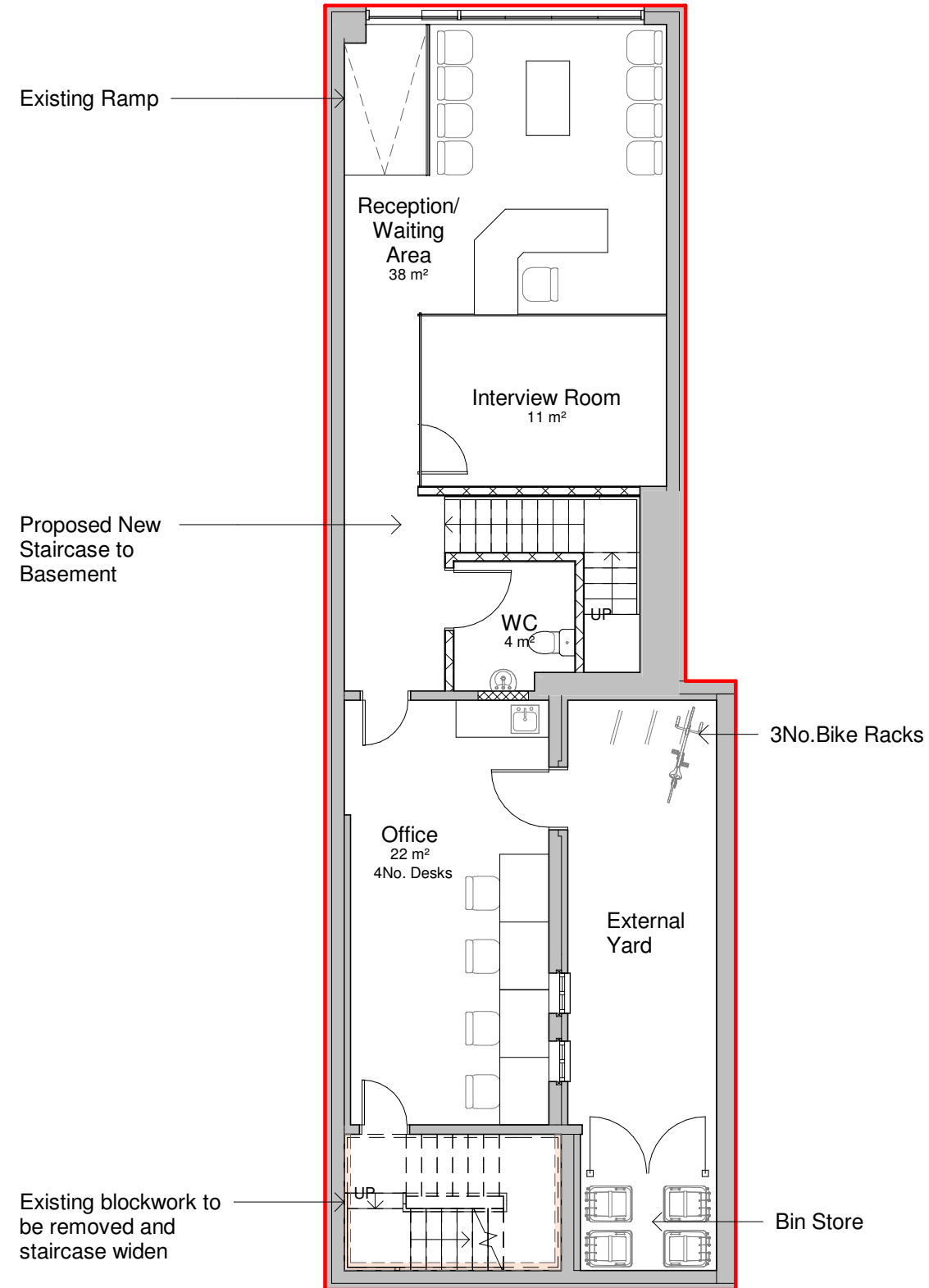
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Drawing
Type
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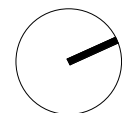
Revisi
No
E



1 Proposed Basement Plan
1 : 100



2 Proposed Ground Floor Plan
1 : 100



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D	07/10/20	SA	SH	Amended Plans
C	24/03/20	SA	SH	Amended Plans
B	18/03/20	SA	SH	Amended Front Elevation
A	21/02/20	SA	SH	Amended Proposed
-	14/02/20	SA	SH	Initial Issue
No	Dat	Dw	Ch	Ap
e	n	k	p	Issue

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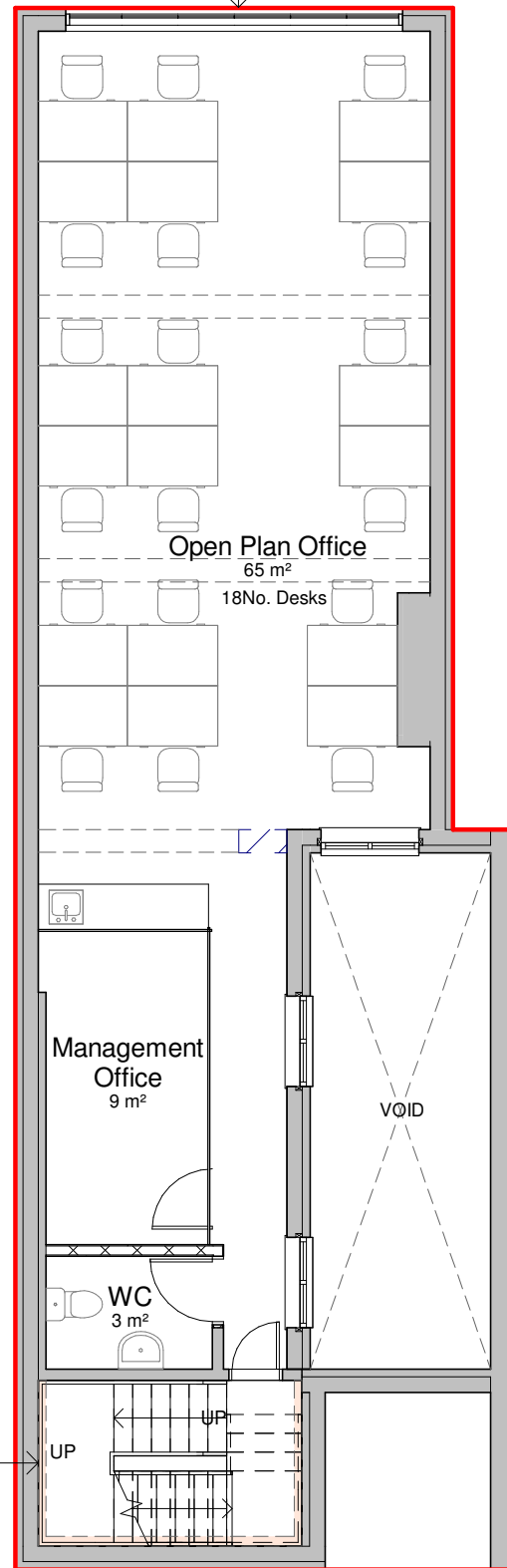
Project
Title
54 Oldham Street

Scale / North
Point
1 : 100

Drawing
Title
Proposed First and Second Floor Plans

Drawing No A1255(02)AP003	Revision No D
Drawing Type Preliminary	

Proposed new floor to ceiling window

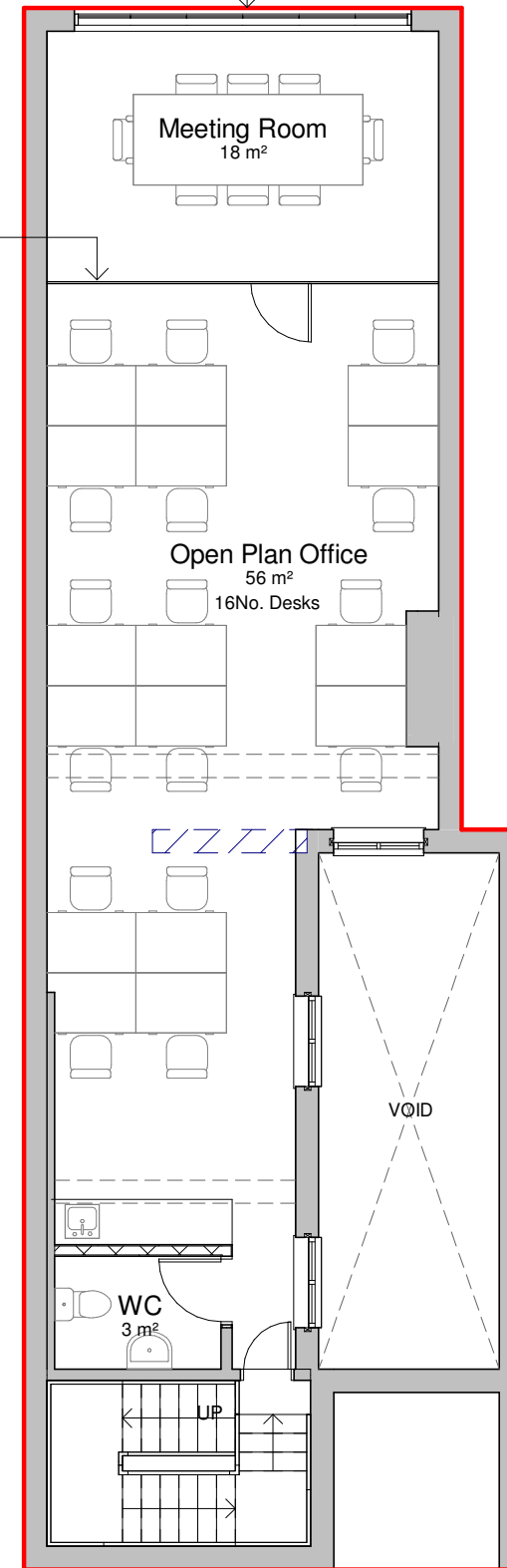


Existing blockwork to be removed and staircase widen

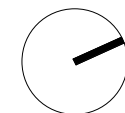
1 Proposed First Floor Plan
1 : 100

Proposed new floor to ceiling window

Proposed New Glass Partition



2 Proposed Second Floor Plan
1 : 100



Appendix C

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 178 to 2500 (units: sqm)
Range Selected by User: 178 to 500 (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
Wednesday	2 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	7 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	5
Edge of Town	1

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	2
Built-Up Zone	3
No Sub Category	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

7 days

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

Population within 1 mile:

5,001 to 10,000

1 days

15,001 to 20,000

2 days

20,001 to 25,000

3 days

25,001 to 50,000

1 days

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

Population within 5 miles:

25,001 to 50,000

1 days

75,001 to 100,000

1 days

100,001 to 125,000

1 days

125,001 to 250,000

1 days

250,001 to 500,000

2 days

500,001 or More

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

5 days

1.1 to 1.5

2 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:

No

7 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

7 days

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

LIST OF SITES relevant to selection parameters

1	CB-02-A-02 PORT ROAD CARLISLE	OFFICE	CUMBRIA
	Edge of Town Centre Industrial Zone Total Gross floor area: 925 sqm Survey date: FRIDAY 24/06/16 Survey Type: MANUAL		
2	DS-02-A-01 PRIME PARK WAY DERBY	REAL ESTATE DEVELOPERS	DERBYSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area: 594 sqm Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL		
3	GM-02-A-09 NEW MOUNT STREET MANCHESTER	LEASED OFFICES	GREATER MANCHESTER
	Edge of Town Centre Built-Up Zone Total Gross floor area: 2500 sqm Survey date: MONDAY 26/09/16 Survey Type: MANUAL		
4	NF-02-A-02 NORTH QUAY GREAT YARMOUTH	FINANCIAL PLANNERS	NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area: 894 sqm Survey date: MONDAY 11/09/17 Survey Type: MANUAL		
5	NF-02-A-04 WHITING ROAD NORWICH	BUILDING CONSULTANT	NORFOLK
	Edge of Town Commercial Zone Total Gross floor area: 500 sqm Survey date: WEDNESDAY 13/11/19 Survey Type: MANUAL		
6	NY-02-A-01 NORTH PARK ROAD HARROGATE	SOLICITORS	NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area: 178 sqm Survey date: THURSDAY 04/10/18 Survey Type: MANUAL		
7	WK-02-A-01 WARWICK ROAD COVENTRY	OFFICES	WARWICKSHIRE
	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-02-A-05	incorrect size
CO-02-A-01	not town centre
DH-02-A-02	not town centre
DU-02-A-01	not town centre
EB-02-A-06	incorrect size
GM-02-A-08	incorrect size
LC-02-A-09	not town centre
MS-02-A-02	incorrect size
NF-02-A-03	incorrect size
NY-02-A-02	incorrect size
PS-02-A-01	incorrect size
SF-02-A-02	incorrect size

MANUALLY DESELECTED SITES (Cont.)

Site Ref	Reason for Deselection
SW-02-A-02	incorrect size
TW-02-A-07	incorrect size
TW-02-A-08	not town centre
WY-02-A-05	incorrect size

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	1011	0.033	6	1011	0.000	6	1011	0.033
07:30 - 08:00	6	1011	0.445	6	1011	0.016	6	1011	0.461
08:00 - 08:30	7	892	0.881	7	892	0.112	7	892	0.993
08:30 - 09:00	7	892	1.025	7	892	0.208	7	892	1.233
09:00 - 09:30	7	892	0.961	7	892	0.272	7	892	1.233
09:30 - 10:00	7	892	0.529	7	892	0.320	7	892	0.849
10:00 - 10:30	7	892	0.288	7	892	0.160	7	892	0.448
10:30 - 11:00	7	892	0.369	7	892	0.224	7	892	0.593
11:00 - 11:30	7	892	0.128	7	892	0.112	7	892	0.240
11:30 - 12:00	7	892	0.208	7	892	0.385	7	892	0.593
12:00 - 12:30	7	892	0.272	7	892	0.513	7	892	0.785
12:30 - 13:00	7	892	0.369	7	892	0.369	7	892	0.738
13:00 - 13:30	7	892	0.336	7	892	0.304	7	892	0.640
13:30 - 14:00	7	892	0.577	7	892	0.401	7	892	0.978
14:00 - 14:30	7	892	0.336	7	892	0.272	7	892	0.608
14:30 - 15:00	7	892	0.208	7	892	0.272	7	892	0.480
15:00 - 15:30	7	892	0.256	7	892	0.240	7	892	0.496
15:30 - 16:00	7	892	0.208	7	892	0.320	7	892	0.528
16:00 - 16:30	7	892	0.272	7	892	0.433	7	892	0.705
16:30 - 17:00	7	892	0.272	7	892	0.529	7	892	0.801
17:00 - 17:30	7	892	0.224	7	892	1.170	7	892	1.394
17:30 - 18:00	7	892	0.128	7	892	0.737	7	892	0.865
18:00 - 18:30	6	1011	0.066	6	1011	0.511	6	1011	0.577
18:30 - 19:00	6	1011	0.000	6	1011	0.214	6	1011	0.214
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			8.391			8.094			16.485

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

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

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Parameter summary

Trip rate parameter range selected:	178 - 2500 (units: sqm)
Survey date date range:	01/01/12 - 13/11/19
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	16

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	1011	0.000	6	1011	0.000	6	1011	0.000
07:30 - 08:00	6	1011	0.016	6	1011	0.016	6	1011	0.032
08:00 - 08:30	7	892	0.064	7	892	0.048	7	892	0.112
08:30 - 09:00	7	892	0.048	7	892	0.048	7	892	0.096
09:00 - 09:30	7	892	0.048	7	892	0.032	7	892	0.080
09:30 - 10:00	7	892	0.000	7	892	0.032	7	892	0.032
10:00 - 10:30	7	892	0.000	7	892	0.000	7	892	0.000
10:30 - 11:00	7	892	0.032	7	892	0.032	7	892	0.064
11:00 - 11:30	7	892	0.000	7	892	0.000	7	892	0.000
11:30 - 12:00	7	892	0.000	7	892	0.000	7	892	0.000
12:00 - 12:30	7	892	0.000	7	892	0.000	7	892	0.000
12:30 - 13:00	7	892	0.000	7	892	0.000	7	892	0.000
13:00 - 13:30	7	892	0.016	7	892	0.000	7	892	0.016
13:30 - 14:00	7	892	0.016	7	892	0.032	7	892	0.048
14:00 - 14:30	7	892	0.000	7	892	0.000	7	892	0.000
14:30 - 15:00	7	892	0.000	7	892	0.000	7	892	0.000
15:00 - 15:30	7	892	0.000	7	892	0.000	7	892	0.000
15:30 - 16:00	7	892	0.000	7	892	0.000	7	892	0.000
16:00 - 16:30	7	892	0.000	7	892	0.000	7	892	0.000
16:30 - 17:00	7	892	0.000	7	892	0.000	7	892	0.000
17:00 - 17:30	7	892	0.080	7	892	0.064	7	892	0.144
17:30 - 18:00	7	892	0.016	7	892	0.032	7	892	0.048
18:00 - 18:30	6	1011	0.000	6	1011	0.000	6	1011	0.000
18:30 - 19:00	6	1011	0.000	6	1011	0.000	6	1011	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.336			0.336			0.672

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 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	1011	0.000	6	1011	0.000	6	1011	0.000
07:30 - 08:00	6	1011	0.016	6	1011	0.000	6	1011	0.016
08:00 - 08:30	7	892	0.000	7	892	0.000	7	892	0.000
08:30 - 09:00	7	892	0.000	7	892	0.016	7	892	0.016
09:00 - 09:30	7	892	0.000	7	892	0.000	7	892	0.000
09:30 - 10:00	7	892	0.000	7	892	0.000	7	892	0.000
10:00 - 10:30	7	892	0.000	7	892	0.000	7	892	0.000
10:30 - 11:00	7	892	0.000	7	892	0.000	7	892	0.000
11:00 - 11:30	7	892	0.000	7	892	0.000	7	892	0.000
11:30 - 12:00	7	892	0.016	7	892	0.016	7	892	0.032
12:00 - 12:30	7	892	0.016	7	892	0.016	7	892	0.032
12:30 - 13:00	7	892	0.000	7	892	0.000	7	892	0.000
13:00 - 13:30	7	892	0.000	7	892	0.000	7	892	0.000
13:30 - 14:00	7	892	0.000	7	892	0.000	7	892	0.000
14:00 - 14:30	7	892	0.000	7	892	0.000	7	892	0.000
14:30 - 15:00	7	892	0.000	7	892	0.000	7	892	0.000
15:00 - 15:30	7	892	0.000	7	892	0.000	7	892	0.000
15:30 - 16:00	7	892	0.000	7	892	0.000	7	892	0.000
16:00 - 16:30	7	892	0.000	7	892	0.000	7	892	0.000
16:30 - 17:00	7	892	0.000	7	892	0.000	7	892	0.000
17:00 - 17:30	7	892	0.000	7	892	0.000	7	892	0.000
17:30 - 18:00	7	892	0.000	7	892	0.000	7	892	0.000
18:00 - 18:30	6	1011	0.000	6	1011	0.000	6	1011	0.000
18:30 - 19:00	6	1011	0.000	6	1011	0.000	6	1011	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.048			0.048			0.096

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	1011	0.000	6	1011	0.000	6	1011	0.000
07:30 - 08:00	6	1011	0.016	6	1011	0.000	6	1011	0.016
08:00 - 08:30	7	892	0.064	7	892	0.000	7	892	0.064
08:30 - 09:00	7	892	0.112	7	892	0.000	7	892	0.112
09:00 - 09:30	7	892	0.000	7	892	0.000	7	892	0.000
09:30 - 10:00	7	892	0.032	7	892	0.000	7	892	0.032
10:00 - 10:30	7	892	0.016	7	892	0.000	7	892	0.016
10:30 - 11:00	7	892	0.016	7	892	0.016	7	892	0.032
11:00 - 11:30	7	892	0.000	7	892	0.000	7	892	0.000
11:30 - 12:00	7	892	0.000	7	892	0.000	7	892	0.000
12:00 - 12:30	7	892	0.000	7	892	0.000	7	892	0.000
12:30 - 13:00	7	892	0.016	7	892	0.016	7	892	0.032
13:00 - 13:30	7	892	0.032	7	892	0.048	7	892	0.080
13:30 - 14:00	7	892	0.032	7	892	0.000	7	892	0.032
14:00 - 14:30	7	892	0.016	7	892	0.000	7	892	0.016
14:30 - 15:00	7	892	0.016	7	892	0.032	7	892	0.048
15:00 - 15:30	7	892	0.000	7	892	0.032	7	892	0.032
15:30 - 16:00	7	892	0.000	7	892	0.000	7	892	0.000
16:00 - 16:30	7	892	0.000	7	892	0.000	7	892	0.000
16:30 - 17:00	7	892	0.000	7	892	0.000	7	892	0.000
17:00 - 17:30	7	892	0.000	7	892	0.064	7	892	0.064
17:30 - 18:00	7	892	0.000	7	892	0.064	7	892	0.064
18:00 - 18:30	6	1011	0.000	6	1011	0.066	6	1011	0.066
18:30 - 19:00	6	1011	0.000	6	1011	0.000	6	1011	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.368			0.338			0.706

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 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	1011	0.033	6	1011	0.000	6	1011	0.033
07:30 - 08:00	6	1011	0.495	6	1011	0.016	6	1011	0.511
08:00 - 08:30	7	892	1.009	7	892	0.080	7	892	1.089
08:30 - 09:00	7	892	1.186	7	892	0.160	7	892	1.346
09:00 - 09:30	7	892	1.282	7	892	0.353	7	892	1.635
09:30 - 10:00	7	892	0.753	7	892	0.336	7	892	1.089
10:00 - 10:30	7	892	0.320	7	892	0.160	7	892	0.480
10:30 - 11:00	7	892	0.433	7	892	0.224	7	892	0.657
11:00 - 11:30	7	892	0.160	7	892	0.112	7	892	0.272
11:30 - 12:00	7	892	0.272	7	892	0.449	7	892	0.721
12:00 - 12:30	7	892	0.272	7	892	0.625	7	892	0.897
12:30 - 13:00	7	892	0.433	7	892	0.385	7	892	0.818
13:00 - 13:30	7	892	0.417	7	892	0.353	7	892	0.770
13:30 - 14:00	7	892	0.833	7	892	0.481	7	892	1.314
14:00 - 14:30	7	892	0.401	7	892	0.336	7	892	0.737
14:30 - 15:00	7	892	0.256	7	892	0.417	7	892	0.673
15:00 - 15:30	7	892	0.320	7	892	0.369	7	892	0.689
15:30 - 16:00	7	892	0.256	7	892	0.529	7	892	0.785
16:00 - 16:30	7	892	0.304	7	892	0.561	7	892	0.865
16:30 - 17:00	7	892	0.353	7	892	0.689	7	892	1.042
17:00 - 17:30	7	892	0.176	7	892	1.410	7	892	1.586
17:30 - 18:00	7	892	0.112	7	892	0.897	7	892	1.009
18:00 - 18:30	6	1011	0.099	6	1011	0.792	6	1011	0.891
18:30 - 19:00	6	1011	0.000	6	1011	0.313	6	1011	0.313
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:	10.175			10.047			20.222		

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 PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	1011	0.016	6	1011	0.000	6	1011	0.016
07:30 - 08:00	6	1011	0.000	6	1011	0.000	6	1011	0.000
08:00 - 08:30	7	892	0.112	7	892	0.016	7	892	0.128
08:30 - 09:00	7	892	0.304	7	892	0.032	7	892	0.336
09:00 - 09:30	7	892	0.272	7	892	0.048	7	892	0.320
09:30 - 10:00	7	892	0.176	7	892	0.144	7	892	0.320
10:00 - 10:30	7	892	0.144	7	892	0.080	7	892	0.224
10:30 - 11:00	7	892	0.064	7	892	0.128	7	892	0.192
11:00 - 11:30	7	892	0.080	7	892	0.080	7	892	0.160
11:30 - 12:00	7	892	0.032	7	892	0.128	7	892	0.160
12:00 - 12:30	7	892	0.176	7	892	0.449	7	892	0.625
12:30 - 13:00	7	892	0.224	7	892	0.801	7	892	1.025
13:00 - 13:30	7	892	0.320	7	892	0.865	7	892	1.185
13:30 - 14:00	7	892	0.529	7	892	0.128	7	892	0.657
14:00 - 14:30	7	892	0.320	7	892	0.144	7	892	0.464
14:30 - 15:00	7	892	0.593	7	892	0.144	7	892	0.737
15:00 - 15:30	7	892	0.208	7	892	0.080	7	892	0.288
15:30 - 16:00	7	892	0.288	7	892	0.080	7	892	0.368
16:00 - 16:30	7	892	0.208	7	892	0.192	7	892	0.400
16:30 - 17:00	7	892	0.064	7	892	0.160	7	892	0.224
17:00 - 17:30	7	892	0.032	7	892	0.224	7	892	0.256
17:30 - 18:00	7	892	0.016	7	892	0.160	7	892	0.176
18:00 - 18:30	6	1011	0.000	6	1011	0.099	6	1011	0.099
18:30 - 19:00	6	1011	0.000	6	1011	0.000	6	1011	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:	4.178			4.182			8.360		

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	1011	0.016	6	1011	0.000	6	1011	0.016
07:30 - 08:00	6	1011	0.000	6	1011	0.000	6	1011	0.000
08:00 - 08:30	7	892	0.080	7	892	0.000	7	892	0.080
08:30 - 09:00	7	892	0.304	7	892	0.000	7	892	0.304
09:00 - 09:30	7	892	0.336	7	892	0.000	7	892	0.336
09:30 - 10:00	7	892	0.272	7	892	0.048	7	892	0.320
10:00 - 10:30	7	892	0.048	7	892	0.000	7	892	0.048
10:30 - 11:00	7	892	0.112	7	892	0.000	7	892	0.112
11:00 - 11:30	7	892	0.032	7	892	0.048	7	892	0.080
11:30 - 12:00	7	892	0.048	7	892	0.016	7	892	0.064
12:00 - 12:30	7	892	0.048	7	892	0.224	7	892	0.272
12:30 - 13:00	7	892	0.064	7	892	0.288	7	892	0.352
13:00 - 13:30	7	892	0.080	7	892	0.336	7	892	0.416
13:30 - 14:00	7	892	0.224	7	892	0.064	7	892	0.288
14:00 - 14:30	7	892	0.000	7	892	0.176	7	892	0.176
14:30 - 15:00	7	892	0.096	7	892	0.064	7	892	0.160
15:00 - 15:30	7	892	0.032	7	892	0.112	7	892	0.144
15:30 - 16:00	7	892	0.160	7	892	0.080	7	892	0.240
16:00 - 16:30	7	892	0.128	7	892	0.032	7	892	0.160
16:30 - 17:00	7	892	0.064	7	892	0.048	7	892	0.112
17:00 - 17:30	7	892	0.000	7	892	0.256	7	892	0.256
17:30 - 18:00	7	892	0.000	7	892	0.192	7	892	0.192
18:00 - 18:30	6	1011	0.000	6	1011	0.132	6	1011	0.132
18:30 - 19:00	6	1011	0.000	6	1011	0.033	6	1011	0.033
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:		2.144			2.149				4.293

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 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	1011	0.000	6	1011	0.000	6	1011	0.000
07:30 - 08:00	6	1011	0.000	6	1011	0.000	6	1011	0.000
08:00 - 08:30	7	892	0.064	7	892	0.000	7	892	0.064
08:30 - 09:00	7	892	0.369	7	892	0.000	7	892	0.369
09:00 - 09:30	7	892	0.208	7	892	0.032	7	892	0.240
09:30 - 10:00	7	892	0.144	7	892	0.032	7	892	0.176
10:00 - 10:30	7	892	0.048	7	892	0.016	7	892	0.064
10:30 - 11:00	7	892	0.064	7	892	0.032	7	892	0.096
11:00 - 11:30	7	892	0.032	7	892	0.000	7	892	0.032
11:30 - 12:00	7	892	0.032	7	892	0.000	7	892	0.032
12:00 - 12:30	7	892	0.016	7	892	0.000	7	892	0.016
12:30 - 13:00	7	892	0.032	7	892	0.080	7	892	0.112
13:00 - 13:30	7	892	0.032	7	892	0.128	7	892	0.160
13:30 - 14:00	7	892	0.064	7	892	0.144	7	892	0.208
14:00 - 14:30	7	892	0.016	7	892	0.000	7	892	0.016
14:30 - 15:00	7	892	0.112	7	892	0.080	7	892	0.192
15:00 - 15:30	7	892	0.016	7	892	0.080	7	892	0.096
15:30 - 16:00	7	892	0.112	7	892	0.080	7	892	0.192
16:00 - 16:30	7	892	0.048	7	892	0.032	7	892	0.080
16:30 - 17:00	7	892	0.016	7	892	0.048	7	892	0.064
17:00 - 17:30	7	892	0.096	7	892	0.256	7	892	0.352
17:30 - 18:00	7	892	0.000	7	892	0.176	7	892	0.176
18:00 - 18:30	6	1011	0.066	6	1011	0.165	6	1011	0.231
18:30 - 19:00	6	1011	0.000	6	1011	0.148	6	1011	0.148
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.587			1.529			3.116

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.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	1011	0.016	6	1011	0.000	6	1011	0.016
07:30 - 08:00	6	1011	0.000	6	1011	0.000	6	1011	0.000
08:00 - 08:30	7	892	0.144	7	892	0.000	7	892	0.144
08:30 - 09:00	7	892	0.673	7	892	0.000	7	892	0.673
09:00 - 09:30	7	892	0.545	7	892	0.032	7	892	0.577
09:30 - 10:00	7	892	0.417	7	892	0.080	7	892	0.497
10:00 - 10:30	7	892	0.096	7	892	0.016	7	892	0.112
10:30 - 11:00	7	892	0.176	7	892	0.032	7	892	0.208
11:00 - 11:30	7	892	0.064	7	892	0.048	7	892	0.112
11:30 - 12:00	7	892	0.080	7	892	0.016	7	892	0.096
12:00 - 12:30	7	892	0.064	7	892	0.224	7	892	0.288
12:30 - 13:00	7	892	0.096	7	892	0.369	7	892	0.465
13:00 - 13:30	7	892	0.112	7	892	0.465	7	892	0.577
13:30 - 14:00	7	892	0.288	7	892	0.208	7	892	0.496
14:00 - 14:30	7	892	0.016	7	892	0.176	7	892	0.192
14:30 - 15:00	7	892	0.208	7	892	0.144	7	892	0.352
15:00 - 15:30	7	892	0.048	7	892	0.192	7	892	0.240
15:30 - 16:00	7	892	0.272	7	892	0.160	7	892	0.432
16:00 - 16:30	7	892	0.176	7	892	0.064	7	892	0.240
16:30 - 17:00	7	892	0.080	7	892	0.096	7	892	0.176
17:00 - 17:30	7	892	0.096	7	892	0.513	7	892	0.609
17:30 - 18:00	7	892	0.000	7	892	0.369	7	892	0.369
18:00 - 18:30	6	1011	0.066	6	1011	0.297	6	1011	0.363
18:30 - 19:00	6	1011	0.000	6	1011	0.181	6	1011	0.181
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.733			3.682			7.415

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 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	1011	0.066	6	1011	0.000	6	1011	0.066
07:30 - 08:00	6	1011	0.511	6	1011	0.016	6	1011	0.527
08:00 - 08:30	7	892	1.330	7	892	0.096	7	892	1.426
08:30 - 09:00	7	892	2.275	7	892	0.192	7	892	2.467
09:00 - 09:30	7	892	2.099	7	892	0.433	7	892	2.532
09:30 - 10:00	7	892	1.378	7	892	0.561	7	892	1.939
10:00 - 10:30	7	892	0.577	7	892	0.256	7	892	0.833
10:30 - 11:00	7	892	0.689	7	892	0.401	7	892	1.090
11:00 - 11:30	7	892	0.304	7	892	0.240	7	892	0.544
11:30 - 12:00	7	892	0.385	7	892	0.593	7	892	0.978
12:00 - 12:30	7	892	0.513	7	892	1.298	7	892	1.811
12:30 - 13:00	7	892	0.769	7	892	1.570	7	892	2.339
13:00 - 13:30	7	892	0.881	7	892	1.730	7	892	2.611
13:30 - 14:00	7	892	1.682	7	892	0.817	7	892	2.499
14:00 - 14:30	7	892	0.753	7	892	0.657	7	892	1.410
14:30 - 15:00	7	892	1.074	7	892	0.737	7	892	1.811
15:00 - 15:30	7	892	0.577	7	892	0.673	7	892	1.250
15:30 - 16:00	7	892	0.817	7	892	0.769	7	892	1.586
16:00 - 16:30	7	892	0.689	7	892	0.817	7	892	1.506
16:30 - 17:00	7	892	0.497	7	892	0.945	7	892	1.442
17:00 - 17:30	7	892	0.304	7	892	2.211	7	892	2.515
17:30 - 18:00	7	892	0.128	7	892	1.490	7	892	1.618
18:00 - 18:30	6	1011	0.165	6	1011	1.254	6	1011	1.419
18:30 - 19:00	6	1011	0.000	6	1011	0.495	6	1011	0.495
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:		18.463			18.251				36.714

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	1011	0.033	6	1011	0.000	6	1011	0.033
07:30 - 08:00	6	1011	0.412	6	1011	0.000	6	1011	0.412
08:00 - 08:30	7	892	0.737	7	892	0.032	7	892	0.769
08:30 - 09:00	7	892	0.897	7	892	0.144	7	892	1.041
09:00 - 09:30	7	892	0.801	7	892	0.176	7	892	0.977
09:30 - 10:00	7	892	0.433	7	892	0.256	7	892	0.689
10:00 - 10:30	7	892	0.192	7	892	0.096	7	892	0.288
10:30 - 11:00	7	892	0.304	7	892	0.176	7	892	0.480
11:00 - 11:30	7	892	0.080	7	892	0.080	7	892	0.160
11:30 - 12:00	7	892	0.144	7	892	0.192	7	892	0.336
12:00 - 12:30	7	892	0.160	7	892	0.401	7	892	0.561
12:30 - 13:00	7	892	0.320	7	892	0.320	7	892	0.640
13:00 - 13:30	7	892	0.272	7	892	0.272	7	892	0.544
13:30 - 14:00	7	892	0.545	7	892	0.336	7	892	0.881
14:00 - 14:30	7	892	0.320	7	892	0.272	7	892	0.592
14:30 - 15:00	7	892	0.144	7	892	0.240	7	892	0.384
15:00 - 15:30	7	892	0.192	7	892	0.160	7	892	0.352
15:30 - 16:00	7	892	0.160	7	892	0.256	7	892	0.416
16:00 - 16:30	7	892	0.224	7	892	0.369	7	892	0.593
16:30 - 17:00	7	892	0.176	7	892	0.433	7	892	0.609
17:00 - 17:30	7	892	0.096	7	892	0.993	7	892	1.089
17:30 - 18:00	7	892	0.112	7	892	0.705	7	892	0.817
18:00 - 18:30	6	1011	0.049	6	1011	0.478	6	1011	0.527
18:30 - 19:00	6	1011	0.000	6	1011	0.214	6	1011	0.214
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			6.803			6.601			13.404

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 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	1011	0.000	6	1011	0.000	6	1011	0.000
07:30 - 08:00	6	1011	0.000	6	1011	0.000	6	1011	0.000
08:00 - 08:30	7	892	0.032	7	892	0.032	7	892	0.064
08:30 - 09:00	7	892	0.032	7	892	0.016	7	892	0.048
09:00 - 09:30	7	892	0.032	7	892	0.064	7	892	0.096
09:30 - 10:00	7	892	0.048	7	892	0.016	7	892	0.064
10:00 - 10:30	7	892	0.032	7	892	0.048	7	892	0.080
10:30 - 11:00	7	892	0.000	7	892	0.016	7	892	0.016
11:00 - 11:30	7	892	0.016	7	892	0.000	7	892	0.016
11:30 - 12:00	7	892	0.032	7	892	0.032	7	892	0.064
12:00 - 12:30	7	892	0.016	7	892	0.032	7	892	0.048
12:30 - 13:00	7	892	0.016	7	892	0.016	7	892	0.032
13:00 - 13:30	7	892	0.000	7	892	0.000	7	892	0.000
13:30 - 14:00	7	892	0.000	7	892	0.000	7	892	0.000
14:00 - 14:30	7	892	0.016	7	892	0.000	7	892	0.016
14:30 - 15:00	7	892	0.048	7	892	0.032	7	892	0.080
15:00 - 15:30	7	892	0.016	7	892	0.032	7	892	0.048
15:30 - 16:00	7	892	0.016	7	892	0.032	7	892	0.048
16:00 - 16:30	7	892	0.032	7	892	0.016	7	892	0.048
16:30 - 17:00	7	892	0.016	7	892	0.016	7	892	0.032
17:00 - 17:30	7	892	0.032	7	892	0.048	7	892	0.080
17:30 - 18:00	7	892	0.000	7	892	0.000	7	892	0.000
18:00 - 18:30	6	1011	0.016	6	1011	0.016	6	1011	0.032
18:30 - 19:00	6	1011	0.000	6	1011	0.000	6	1011	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.448			0.464			0.912

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	1011	0.000	6	1011	0.000	6	1011	0.000
07:30 - 08:00	6	1011	0.000	6	1011	0.000	6	1011	0.000
08:00 - 08:30	7	892	0.000	7	892	0.000	7	892	0.000
08:30 - 09:00	7	892	0.016	7	892	0.000	7	892	0.016
09:00 - 09:30	7	892	0.000	7	892	0.000	7	892	0.000
09:30 - 10:00	7	892	0.000	7	892	0.000	7	892	0.000
10:00 - 10:30	7	892	0.000	7	892	0.000	7	892	0.000
10:30 - 11:00	7	892	0.000	7	892	0.000	7	892	0.000
11:00 - 11:30	7	892	0.000	7	892	0.000	7	892	0.000
11:30 - 12:00	7	892	0.000	7	892	0.000	7	892	0.000
12:00 - 12:30	7	892	0.000	7	892	0.000	7	892	0.000
12:30 - 13:00	7	892	0.000	7	892	0.000	7	892	0.000
13:00 - 13:30	7	892	0.000	7	892	0.000	7	892	0.000
13:30 - 14:00	7	892	0.000	7	892	0.000	7	892	0.000
14:00 - 14:30	7	892	0.000	7	892	0.000	7	892	0.000
14:30 - 15:00	7	892	0.000	7	892	0.000	7	892	0.000
15:00 - 15:30	7	892	0.000	7	892	0.000	7	892	0.000
15:30 - 16:00	7	892	0.000	7	892	0.000	7	892	0.000
16:00 - 16:30	7	892	0.000	7	892	0.000	7	892	0.000
16:30 - 17:00	7	892	0.000	7	892	0.000	7	892	0.000
17:00 - 17:30	7	892	0.000	7	892	0.000	7	892	0.000
17:30 - 18:00	7	892	0.000	7	892	0.000	7	892	0.000
18:00 - 18:30	6	1011	0.000	6	1011	0.016	6	1011	0.016
18:30 - 19:00	6	1011	0.000	6	1011	0.000	6	1011	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.016			0.016			0.032

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.