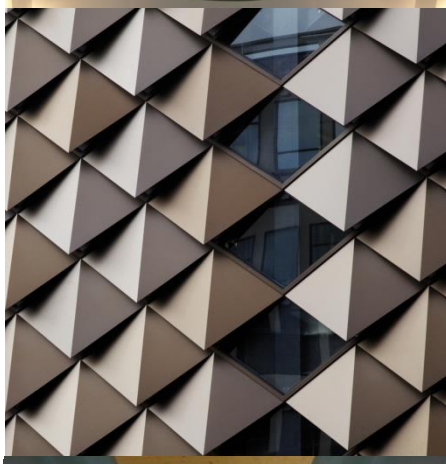
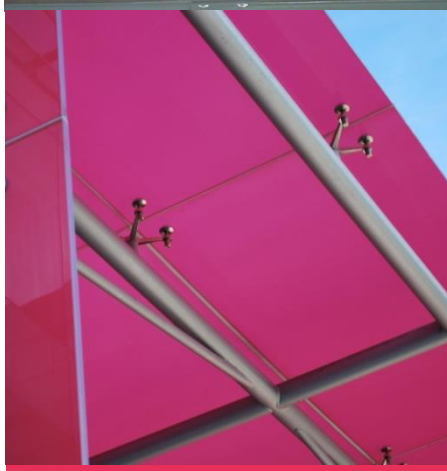








Back Turner Street Office Development

Transport Statement

Curtins Ref: 74771-CUR-00-XX-RP-TP-001
Revision: V03
Issue Date: 27 March 2020

Client Name: Salboy Limited

Merchant Exchange
17 – 19 Whitworth Street West
Manchester. M1 5WG.
Tel: 0161 236 2394
www.curtins.com

CIVILS & STRUCTURES • TRANSPORT PLANNING • ENVIRONMENTAL • INFRASTRUCTURE • GEOTECHNICAL • CONSERVATION & HERITAGE • PRINCIPAL DESIGNER
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Control Sheet

This report has been prepared for the sole benefit, use, and information for the client. The liability of Curtins with respect to the information contained in the report will not extend to any third party.

Author	Signature	Date
Lynnie Ler MEng (Hons) Graduate Transport Planner		27 March 2020

Reviewed	Signature	Date
Danny Jones MPlan MRTPI Principal Transport Planner		27 March 2020

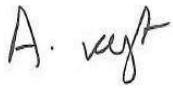
Authorised	Signature	Date
Alex Vogt BSc (Hons) MSc FCIHT TPP Director of Transport Planning		27 March 2020

Table of Contents

1.0 Introduction 1

1.1 Project Introduction 1
1.2 Purpose of the Report 1
1.3 Scope of the Report 1
1.4 Structure of the Report 1

2.0 Existing Situation 3

2.1 Site Location 3
2.2 Existing Use 4
2.3 Existing Access 4
2.4 Surrounding Highway Network 4
2.5 Highway Safety 5

3.0 Development Proposals 7

3.1 Overview of Proposals 7
3.2 Proposed Access 7
3.3 Parking 7
3.4 Servicing and Delivery 8

4.0 Accessibility by Sustainable Modes of Travel 9

4.1 Introduction 9
4.2 Pedestrian Accessibility 9
4.3 Cycle Accessibility 10
4.4 Public Transport Accessibility 12
4.5 Summary 16

5.0 Forecasted Trip Generation 17

5.1 Introduction 17
5.2 Existing Trip Generation 17
5.3 Forecasted Trip Generation 17
5.4 Summary 19

6.0 Transport Planning Policy 20

6.1 Introduction 20
6.2 National Planning Policy Framework (2019) 20
6.3 National Planning Practice Guidance (NPPG) 21
6.4 Manchester Core Strategy (2012 – 2027) 21
6.5 Greater Manchester Spatial Framework (GMSF) 2019 (Draft) 22
6.6 Greater Manchester Transport Strategy 2040 23
6.7 Conclusions 25

7.0 Summary and Conclusions 26

7.1 Summary 26
7.2 Conclusions 26

Figures

Figure 2.1 – Site Location 3
Figure 2.2 – Area Assessed for Personal Injury Accident Data (5 years) 6
Figure 4.1 – Local Cycle Network 11

Tables

Table 2.1 – Personal Injury Accident Data Summary 6
Table 4.1 – CIHT Recommended Walking Distances 9
Table 4.2 – Summary of Bus Service Frequencies in the vicinity of the site 13
Table 4.3 – Free Bus Services 14
Table 4.4 – Summary of Rail Services from Manchester Victoria 15
Table 4.5 – Summary of Metrolink Services. 16
Table 5.1 – Multi-Modal Trip Rates and Split 18
Table 5.2 – Existing Trip Generation 18

Drawings

Drawing 74771-CUR-00-XX-DR-TP-05001-P02 – (Swept Path Analysis) Large Refuse Vehicle

Appendices

Appendix A – Proposed Site Layout
Appendix B – TRICS Outputs

1.0 Introduction

1.1 Project Introduction

1.1.1 Curtins has been appointed on behalf of Salboy Limited to provide traffic and transportation advice in relation to a development located off Back Turner Street in Manchester City Centre.

1.1.2 The application site is located within Manchester's Northern Quarter and is bound by Back Turner Street, High Street, Soap Street and Shudehill. The site falls within the City Centre Ward and extends to approximately 0.39 acres (0.16 hectares) in size.

1.1.3 The proposed development involves the construction of an office building up to a 16-storey block, comprising up to 4,368m^2 Net Internal Area (NIA) of office uses and 125m^2 NIA of retail uses at the ground floor. There are no car parking spaces proposed, however cycle parking would be provided at the ground floor level in a secure cycle store.

1.1.4 The proposed site layout is included in **Appendix A**.

1.2 Purpose of the Report

1.2.1 This Transport Statement (TS) has been prepared to inform Highway Officers at Manchester City Council (MCC) with regard to the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

1.3 Scope of the Report

Scoping Discussions

1.3.1 Based on previous experience in this area and discussions with MCC, this TS contains the following:

- An audit of accessibility by all modes of travel including walking, cycling, and public transport;
- A review of highway safety within the vicinity of the site for the most recent five years;
- Scale outline drawings of the proposed access strategy for refuse vehicles;
- Justification for the lack of car parking provision;
- Details of future vehicular trips and commentary on any highway impacts; and
- A review of the relevant local and national transport planning policy.

1.4 Structure of the Report

1.4.1 Following on from this introduction, **Section 2** of this report considers the site location and existing situation. **Section 2** also considers the site location and surrounding highway network and contains a review of the Personal Injury Accident records within the vicinity of the site.

1.4.2 **Section 3** gives an overview of the development proposals including details on proposed access, car parking, and a servicing and refuse strategy.

1.4.3 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.

1.4.4 **Section 5** considers the traffic generation of the proposals.

1.4.5 **Section 6** summarises key national and local transport planning policy, and **Section 7** provides a report summary and conclusion.

2.0 Existing Situation

2.1 Site Location

2.1.1 The site is located in Manchester City Centre, within the north-western extents of the Northern Quarter. The site is located within the north-west corner of the Smithfield Conservation Area and is adjacent to the Shudehill Conservation Area.

2.1.2 More locally, the site is bound to the north by Shudehill, to the east by Soap Street, to the south by High Street, and to the west by Back Turner Street. **Figure 2.1** below illustrates the site location:



Figure 2.1 – Site Location
(Source: OS VectorMap District)

2.2 Existing Use

2.2.1 The site is partially occupied by a number of buildings (30 and 32 Shudehill, 1 and 3 Nicholas Croft and 1 and 3 Back Turner Street) and is partially a cleared site.

2.3 Existing Access

2.3.1 Both Back Turner Street and Soap Street provide respective access to the front and rear of buildings associated with the site; with the existing frontages facing onto Back Turner Street.

2.4 Surrounding Highway Network

Back Turner Street

2.4.1 Back Turner Street forms a single-lane road with a typical carriageway width of approximately 3.9m. The road is subject to a 20mph speed limit, with narrow footways of c. 1m-wide provided along both sides of the carriageway. There are no street lights along the road.

2.4.2 Back Turner Street is a one-way road, extending along a north west alignment from a priority-controlled junction with High Street. At this junction, it can be observed that there are dropped kerbs with tactile paving for pedestrians. After approximately 50m, the road terminates at the Metrolink lines between Shudehill and Market Street along Nicholas Croft.

2.4.3 Here, painted road markings allow for vehicular egress via the tram lines. Traffic is then directed to the south for approximately 60m until it joins with other vehicles along High Street.

2.4.4 Traffic Regulation Orders (TROs) in the form of double yellow line parking restrictions (no waiting at any time) are present along the carriageway. However, on site observations suggest existing abuse of these, potentially as some appear to have worn away.

Soap Street

2.4.5 Soap Street forms a single-lane road with a typical carriageway width of approximately 3m. The road is subject to a 20mph speed limit, with narrow footways of c. 1m-wide provided along both sides of the carriageway.

2.4.6 Soap Street extends along a north west alignment from a priority-controlled junction with High Street, forming the eastern boundary of the site. After approximately 40m, the road turns to the north-east and extends an additional 25m to a priority-controlled junction with Thomas Street.

2.4.7 TROs in the form of yellow line parking restrictions are present along the carriageway.

2.4.8 On-site observations indicate that Soap Street is dominated by back of house activities such as waste storage and deliveries. Whilst narrow, refuse vehicles have also been observed to utilise Soap Street for the collection of waste.

High Street

2.4.9 High Street extends along the south of the site at a north-east/south-west alignment. The road forms a single-lane road with a typical carriageway width of approximately 9.5m. The road is subject to a 20mph speed limit, with wide footways of c. 2m provided along both sides of the carriageway.

2.4.10 Although sections of High Street are two-way, in the immediate vicinity of the site, High Street is one-way in a westerly direction. There are five existing dedicated disabled parking bays, two loading bays and one bus stop present. This bus stops hosts several services across Greater Manchester and is also one of the calling points of Routes 2 and 3 of the Manchester City Centre free bus (detailed in **Section 4.4** below).

2.4.11 TROs in the form of yellow line parking restrictions are present along any remaining sections of carriageway within the immediate vicinity of the site. As it meets the tramlines, High Street turns in a southerly direction to Market Street. Vehicular traffic is directed alongside the tramlines.

Shudehill

2.4.12 Forming the northern boundary of the site, Shudehill commences in the north-east from a signalised junction at Miller Street, Rochdale Road and Swan Street, then extends south for approximately 350m to a junction with Dantzic Street, where the carriageway continues as Withy Grove.

2.4.13 For the most part, the highway comprises a two-lane, two-way dual carriageway approximately 11.5m in width. However, as the highway crosses the Metrolink lines running to and from Victoria station, the carriageway reverts to a single lane in each direction to the junction with Dantzic Street with a typical overall width of 8m.

2.4.14 At the signalised junction where the carriageway crosses the Metrolink lines, there are pedestrian crossing facilities complete with dropped kerbs and tactile paving. There are well-maintained footways on both sides of the carriageway which range between approximately 2.5m and 5m in width. The road is subject to a 30mph speed limit and is lit with street lighting.

2.5 Highway Safety

2.5.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the TfGM reported road accidents website for the most recent five years. The details of the search are contained in **Figure 2.2**, and a breakdown of the information is contained in **Table 2.1**:

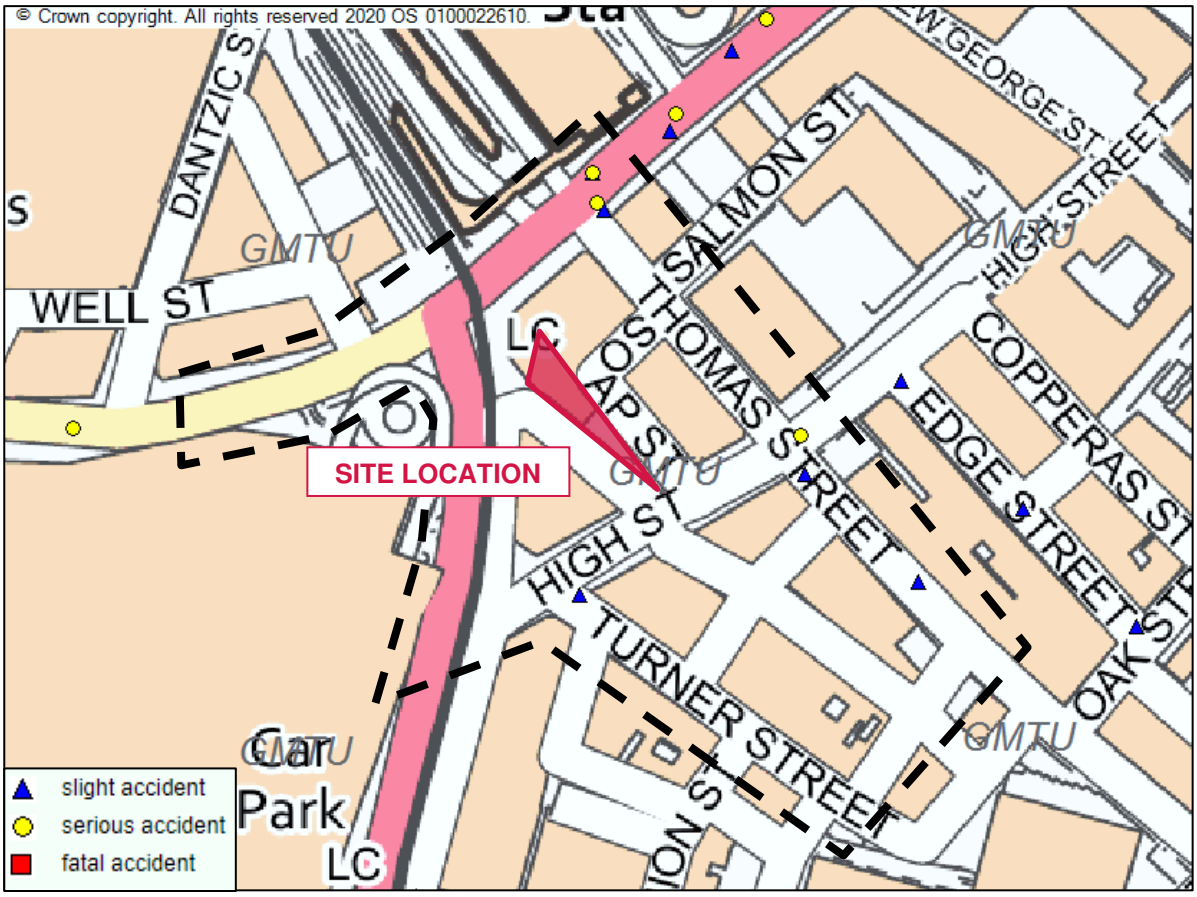


Figure 2.2 – Area Assessed for Personal Injury Accident Data (5 years)
(Source: TfGM)

Junction/Link	Slight	Serious	Fatal	Totals
Back Turner Street	0	0	0	**0**
High Street / Turner Street	1	0	0	**1**
High Street / Thomas Street	1	1	0	**2**
Thomas Street	1	0	0	**1**
Shudehill / Thomas Street	2	2	0	**4**
Totals	5	3	0	**8**

Table 2.1 – Personal Injury Accident Data Summary

2.5.2 There have been a total of 8 collisions in the latest five-year period available, comprising 5 ‘slight’ and 3 ‘serious’ severity incidents. No fatal collisions have been recorded in the study area and period.

2.5.3 Following a review of the records in the vicinity of the site, there is no significant concentration of vehicle conditions at any single location that would suggest there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Overview of Proposals

3.1.1 The proposed development involves the construction of an office building up to a 16-storey block, comprising up to 4,368m^2 Net Internal Area (NIA) of office uses and 125m^2 NIA of retail uses at the ground floor. There are no car parking spaces proposed, however cycle parking would be provided at the ground floor level in a secure cycle store.

3.1.2 The proposed site layout is included in **Appendix A**.

3.2 Proposed Access

Vehicular Access

3.2.1 As there is no car parking provided onsite, there will be no vehicular access directly into the building.

Pedestrian and Cycle Access

3.2.2 Pedestrians can enter the building from various points along the site boundary, for example the main reception and entrance lobby of the building is located towards the north of the site, fronting Shudehill. This would lead pedestrians to the lounge, stairs and lifts.

3.2.3 There are also two retail / café units which can be accessed from Back Turner Street and High Street. The café unit fronting Back Turner Street is connected to the entrance lobby and lifts via a series of steps, however the retail unit fronting High Street is not connected to the rest of the building.

3.2.4 Cyclists can push their bicycles in and out of the cycle store, which is situated between the café and retail unit. The cycle store is accessed off Back Turner Street and comprises lockers, shower facilities, changing rooms and a drying room.

3.3 Parking

Car Parking

3.3.1 Manchester City Council (MCC) consider parking provision in the city centre on a case-by-case basis, as the maximum standards for car parking do not apply to the city centre (as outlined in Appendix B of the Manchester Core Strategy (2012 – 2027)). As a reflection of the highly accessible nature of the site and considering the targeted end-user it is proposed that no on-site car parking provision be provided.

3.3.2 Should future employees wish to drive to the site, there are a number of parking options in the vicinity including:

- Manchester Arndale NCP (c. 100m walk) – approximately 1,383 spaces;
- Manchester Printworks NCP (c. 150m walk) – approximately 777 spaces; and

- Church Street NCP (c. 200m walk) – approximately 700 spaces.

3.3.3 There are also instances of on-street parking as the site is located within Zone 2 of Manchester City Centre's Controlled Parking Zone (CPZ), which allows for a maximum stay up to 2 hours costing up to £5.80 between the hours 08:00 – 20:00 on Monday to Sunday, with no charge for parking on a Bank Holiday. The streets in this zone in the vicinity of the site are Thomas Street, High Street, Edge Street, and Turner Street.

3.3.4 For those requiring accessible parking bays, there are five dedicated public disabled bays located directly to the south of the site along High Street.

3.3.5 It can be concluded that there are in the region of 2,860 spaces within a short three-minute walk from the site.

Cycle Parking

3.3.6 It is envisaged that 27 parking spaces would be provided in a secure cycle store. This is one of the initiatives to encourage employees to travel by sustainable modes and is in excess of MCC's guidance of 1 space per 200m^2 GFA for B1 stand-alone offices (equivalent to 22 spaces for 4,368m^2 GFA of office uses) and 1 space per 50m^2 GFA for A3 café uses (equivalent to 3 spaces for 125m^2 GFA of café uses).

3.4 Servicing and Delivery

3.4.1 The scale of the site and the geometry of Soap Street means on-site servicing is not feasible. Instead, bins would be pulled from the bin store located at the west of the building along the footway on Soap Street and onto either of the two existing loading bays along High Street; with the bay situated immediately to the east of the High Street / Soap Street junction being the most convenient (c. 40m from the proposed refuse store).

3.4.2 Given the small number of bins and infrequent collection, this is not considered to result in any highway impact or disruption.

3.4.3 This is illustrated in **74771-CUR-00-XX-DR-TP-05001-P02** to the rear of the report.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the Proposed Development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Cycle Accessibility; and
- Public Transport Accessibility.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**:

CIHT Category	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Recommended Walking Distances

4.2.2 To assist in summarising the accessibility of the site by foot, distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips have been considered; which are a good approximation for trips associated with the development.

4.2.3 The Manchester Victoria rail / Metrolink station and Shudehill bus / Metrolink station are within the desirable 500m walking catchment of the site at 350m north-west and 125m north respectively. These locations allow for easy access for future employees of the site which commute to work from Greater Manchester and beyond.

4.2.4 Within the 500m desirable walking distance catchment area there are multiple bars, restaurants, leisure facilities and retail outlets located within the Northern Quarter to the east and south. To the west and north, such amenities are also available within The Arndale Centre, The Printworks and The Corn Exchange. The Northern Quarter comprises many artisan cafes, bars and restaurants along with a vibrant nightlife, the Printworks contains leisure outlets, restaurants/bars, the Vue cinema and a Co-Op establishment, whereas the Arndale centre is one of the largest city-centre shopping malls in Europe and houses over 200 shops as well as several food and drink establishments.

4.2.5 Within the wider 1,000m – 2,000m catchments, there are a great number of residential properties in all directions. The National Football Museum, Corn Exchange, and Manchester Arena also lie within this catchment. There are also hotels, gyms, and fitness centres around the north and north-west of the site.

4.2.6 Additional leisure, food, retail, employment, high street banks, health clubs, and convenience stores are accessible along Market Street, St Ann's Square, and Piccadilly Gardens. The vast majority of Manchester City Centre is within a 2,000m walk of the site.

4.2.7 In addition to the above, the development includes ancillary retail and food/drink uses at ground floor level, which are within immediate reach of end users.

4.2.8 There is already a high pedestrian footfall in the area, and so high-quality pedestrian facilities exist in the vicinity of the site. The footway provision is wide, lit with street lighting and tactile paving and dropped kerbs are provided at crossing points. It is considered that the site is situated within a highly accessible area, with a number of complimentary land uses within walking distance.

4.3 Cycle Accessibility

4.3.1 In order to assist in assessing the accessibility of the site by cycle, an 8km cycle catchment for the site has been considered. The 8km cycling distance refers to a recommendation by Cycling England in the document *'Integrating Cycling into Development Proposals'* (2009).

4.3.2 The 8km catchment encompasses all of Manchester City Centre including all major transport links, shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship. The catchment also extends as far as Heaton Park to the north, Droylsden to the east, Withington to the south, and Salford Quays and Old Trafford to the west.

4.3.3 All major train and bus stations within Manchester City Centre are within 8km of the site and are accessible following Sustrans cycle routes. The local cycle network within the vicinity of the site is reproduced in **Figure 4.1** overleaf:

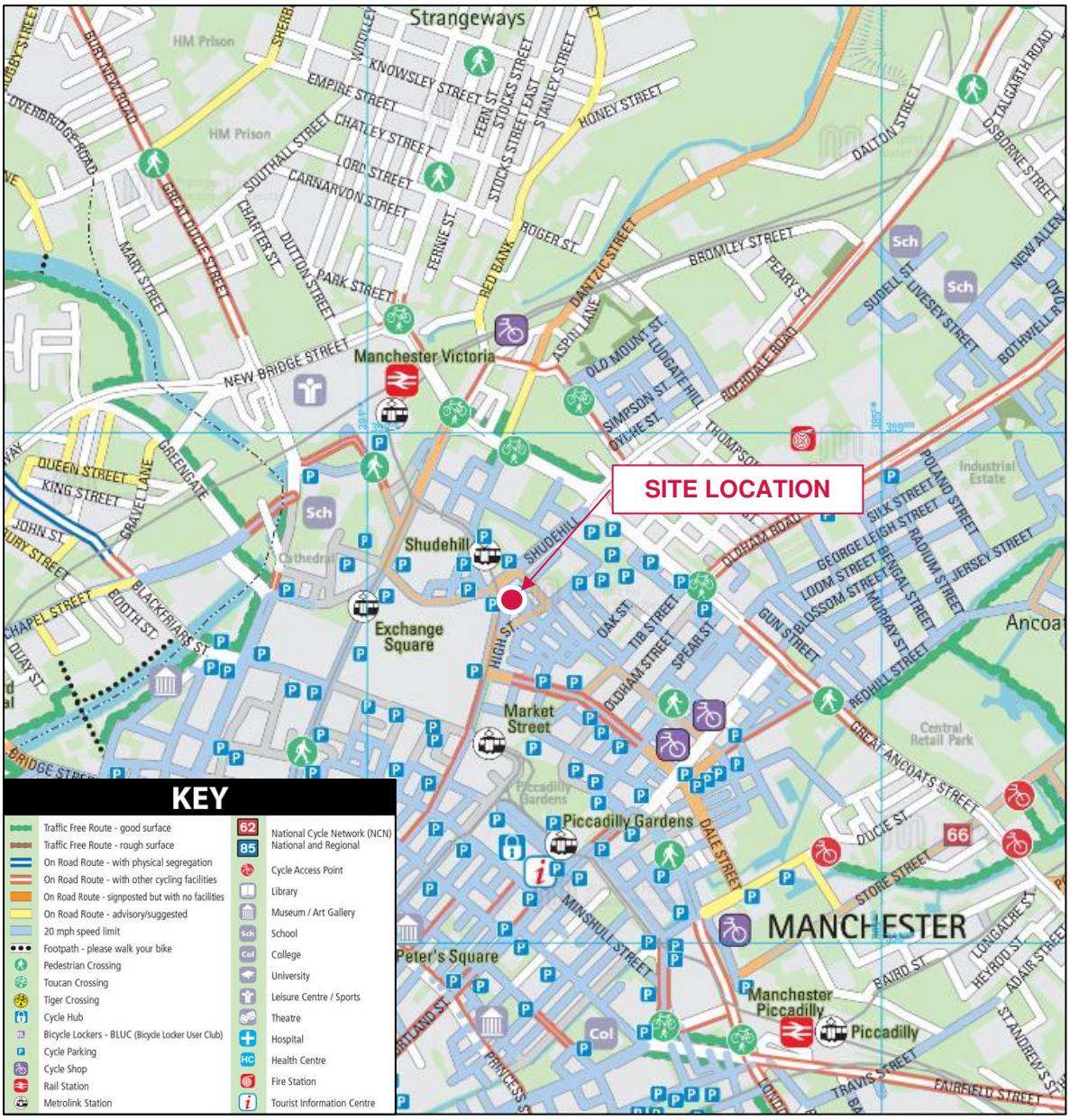


Figure 4.1 – Local Cycle Network
(Source: TfGM)

4.3.1 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. The site is in close proximity to the proposed Bee Network in Manchester City Centre, allowing future site users to benefit from the public realm improvements for better safety and quality of commute.

4.3.2 There are two routes on the National Cycle Network (NCN) within proximity of the site. Route 6 to the south can be accessed from the development area by series of on-road cycle routes along High Street then Fountain Street and onto the A6143. Route 6 passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, Derby, Nottingham, Worksop, Sheffield, Manchester,

Blackburn, Preston, Lancaster, Kendal and Windermere, and will connect London and Threlkeld in Cumbria when complete.

4.3.3 Route 66 to the east can be accessed by on road local cycle routes running through the Northern Quarter. It runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley and Kingston upon Hull.

4.3.4 Based on the above, it is considered that there is a real opportunity for cycling as a sustainable mode of travel to and from the site.

4.4 Public Transport Accessibility

4.4.1 The site is well situated to take advantage of existing public transport infrastructure within Greater Manchester. Accessibility by bus, rail, and Metrolink are considered further below.

Bus Accessibility

4.4.2 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document *'Guidelines for Planning for Public Transport in Developments'* indicates that ideally, a bus stop should be located within 400m from a new development.

4.4.3 The nearest pair of bus stops are located c. 70m to the south of the site along High Street and c. 125m to the north at Shudehill Interchange. **Table 4.2** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
From High Street:				
33	Manchester – Eccles – Worsley – Atherton – Wigan	15 mins	30 mins	Hourly
41	Sale – Northenden – Manchester – NMGH – Middleton	20 mins	15 mins	30 mins
59	Manchester – Cheetham Hill – Middleton – Oldham – Shaw – Rushcroft	10 mins	15 mins	30 mins
81	Manchester – Collyhurst – Moston – Werneth – Oldham – Derker	30 mins	30 mins	30 mins
112	Manchester – Collyhurst – Moston – Middleton	15 mins	15 mins	30 mins
117	Manchester – Collyhurst – Moston – New Moston – Greengate	30 mins	30 mins	Hourly
118	Manchester – Collyhurst – Moston – NMGH	15 mins	20 mins	30 mins
119	Manchester – Moston – Higher Blackley	30 mins	30 mins	Hourly

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
135	Manchester – Cheetham Hill – Heaton Park – Whitefield – Bury	10 mins	10 mins	10 mins
162	Manchester – Middleton – Norden	3 in the PM	-	-
163	Manchester – Collyhurst – Blackley – Middleton – Heywood – Darn Hill – Bury	10 mins	10 mins	30 mins
From Shudehill (33 as above, with the addition of:)				
8	Manchester – Pendleton – Pendlebury – Kearsley – Farnworth – Moses Gate – Bolton	10 mins	15 mins	30 mins
10	Manchester – Pendleton – Eccles – Peel Green – Brookhouse	12 mins	20 mins	20 mins
17 / 17A	Manchester – Collyhurst – Blackley – Middleton – Castleton – Rochdale (bus 17A running via Stakehill Industrial Estate)	10 mins	10 mins	15 mins
18	Middleton – Langley – Middleton – Collyhurst – Manchester – MRI	10 mins	10 mins	15 mins
27	Manchester – Lower Broughton – Pendleton – Salford Royal Hospital – Swinton	Hourly	Hourly	-
56	Manchester – NMGH – Higher Blackley circular	30 mins	-	-
67	Manchester – Pendleton – Salford Royal – Eccles – Irlam – Cadishead	20 mins	20 mins	30 mins
92	Manchester – Carr Clough – Prestwich – Unsworth – Pilsworth – Bury	3 in the late PM	3 in the late PM	4 in the late PM
93	Manchester – Carr Clough – Prestwich – Unsworth – Bury	20 mins	30 mins	30 mins
96	Manchester – Higher Broughton – Sedgley Park – Prestwich – Simister	Hourly	Hourly	Hourly
97	Manchester – Prestwich – Whitefield – Radcliffe – Unsworth – Bury	30 mins	20 mins	30 mins
98	Manchester – Prestwich – Whitefield – Radcliffe – Starling – Bury	30 mins	20 mins	30 mins
100	Manchester – Salford – Eccles – intu Trafford Centre – Irlam – Warrington	20 mins	15 mins	15 mins
156	Manchester – Collyhurst – NMGH – Heaton Park – Rhodes – Middleton – Langley	30 mins	30 mins	Hourly
X63	Manchester – Middleton – Heywood – Bury	20 mins	-	-

Table 4.2 – Summary of Bus Service Frequencies in the vicinity of the site

4.4.4 The above services primarily link the site to Greater Manchester. Shudehill Interchange also has bus and coach services that run to all areas of Manchester and further afield. For example, services from Shudehill provide access to:

- Accrington;
- Birmingham;
- Burnley;
- Coventry;
- Glasgow;
- Liverpool;
- Preston;
- Prestwich; and
- Skipton.

4.4.5 Furthermore, the site is situated directly to the north of High Street, which is one of the calling points of routes number 2 and 3 of the Manchester City Centre free bus. The free bus is a service providing direct access to the Deansgate, Oxford Road, Piccadilly, Victoria and Salford Central railway stations along with key city centre locations. The free bus frequencies are detailed in **Table 4.3**:

Free Bus Service		Peak Frequency		
		Weekday	Saturdays	Sun/Hols
1	Piccadilly – Piccadilly Gardens – Chinatown – Market Street – St Ann's Square – Opera House – John Rylands Library – New York Street – Central Coach Station circular	Every 10 mins: 07:00 – 19:15	(see below)	Every 12 mins: 11:00 – 18:00
1 (peak only Mon-Fri)	Additional stops across River Irwell into Salford Central	Every 10 mins: 07:00 – 09:00 & 16:00 – 19:15	No service	No service
1 (Sat only)	Additional stops across Lower Byrom Street and Liverpool Road, near the Science and Industry Museum	No service	Every 10 mins: 08:20 – 19:15	No service
2	Piccadilly – Northern Quarter – Shudehill – Manchester Victoria – St Ann's Square – Albert Hall – Oxford Road circular	Every 10 mins: 06:30 – 19:15 Every 20 mins: 19:15 – 23:30	Every 10 mins: 08:30 – 19:30 Every 15 mins: 19:30 – 23:30	Every 12 mins: 10:00 – 19:00
3 (evening service)	Piccadilly – Oxford Road – Deansgate-Castlefield – Manchester Victoria – Shudehill – Northern Quarter circular	Every 20 mins: 07:30 – 23:30	Every 15 mins: 07:30 – 23:30	No service

Table 4.3 – Free Bus Services

4.4.6 Overall, the site is well served by bus. The site also benefits from the free bus service.

Rail Accessibility

4.4.7 The nearest train station is Manchester Victoria, located at approximately 350m to the north-west of the site. A summary of rail services from the station is summarised in **Table 4.4**:

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Newcastle	4	4	2
Manchester Airport	4	2	2
Wigan Wallgate	3	1	1
Middlesbrough	2	2	1
Rochdale	6	2	2

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Liverpool Lime Street	1	1	1
Scarborough	1	1	1
Bolton	7	4	3
Stalybridge	2	2	2
Todmorden	4	2	2

Table 4.4 – Summary of Rail Services from Manchester Victoria

4.4.8 Manchester Victoria rail station has step-free access across the whole station via level accesses onto platforms and lifts at footbridge. The station is staffed during regular opening hours and has a concourse / ticket machines from which all tickets must be purchased. The station is sheltered and there are payphones present for passenger use, along with facilities such as toilets and shops. Train running information is offered via Customer Information Services (CIS) screens, and there are cycle stands for 38 bicycles on the platform and approach.

4.4.9 The trains that service Manchester Victoria run regularly 7 days a week from a number of different locations within the North West; this provides frequent access for users of the site. More locally the above services provide access to residential areas such as Ashton-under-Lyne, Salford, Eccles and Rochdale. This is a viable alternative to private car use.

4.4.10 Journey times have also been reduced and improved following the Ordsall Chord bridge which was completed in 2017 and links Manchester's three main railway stations (Victoria, Oxford Road and Piccadilly) to allow more trains to run across the whole of the north. There are also direct links to Manchester Airport from across the north of England.

4.4.11 It is considered the site is accessible via rail.

Metrolink (Light Rail)

4.4.12 Future employees can also board the Metrolink at Shudehill or Manchester Victoria, which are c. 125m north and 350m north-west of the site respectively. **Table 4.5** outlines the frequencies of services calling at these stations:

Route	Monday to Thursday	Friday and Saturday	Sundays/Hols
[Green Line] Altrincham – Manchester Piccadilly	12-minute frequency between 05:49 and 23:37	12-minute frequency between 05:49 and 00:37	12-minute frequency between 06:49 and 23:37

Route	Monday to Thursday	Friday and Saturday	Sundays/Hols
[Navy Line] Manchester Airport – Manchester Victoria	12-minute frequency between 05:57 and 23:09 20-minute frequency between 03:00 and 06:00	12-minute frequency between 05:57 and 00:09 20-minute frequency between 03:00 and 06:00	12-minute frequency between 06:52 and 23:04 20-minute frequency between 03:00 and 07:00
[Yellow Line] Piccadilly – Bury	12-minute frequency between 05:49 and 23:37	12-minute frequency between 05:49 and 01:49	12-minute frequency between 06:49 and 23:37
[Pink Line] Rochdale Town Centre – East Didsbury (Victoria only)	12-minute frequency between 05:54 and 22:54	12-minute frequency between 05:54 and 23:54	12-minute frequency between 06:50 and 22:50

Table 4.5 – Summary of Metrolink Services.

4.4.13 Metrolink services provide access to the site seven days a week with trams running from a variety of locations across Greater Manchester, including key interchanges at St Peter's Square.

4.5 Summary

4.5.1 It is considered the site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.

5.0 Forecasted Trip Generation

5.1 Introduction

5.1.1 The following section contains trip generation analysis based on the Proposed Development during the weekday AM and PM peak hours.

5.1.2 The TRICS database (v. 7.6.4) has been used to determine the number of trips that could be generated. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK.

5.2 Existing Trip Generation

5.2.1 As the site is currently vacant, it does not generate any material levels of traffic.

5.3 Forecasted Trip Generation

5.3.1 The proposed use of the site would be for 4,368m^2 Net Internal Area (NIA) of office uses (Use Class B1) and 125m^2 NIA of retail uses (Use Class A1 and A3) at the ground floor. The total GIA of the building would be classified under Use Class B1 as the retail units would be ancillary to the primary use of the building.

5.3.2 The level of trips generated by these uses have been estimated using multi-modal peak hour trip rates obtained from surveys of sites of a similar size and nature. The full TRICS outputs are included within **Appendix B** to the rear of this report. The additional applied selection criteria are set out below:

- TRICS category “Employment – Office”;
- English sites only (excluding Greater London);
- Town Centre;
- Only weekday surveys were included; and,
- Only the most recent surveys were included for each site.

5.3.3 A total of 9 sites remained in the data set. After reviewing the data, the following peak hours were obtained:

- AM Peak: 08:00 – 09:00
- PM Peak: 17:00 – 18:00

5.3.4 From these figures, the resultant trip rates and trip generation can be summarised in the following **Tables 5.1** and **5.2**. All trip rates are per 100m^2 GFA:

TRICS – B1	Average TRICS Trip Rates AM (08:00 – 09:00)				Average TRICS Trip Rates PM (17:00 – 18:00)			
	Arrive	Depart	Total	Modal Split (%)	Arrive	Depart	Total	Modal Split (%)
Vehicles	0.593	0.071	0.664	45%	0.049	0.567	0.616	44%
Cyclists	0.066	0	0.066	4%	0	0.053	0.053	4%
Pedestrians	0.290	0.035	0.325	22%	0.025	0.329	0.354	25%
Public Transport	0.375	0.007	0.382	26%	0.003	0.317	0.320	23%
Other*	0.056	0	0.030	2%	0	0.061	0.053	4%
Total People	1.380	0.087	1.467	100%	0.069	1.327	1.396	100%

Table 5.1 – Multi-Modal Trip Rates and Split

5.3.5 From **Table 5.1** above, the total number of trips generated can be found. This is provided in **Table 5.2**:

4,493m^2 NIA	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	27	3	**30**	3	25	**28**
Cyclists	3	0	3	0	2	2
Pedestrians	13	2	15	1	15	16
Public Transport	17	0	17	0	14	14
Other*	3	0	3	0	3	3
Total People	63	5	68	4	59	63

Table 5.2 – Existing Trip Generation

5.3.6 The results demonstrate that the number of vehicle trips generated by the site could equate to 30 and 28 two-way movements respectively in the normal AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00). The “Other” category comprises travel by other modes such as car sharing and taxis.

5.3.7 It must be noted that 30 possible trips by car is potentially a worst-case scenario. The proximity of the site to the Manchester Victoria rail station and the Shudehill Metrolink / bus station would increase the attractiveness of travelling by public transport. Should future site users choose to drive, they would be redirected to the car parks in the vicinity of the site as outlined in **Section 3.3** above.

5.3.8 The figure above is also derived by using the TRICS database, and a guidance note produced by TRICS July 2019 cautions against over estimating trip demand due to changes in travel behaviour. The guidance note provides compelling evidence suggesting that there has been a decline in car trip rates in recent years (from c. 58% of trips to employment / office sites nationwide made by car between 2009 – 2013, to c. 50% between 2014 – 2018). There has also been a significant increase in pedestrian trips and public transport trips (from c. 33% of trips to employment / office sites nationwide made on foot and by public transport between 2009 – 2013, to c. 41% between 2014 – 2018).

5.3.9 Additionally, these figures are national averages in a mixture of locations and do not reflect the high accessibility of the proposed city centre site. The TRICS data interrogated included data between 2011 – 2018 and on the above basis aggregating trip rates over this time period could inflate the trip rate compared with contemporary measurements. It also seems highly plausible given the current climate emergency that future trip rates could be lower than currently indicated by TRICS.

5.3.10 The above provides further evidence that the trip generation is potentially a worst-case assessment and provides further support that the non-provision of parking spaces at the development is justified.

5.4 Summary

5.4.1 Notwithstanding, measures and additional initiatives have also been provided in greater detail in the accompanying Interim Travel Plan (Document Reference: **74771-CUR-00-XX-RP-TP-002-V03_ITP**) to encourage a modal shift in travel patterns and reduce the reliance on private car.

5.4.2 On this basis, Curtins do not believe that capacity assessments would be required, and that the highway network is sufficient to accommodate any additional traffic.

6.0 Transport Planning Policy

6.1 Introduction

6.1.1 The following section sets out key local and national transport planning policies, and how the proposals relate to them.

6.2 National Planning Policy Framework (2019)

6.2.1 NPPF sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

6.2.2 Paragraph 11 states that:

"Plans and decisions should apply a presumption in favour of sustainable development."

6.2.3 For decision taking this means granting permission unless:

"*…any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies*."

6.2.4 Section 9 of the NPPF is entitled *Promoting Sustainable Transport* and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

"*The planning system should actively manage patterns of growth …Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes*."

6.2.5 The document emphasises the need for developments to offer a choice of sustainable modes of transport to *"reduce congestion and emissions, and improve air quality and public health"* and provide *"safe and suitable access"* for all users.

6.2.6 Paragraph 110 of the NPPF states that applications for development should:

- *"give priority to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport; and*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards."*

6.2.7 The proposed development is situated in an accessible location. There is walking and cycling infrastructure adjacent to the site, and public transport is accessible within an acceptable walking distance.

6.2.8 The proposed development accords with the general principles of the NPPF.

6.3 National Planning Practice Guidance (NPPG)

6.3.1 In addition to the NPPF, a National Planning Practice Guidance (NPPG) document has also been developed by the Ministry of Housing, Communities & Local Government in 2012, with a revised version in 2018. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

"Travel Plans, Transport Assessments and Statements can positively contribute to:

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads."*

6.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Statement. It also clarifies the process for establishing a scope for what the documents should contain. The NPPG has been considered in the production of this TS and the accompanying Interim Travel Plan (Document Reference: **74771-CUR-00-XX-RP-TP-002-V03_ITP**).

6.3.3 As outlined above, this TS demonstrates that the site is accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals therefore apply the principles set out in the NPPG and will seek to create a sustainable development.

6.4 Manchester Core Strategy (2012 – 2027)

6.4.1 The Manchester Core Strategy promotes similar principles to the NPPF. It contains three specific "Transport" policies, comprising:

- Policy T1 – Sustainable Transport;
- Policy T2 – Accessible areas of opportunity and need; and
- Policy T3 – Strategic Integration.

6.4.2 Policy T1 focuses on sustainable transport and access for all. The accessibility of the site would encourage users of the proposed development to travel by sustainable modes.

6.4.3 Policy T2 of the Manchester Core Strategy states:

"The Council will actively manage the pattern of development to ensure that new development…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."

6.4.4 It is considered the lack of parking provision is reflective of the highly accessible nature of the development, whilst considering the realistic requirements of the users. The development would benefit from sustainable transport links across the city centre.

6.4.5 Manchester City Council (MCC) consider parking provision in the city on a case-by-case basis, and it is noted that MCC have recently accepted new developments with low or no parking provision in areas that have high levels of public transport in the vicinity and proximity to major city centre areas.

6.4.6 It is considered the proposals are in accordance with the transport policies set out in the MCC Core Strategy, whereby the cycle parking provided (27 spaces) satisfies and is in excess of MCC's guidance of 1 space per 200m^2 GFA for B1 stand-alone offices (equivalent to 22 spaces for 4,368m^2 GFA of office uses) and 1 space per 50m^2 GFA for A3 café uses (equivalent to 3 spaces for 125m^2 GFA of café uses).

6.4.7 Policy T3 is in relation to strategic integration of developments with the sustainable transport network. The proposed development would not prejudice the implementation of any of the strategic integration projects.

6.5 Greater Manchester Spatial Framework (GMSF) 2019 (Draft)

6.5.1 The Greater Manchester Spatial Framework (GMSF) has been prepared to set out the approach to housing and employment land across Greater Manchester for the next 20 years. The plan identifies the amount of new development that will come forward, in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused.

6.5.2 Policy GM6 of the GMSF, titled 'Accessibility', states:

"In order to accommodate the high levels of economic growth and the associated increase in journeys whilst reducing the congestion and environmental impacts that could adversely affect growth… Key elements of this coordinated approach will include:

- *Designing development and neighbourhoods so as to encourage journeys to be made by walking, cycling and public transport;*
- *Locating development so as to reduce the need to travel by car and the distance travelled, and maximise accessibility by public transport;*
- *Using demand management measures to make best use of our existing highways capacity;*

- *Providing safe and convenient cycle routes that connect people to jobs, key services and recreation opportunities, supported by cycle hire and sharing schemes; and*
- *The continued improvement in public realm in town centres and local neighbourhoods to support the maximum number of local journeys in those locations to be made on foot.*

6.5.3 The proposed development does not contravene the plans set out by the GMSF, instead it supports the plans by encouraging future employees to travel sustainably whenever possible.

6.6 Greater Manchester Transport Strategy 2040

6.6.1 In 2015, TfGM began consulting on a 2040 Vision for Transport to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.

6.6.2 Under Policy 3, the Transport Strategy states that TfGM will "maintain a conurbation-wide programme of travel choices interventions, supported by journey planning tools and information, to encourage travel behaviour change and mode shift, in order to make the most efficient use of available capacity, particularly during peak periods". Such interventions comprise:

- *"Encouraging employers to allow home working on some days;*
- *Measures to encourage people to make at least some of their journeys by public transport, walking and cycling;*
- *Physical measures (bus priority measures, reallocating road space for pedestrian and cycling infrastructure, car share schemes, and constraints on long-stay parking in key centres); and*
- *Promotions and marketing to provide people and businesses with the information, training and incentives to make better informed decisions about how, when and where they travel and the impact of their choices."*

6.6.3 Under Policy 4, TfGM will also "continue to work with planning authorities and developers to ensure the accessibility of new development by sustainable modes and to reduce the impact on the highway network". This will be in accordance with the principles of:

- *"Reducing the need to travel by car, and the distance travelled;*
- *Maximising accessibility by sustainable modes;*
- *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*
- *Maximising opportunities to provide additional public transport; and*
- *Designing to encourage active travel."*

6.6.4 It is considered that the development proposals will not adversely impact the transport network, and instead would support the Transport Strategy by enhancing opportunities for sustainable travel by integrating into existing infrastructure.

6.6.5 Recently in October 2019, MCC have also published a Report for Resolution regarding the need for a revised City Centre Transport Strategy (CCTS), aligned to the Greater Manchester Transport Strategy 2040. It was proposed that this is necessary to "take account of the ongoing and future predicted growth of the city centre, changes in the policy context since the previous strategy was published in 2010, including the adoption of the 2040 Strategy; the ambition to be a zero carbon city by 2030 at the least; and the outcomes of the City Centre Transport Strategy Conversation that took place in the autumn of 2018".

6.6.6 According to the report, the revised CCTS will:

"set the strategic framework for how people will travel into and out of out of the city centre; and how they will move within the city centre. It will set out proposals to further enhance the city's public transport network and reduce car based trips over the longer term period; leading to the overall share of public transport; cycling and walking trips increasing as the preferred modes of travel. This will contribute to the city's and Greater Manchester's zero-carbon targets by increasing non-motorised trips and increasing the usage of public transport. The proposals will aim to reduce emissions and improve air quality on some of the currently most heavily polluted streets in the city centre."

6.6.7 To achieve this, the Executive is recommended to:

- *"Note the intention to produce a revised City Centre Transport Strategy;*
- *Consider the key principles and proposals that should be covered in the revised strategy;*
- *Agree that the Council undertake an engagement and co-design exercise with key stakeholders in the city centre and surrounding wards in order to further develop the strategy with support from Transport for Greater Manchester (TfGM) and Salford City Council;*
- *Delegate authority to the Head of Local Planning and Infrastructure to finalise the terms of the engagement exercise with the Leader of the Council and Executive Member for Environment, Planning and Transport; and*
- *Agree that a report is brought back to a future meeting of the Executive on the outcomes of the engagement exercise and the content of the revised draft City Centre Transport Strategy."*

6.6.8 The proposed development does not contravene the aims of the revised strategy of supporting growth of the city by improving the quality and environment of the city centre.

6.7 Conclusions

6.7.1 It is considered that the proposed development is in line with national and local transport policies and guidance. The site is located within an area which has a range of existing local facilities and plenty of sustainable travel choices.

7.0 Summary and Conclusions

7.1 Summary

7.1.1 Curtins has been appointed on behalf of Salboy Limited to provide traffic and transportation advice in relation to a development located off Back Turner Street in Manchester City Centre.

7.1.2 The proposed development involves the construction of an office building up to a 16-storey block, comprising up to 4,368m^2 Net Internal Area (NIA) of office uses and 125m^2 NIA of retail uses at the ground floor. There are no car parking spaces proposed, however cycle parking would be provided at the ground floor level in a secure cycle store.

7.1.3 Curtins has been appointed to prepare this Transport Statement to accompany the planning application for the proposals.

7.1.4 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken, which has identified there are no existing safety issues that are likely to be exacerbated by the Proposed Development.

7.1.5 This review has also demonstrated that the site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.

7.1.6 An appropriate TRICS assessment has been undertaken to establish the likely number of vehicular trips associated with the Proposed Development. It is not considered that there would be a significant impact of vehicular trips on the surrounding highway network, rather it is anticipated that future users of the site would be less likely to commute by their own cars due to its proximity to major transport interchanges and proposed sustainable travel planning measures to increase the level of walking, cycling and public transport use to and from the site.

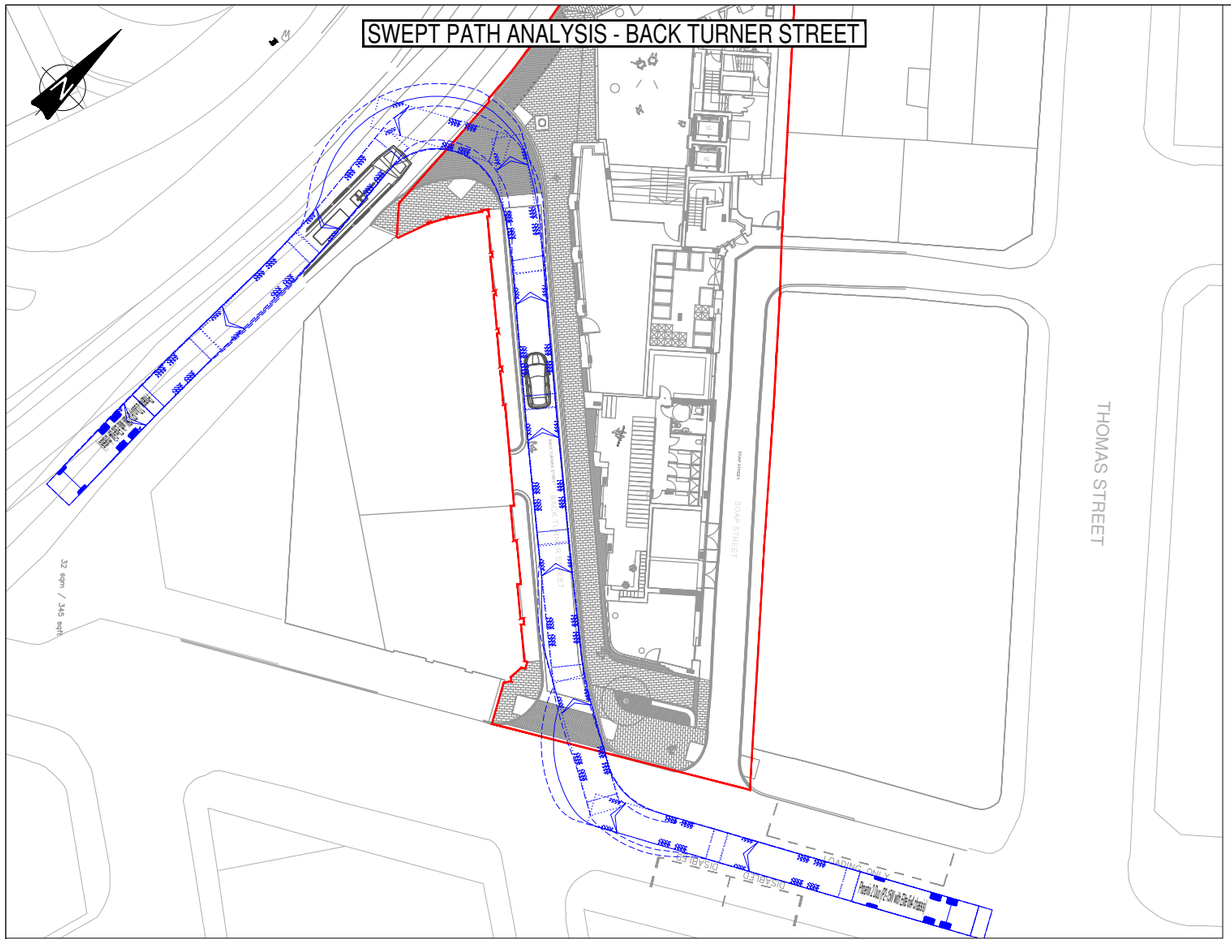
7.1.7 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the Proposed Development conforms with such policy.

7.2 Conclusions

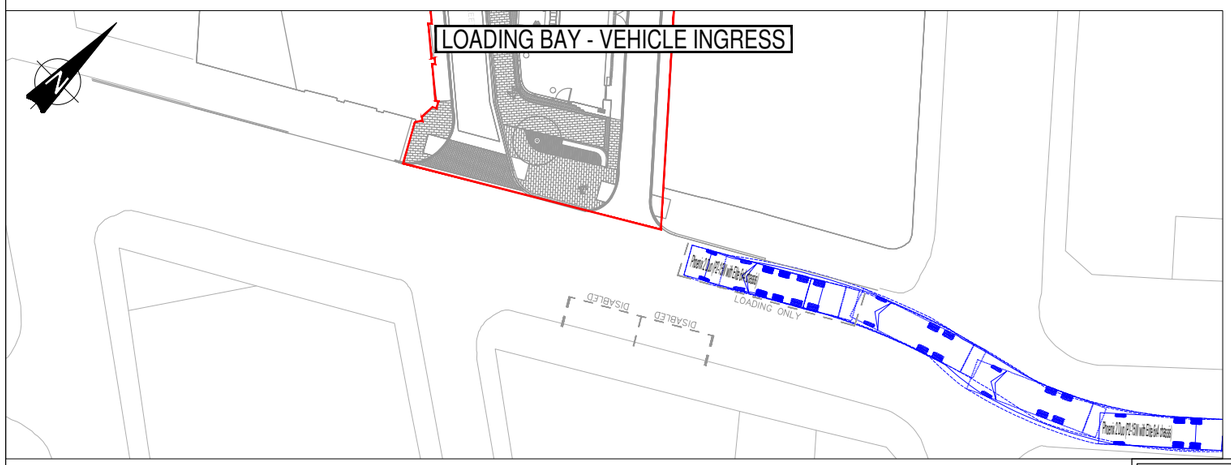
7.2.1 From a traffic and transportation perspective there are no reasons why the development proposals should not be granted planning approval.

Drawings

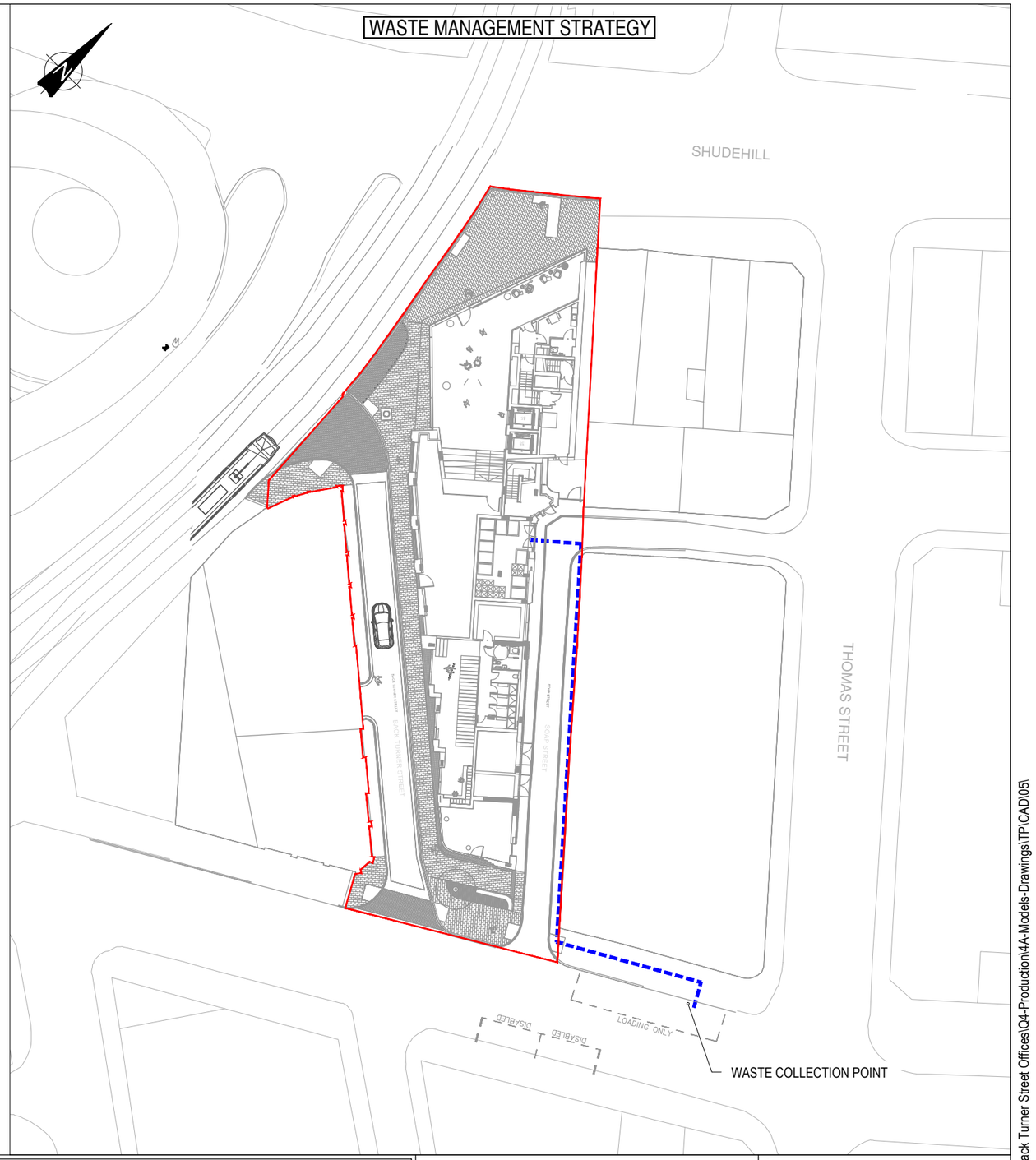
SWEPT PATH ANALYSIS - BACK TURNER STREET



LOADING BAY - VEHICLE INGRESS

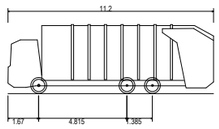


WASTE MANAGEMENT STRATEGY



KEY: ROUTE

VEHICLE PROFILE:



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

GENERAL NOTES:

Rev:	Description:	Date:	By:
P02	LAYOUT UPDATED	24/03/20	LL

curtins
Merchant Exchange, 17-19 Whitworth Street, West Manchester M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Project: BACK TURNER STREET

Drg Title: SWEPT PATH ANALYSIS
REFUSE VEHICLE
WASTE MANAGEMENT

Status: PRELIMINARY

Drawn By:	LL	Checked By:	DJ
Designed By:	DD	Date:	12/02/2020
Scale:	1:500		

Project No:	Originator:	Zone:	Level:	Type:	Discipline:	Category / Number:	Rev:
74771	- CUR -	00	- XX -	DR	- TP -	05001	-P02

\\mafs02\Projects\074001 - 075000\074771 - Back Turner Street Offices\Q4-Production\4A-Models-Drawings\TP\CAD\05\

Appendix A – Proposed Site Layout

Copyright of this drawing is vested in Jon Matthews Architects and it must not be copied or reproduced without written consent. Figured dimensions only are to be taken from this drawing. Do not scale from this drawing.

All Contractors must visit the site and are responsible for taking and checking all dimensions relative to their work. Jon Matthews Architects are to be advised of any variation between drawings and site conditions.

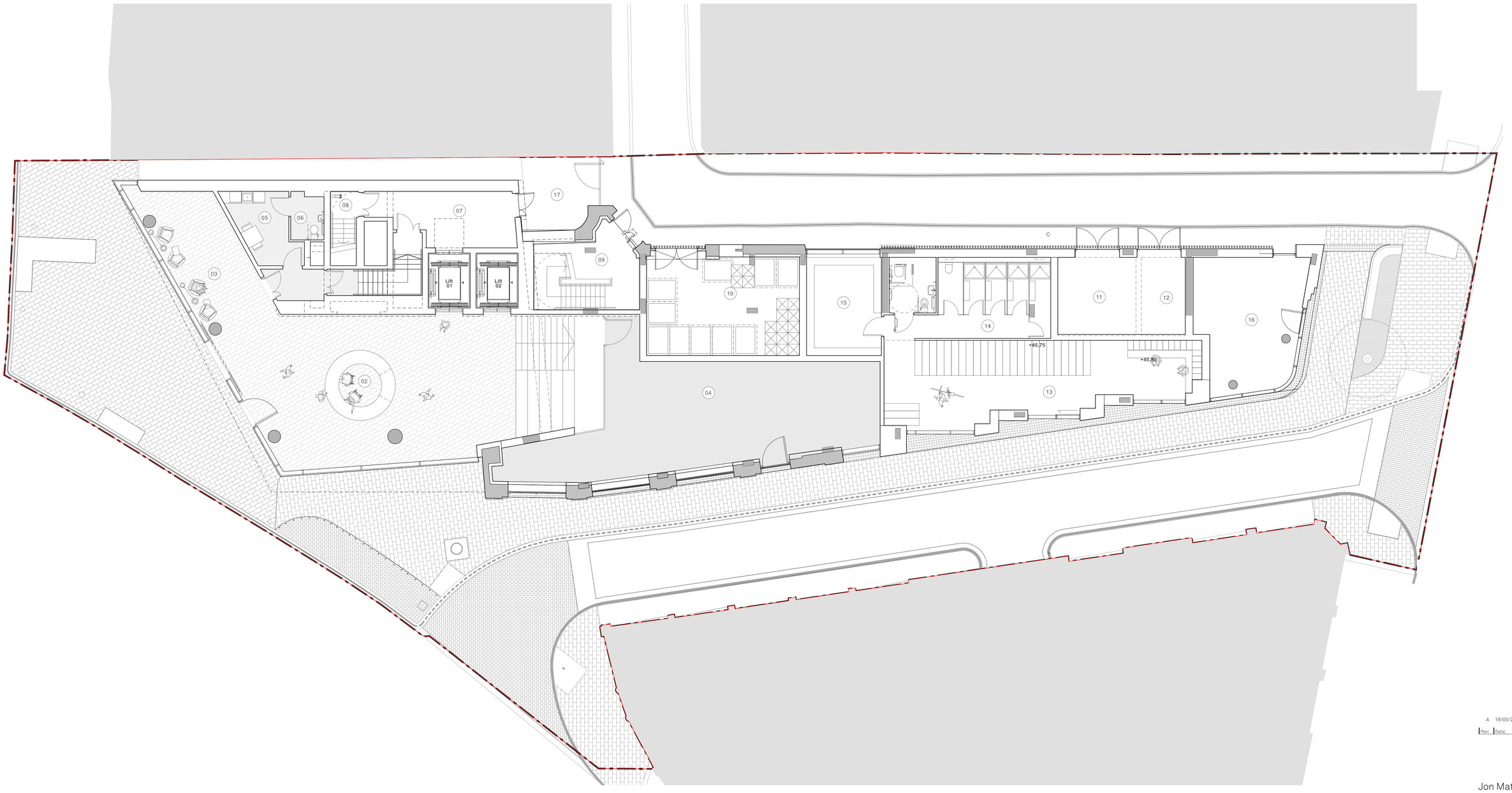
Electronic dxf/ dwg drawings issued as 'read only' and should not be interrogated for measurement. All dimensions and levels should be 'read only' from those values stated in text, on the drawings

⚠ CONSTRUCTION - It is considered that the proposed works are within the scope of a competent Contractor and as such no unusual hazards have been identified, refer to relevant Key/ Schedule/ Designers Risk Assessment

Key Plan:

Planning Application Boundary

01 Main Entrance
02 Reception
03 Lounge
04 Unit A
05 Staff Facilities
06 Staff WC
07 Firefighting Lobby
08 Escape Stairs (Tower)
09 Escape Stairs (Existing)
10 Refuse Store
11 Substation
12 LV Switch Room
13 Cycle Store
14 Showers
15 Drying Room
16 Unit B
17 Service Yard



A 18/03/20 Issued as part of Planning Application.

Revs:	Dates:	Details:

Jon Matthews Architects
22 City Tower, Piccadilly Plaza, New York St, Manchester, M1 4BT

Project:
Back Turner Street
Manchester

Title:
General Arrangement Plan
Proposed Ground Floor Level

Scale:	Origin Date:	Drawn:	Checked:
1:100 @ A1	06/03/20	JTB	JC

Status:
Planning

Project:	Drawing No:	Revs:
05593	B1_02_2200	A

Appendix B – TRICS Outputs

Calculation Reference: AUDIT-148301-200212-0214

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	**SOUTH EAST**		
	EX	ESSEX	1 days
	SO	SLOUGH	1 days
03	**SOUTH WEST**		
	BR	BRISTOL CITY	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 days
06	**WEST MIDLANDS**		
	WK	WARWICKSHIRE	1 days
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	2 days
09	**NORTH**		
	TV	TEES VALLEY	1 days
	TW	TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 960 to 40000 (units: sqm)
Range Selected by User: 178 to 70291 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 14/03/19

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

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	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	9 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 undertaking using machines.

Selected Locations:

Town Centre	9

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

Selected Location Sub Categories:

Commercial Zone	1
Built-Up Zone	7
High Street	1

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

Secondary Filtering selection:

Use Class:

B1	9 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
25,001 to 50,000	5 days
50,001 to 100,000	1 days

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

Population within 5 miles:

125,001 to 250,000	3 days
250,001 to 500,000	3 days
500,001 or More	3 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	3 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	3 days
No	6 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	9 days

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

LIST OF SITES relevant to selection parameters

1 **BR-02-A-02** **PLANNING & ENGINEERING** **BRISTOL CITY**
ST THOMAS STREET
BRISTOL

Town Centre
Built-Up Zone
Total Gross floor area: 5736 sqm
Survey date: FRIDAY *29/11/13* *Survey Type: MANUAL*

2 **CA-02-A-05** **OFFICES** **CAMBRIDGESHIRE**
NEW ROAD
PETERBOROUGH

Town Centre
Built-Up Zone
Total Gross floor area: 8793 sqm
Survey date: TUESDAY *16/12/14* *Survey Type: MANUAL*

3 **EX-02-A-03** **HMRC** **ESSEX**
VICTORIA AVENUE
SOUTHEND-ON-SEA

Town Centre
Built-Up Zone
Total Gross floor area: 45000 sqm
Survey date: WEDNESDAY *23/10/13* *Survey Type: MANUAL*

4 **GM-02-A-07** **LAW OFFICES** **GREATER MANCHESTER**
MOSELEY STREET
MANCHESTER

Town Centre
Built-Up Zone
Total Gross floor area: 4200 sqm
Survey date: WEDNESDAY *19/10/11* *Survey Type: MANUAL*

5 **GM-02-A-08** **REGUS** **GREATER MANCHESTER**
FOUNTAIN STREET
MANCHESTER

Town Centre
Built-Up Zone
Total Gross floor area: 3960 sqm
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

6 **SO-02-A-01** **COUNCIL OFFICES** **SLOUGH**
HIGH STREET
SLOUGH

Town Centre
High Street
Total Gross floor area: 1800 sqm
Survey date: THURSDAY *27/02/14* *Survey Type: MANUAL*

7 **TV-02-A-04** **COUNCIL OFFICES** **TEES VALLEY**
CORPORATION ROAD
MIDDLESBROUGH

Town Centre
Commercial Zone
Total Gross floor area: 3950 sqm
Survey date: TUESDAY *08/10/13* *Survey Type: MANUAL*

8 **TW-02-A-07** **OFFICES** **TYNE & WEAR**
MULGRAVE TERRACE
GATESHEAD

Town Centre
Built-Up Zone
Total Gross floor area: 2090 sqm
Survey date: MONDAY *13/06/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 WK-02-A-01 OFFICES WARWICKSHIRE
WARWICK ROAD
COVENTRY

Town Centre
Built-Up Zone
Total Gross floor area: 960 sqm
Survey date: THURSDAY *17/10/13* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	7932	0.436	9	7932	0.034	9	7932	0.470
08:00 - 09:00	**9**	**7932**	**0.593**	9	7932	0.071	**9**	**7932**	**0.664**
09:00 - 10:00	9	7932	0.459	9	7932	0.085	9	7932	0.544
10:00 - 11:00	9	7932	0.255	9	7932	0.164	9	7932	0.419
11:00 - 12:00	9	7932	0.158	9	7932	0.134	9	7932	0.292
12:00 - 13:00	9	7932	0.161	9	7932	0.136	9	7932	0.297
13:00 - 14:00	9	7932	0.153	9	7932	0.139	9	7932	0.292
14:00 - 15:00	9	7932	0.104	9	7932	0.154	9	7932	0.258
15:00 - 16:00	9	7932	0.108	9	7932	0.377	9	7932	0.485
16:00 - 17:00	9	7932	0.105	9	7932	0.539	9	7932	0.644
17:00 - 18:00	9	7932	0.049	**9**	**7932**	**0.567**	9	7932	0.616
18:00 - 19:00	9	7932	0.045	9	7932	0.158	9	7932	0.203
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.626			2.558			5.184

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	960 - 40000 (units: sqm)
Survey date date range:	01/01/11 - 14/03/19
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	7932	0.015	9	7932	0.000	9	7932	0.015
08:00 - 09:00	**9**	**7932**	**0.066**	9	7932	0.000	**9**	**7932**	**0.066**
09:00 - 10:00	9	7932	0.028	9	7932	0.000	9	7932	0.028
10:00 - 11:00	9	7932	0.013	9	7932	0.011	9	7932	0.024
11:00 - 12:00	9	7932	0.007	9	7932	0.008	9	7932	0.015
12:00 - 13:00	9	7932	0.007	9	7932	0.008	9	7932	0.015
13:00 - 14:00	9	7932	0.008	9	7932	0.004	9	7932	0.012
14:00 - 15:00	9	7932	0.003	9	7932	0.006	9	7932	0.009
15:00 - 16:00	9	7932	0.006	9	7932	0.015	9	7932	0.021
16:00 - 17:00	9	7932	0.004	9	7932	0.025	9	7932	0.029
17:00 - 18:00	9	7932	0.000	**9**	**7932**	**0.053**	9	7932	0.053
18:00 - 19:00	9	7932	0.001	9	7932	0.027	9	7932	0.028
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.158			0.157			0.315

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	7932	0.162	9	7932	0.008	9	7932	0.170
08:00 - 09:00	9	7932	0.290	9	7932	0.035	9	7932	0.325
09:00 - 10:00	9	7932	0.268	9	7932	0.090	9	7932	0.358
10:00 - 11:00	9	7932	0.356	9	7932	0.214	9	7932	0.570
11:00 - 12:00	9	7932	0.298	9	7932	0.431	9	7932	0.729
12:00 - 13:00	9	7932	1.048	**9**	**7932**	**1.381**	**9**	**7932**	**2.429**
13:00 - 14:00	**9**	**7932**	**1.163**	9	7932	0.779	9	7932	1.942
14:00 - 15:00	9	7932	0.462	9	7932	0.412	9	7932	0.874
15:00 - 16:00	9	7932	0.223	9	7932	0.352	9	7932	0.575
16:00 - 17:00	9	7932	0.108	9	7932	0.286	9	7932	0.394
17:00 - 18:00	9	7932	0.025	9	7932	0.329	9	7932	0.354
18:00 - 19:00	9	7932	0.008	9	7932	0.094	9	7932	0.102
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.411			4.411			8.822

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	7932	0.244	9	7932	0.000	9	7932	0.244
08:00 - 09:00	**9**	**7932**	**0.375**	9	7932	0.007	**9**	**7932**	**0.382**
09:00 - 10:00	9	7932	0.262	9	7932	0.004	9	7932	0.266
10:00 - 11:00	9	7932	0.095	9	7932	0.049	9	7932	0.144
11:00 - 12:00	9	7932	0.081	9	7932	0.078	9	7932	0.159
12:00 - 13:00	9	7932	0.081	9	7932	0.074	9	7932	0.155
13:00 - 14:00	9	7932	0.046	9	7932	0.056	9	7932	0.102
14:00 - 15:00	9	7932	0.064	9	7932	0.109	9	7932	0.173
15:00 - 16:00	9	7932	0.034	9	7932	0.181	9	7932	0.215
16:00 - 17:00	9	7932	0.015	9	7932	0.258	9	7932	0.273
17:00 - 18:00	9	7932	0.003	**9**	**7932**	**0.317**	9	7932	0.320
18:00 - 19:00	9	7932	0.000	9	7932	0.123	9	7932	0.123
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.300			1.256			2.556

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	7932	0.895	9	7932	0.043	9	7932	0.938
08:00 - 09:00	9	7932	1.380	9	7932	0.087	9	7932	1.467
09:00 - 10:00	9	7932	1.059	9	7932	0.178	9	7932	1.237
10:00 - 11:00	9	7932	0.740	9	7932	0.416	9	7932	1.156
11:00 - 12:00	9	7932	0.562	9	7932	0.667	9	7932	1.229
12:00 - 13:00	9	7932	1.318	**9**	**7932**	**1.608**	**9**	**7932**	**2.926**
13:00 - 14:00	**9**	**7932**	**1.395**	9	7932	0.995	9	7932	2.390
14:00 - 15:00	9	7932	0.644	9	7932	0.712	9	7932	1.356
15:00 - 16:00	9	7932	0.388	9	7932	0.955	9	7932	1.343
16:00 - 17:00	9	7932	0.220	9	7932	1.177	9	7932	1.397
17:00 - 18:00	9	7932	0.069	9	7932	1.327	9	7932	1.396
18:00 - 19:00	9	7932	0.050	9	7932	0.427	9	7932	0.477
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.720			8.592			17.312

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.*

Our Locations

Birmingham
2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol
Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ
T. 0117 302 7560
bristol@curtins.com

Cambridge
50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff
3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas
Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Dublin
11 Pembroke Lane
Dublin 2
D02 CX82
Ireland
T. +353 1 507 9447
dublin@curtins.com

Edinburgh
1a Belford Road
Edinburgh
EH4 3BL
T. 0131 225 2175
edinburgh@curtins.com

Glasgow
Queens House
29 St Vincent Place
Glasgow
G1 2DT
T. 0141 319 8777
glasgow@curtins.com

Kendal
Units 24 & 25 Riverside Place
K Village
Lound Road
Kendal
LA9 7FH
T. 01539 724 823
kendal@curtins.com

Leeds
Ground Floor
Rose Wharf
78-80 East Street
Leeds
LS9 8EE
T. 0113 274 8509
leeds@curtins.com

Liverpool
51-55 Tithebarn Street
Liverpool
L2 2SB
T. 0151 726 2000
liverpool@curtins.com

London
40 Compton Street
London
EC1V 0BD
T. 020 7324 2240
london@curtins.com

Manchester
Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG
T. 0161 236 2394
manchester@curtins.com

Nottingham
56 The Ropewalk
Nottingham
NG1 5DW
T. 0115 941 5551
nottingham@curtins.com

curtins

Curtins Consulting Ltd registered in England and Wales No: 2054159
Registered office: 51-55 Tithebarn Street, Liverpool, L2 2SB