

Albert Bridge House, Manchester

Transport Statement

Curtins Ref: 086313-CUR-XX-XX-T-TP-00001

Revision: P04

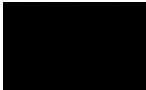
Issue Date: 06 June 2025

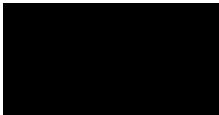
Client Name: Oval Real Estate Limited

Control Sheet

Rev	Description	Checked	Issued	Date
P01	Draft Issue	AT	AT	02 April 2025
P02	Draft Update	AT	AT	04 April 2025
P03	Final	AT	AT	09 May 2025
P04	Planning Issue	AT	AF	06 June 2025

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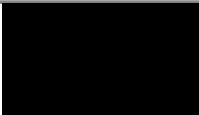
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- Appendix A** – Proposed Site Layout
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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Oval Real Estate Limited to provide traffic and transport advice in relation to a planning application for a proposed mixed-use development at Albert Bridge House, off St Mary's Parsonage and Bridge Street in Manchester City Centre.
- 1.1.2 The general scope of works comprises full demolition of the existing Albert Bridge House office building and replacement with three new buildings – a 33,046sqm GIA office and two new residential towers providing 800 flats – and new areas of public realm. There will also be retail, restaurants and cafes within the ground floor of two of the buildings.
- 1.1.3 There will be seven external surface-level residents' car parking spaces accessed off Bridge Street, representing a 95% reduction from the c. 137 car parking spaces located within the site's two existing surface-level car parks.
- 1.1.4 The loss of existing car parking spaces reflects the sustainable location of the application site and will result in a net reduction in the number of vehicle movements accessing the site daily, therefore representing a net benefit in traffic terms.
- 1.1.5 A full planning application for the site was submitted in 2022, with the following description:

“Creation of a mixed use development comprising two separate components in the form of an office building of up to 19 storeys with ground floor commercial, leisure, food and drink uses (All Use Class E (g)) and/ or drinking establishment (Sui Generis), and, a residential building up to 45 storeys (Use Class C3a) with additional roof top plant, basement car parking, cycle parking, landscaping and public realm, servicing and access arrangements, highway alterations and other associated works following demolition of the existing building complex”
- 1.1.6 The application received a resolution to grant permission at committee on 1st June 2023. No decision notice has been made pending agreement to the S106.
- 1.1.7 The proposals have since evolved to reflect current market conditions, to increase the number of residential dwellings and reduce the office floorspace, hence the submission of a new planning application.
- 1.1.8 The proposed site layout is provided in **Appendix A** to the rear of the report.

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) as the Local Highway Authority (LHA), and Transport for Greater Manchester (TfGM), of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.
- 1.2.2 The TS is supported by a range of appendices, with swept path assessments showing the proposed servicing arrangements. Additionally, the TS is supported by a Framework Travel Plan (Document Reference: **086313-CUR-XX-XX-T-TP-00002**) with measures and initiatives to encourage active and sustainable travel.

1.3 Scope of the Report

- 1.3.1 The scope of this report is consistent with the guidance and recommendations set out in Local and National planning policy.
- 1.3.2 Ahead of the 2022 application, Curtins held two pre-application meetings with MCC Highways and Transport for Greater Manchester.
- 1.3.3 Curtins held a meeting with MCC Highways Development Control and Highways Services on 17th February 2025 to agree the access proposals and how the proposed development would tie in with MCC's proposals for Bridge Street.
- 1.3.4 In line with these discussions, this TS contains the following:
- A description of the transport and highway network in the vicinity of the site;
 - A review of highway safety within the vicinity of the site for the most recent five years;
 - A summary of the development proposals, proposed parking arrangements, and justification for the provision;
 - Drawings showing the proposed access and servicing strategy with swept path analysis;
 - An audit of accessibility by all modes of travel including walking, cycling, and public transport;
 - 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 this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists, and public transport users.

- 1.4.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of accidents adjacent to the site over the most recent five-year period available.
- 1.4.3 **Section 3** gives an overview of the development proposals including details on proposed access, parking provision, and a servicing and refuse strategy.
- 1.4.4 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling, and public transport.
- 1.4.5 **Section 5** assesses the development for compliance against the Building Research Establishment Environmental Assessment Method (BREEAM) UK New Construction 2018 criteria.
- 1.4.6 **Section 6** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals, and the highway impact.
- 1.4.7 **Section 7** summarises key national and local transport planning policy, and **Section 8** provides a report summary and conclusion.

2.0 Existing Situation

2.1 Site Location

- 2.1.1 The site is located within the St Mary's Parsonage Strategic Regeneration Framework (SRF) area within Manchester City Centre and is adjacent to the Parsonage Gardens Conservation Area. **Figure 2.1** illustrates the location of the SRF area in relation to the local highway network and site:



Figure 2.1 – Site Location in relation to the St Mary's Parsonage SRF area
(Source: Sheppard Robson, 2020)

- 2.1.2 The site is located in Zone 2 of the SRF area and is bound by the River Irwell to the west and north, Alberton House (which is being redeveloped by Bruntwood (MCC planning ref: 134287/FO/2022)) and the access to Trinity Bridge to the north, St Mary's Parsonage to the east, and Bridge Street to the south.
- 2.1.3 **Plan 80823-CUR-00-XX-DR-TP-06001** to the rear of the report illustrates the location of the site in relation to the regional highway network, while **Figure 2.2** below and **Plan 80823-CUR-00-XX-DR-TP-06002** to the rear of the report show the site in a local context relating to the local highway network:

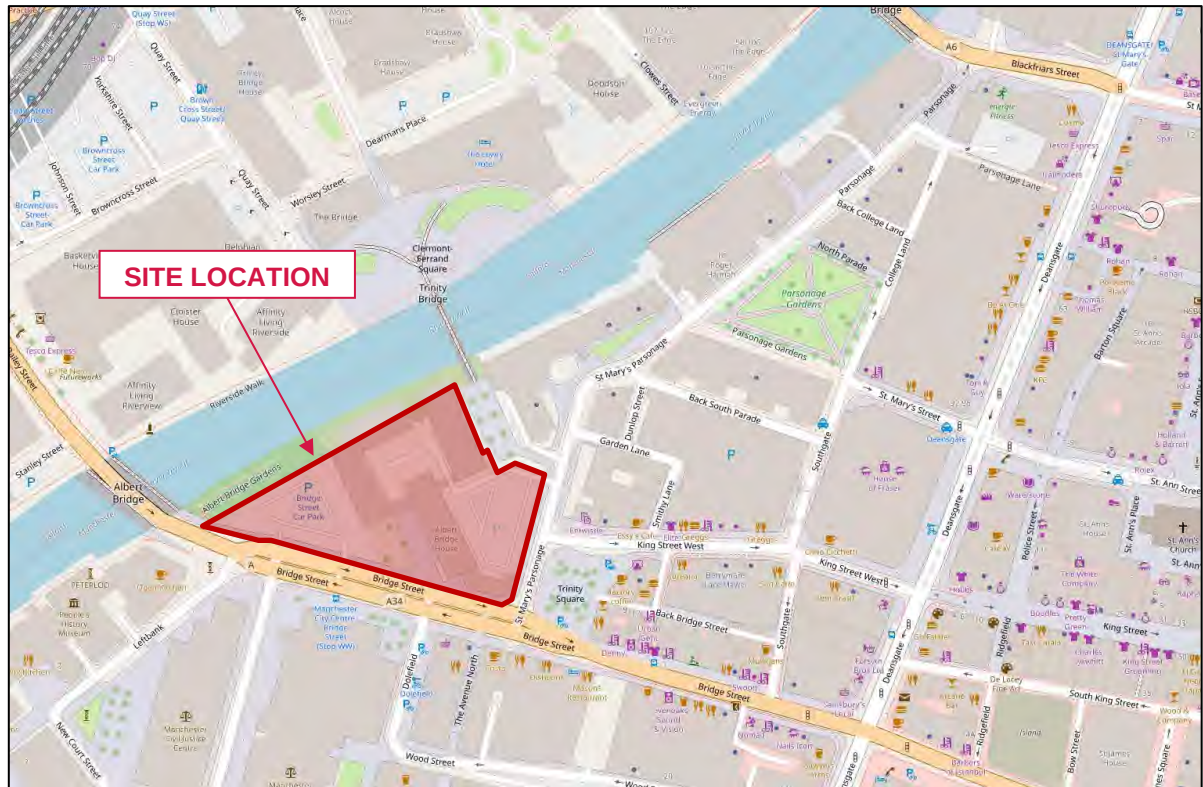


Figure 2.2 – Site Location in Relation to the Local Highway Network
(Source: OpenStreetMap, 2024)

2.2 Existing Use and Access

- 2.2.1 The Site is currently occupied by Albert Bridge House and two car parks. The current building includes three parts: an 18-storey building, flanked by a 5- and 2-storey building.
- 2.2.2 There are circa 137 spaces across the two car parks located within the Site. The MCC-operated car park off Bridge Street contains circa 65 spaces while the private car park off St Mary's Parsonage contains circa 72 spaces, including circa 7 accessible spaces.
- 2.2.3 Curtins undertook a site visit on 28th April 2022. At this time, it was observed that the Bridge Street car park was at capacity with circa 67 parked vehicles, and that 45 vehicles were parked in the private St Mary's Parsonage car park. Overall, this equates to an occupancy level of 82% – 112 vehicles. Site visits later in the year revealed similar levels of parking.
- 2.2.4 At the time of Albert Bridge House being sold to Oval Real Estate in September 2021, it was occupied by Manchester Centre for Health & Disability Assessments and HM Revenue and Customs (HMRC). HMRC signed a 25-year lease of Three New Bailey in 2018, and it is understood that they relocated there from Albert Bridge House in October 2022.

- 2.2.5 Regardless of the current level of occupancy, there is no planning restriction against the building becoming full reoccupied again and generating the maximum level of traffic associated with a c. 19,000-20,000sqm office.
- 2.2.6 Curtins undertook a subsequent site visit on the afternoon of 13th March 2025. By this time, access to the car park for the office building was blocked with the car park and office building clearly having been out of use for some time. As illustrated below, approximately 20 of the spaces in the public car park off Bridge Street were fenced off, with the remaining spaces nearly fully utilised.
- 2.2.7 Several vehicles have been observed to be to be both arriving and departing from the public car park during the limited period of the site visits.



Figure 2.3 – Public Car Park

- 2.2.8 The vehicular access to the private St Mary's Parsonage car park is barrier-controlled with a yellow box junction.
- 2.2.9 The MCC Bridge Street car park has separate ingress and egress junctions. There is a right-turn pocket along the westbound lane of Bridge Street providing access into the car park. The egress is signalised and is located opposite Gartside Street, slightly to the west of the signalised junction.
- 2.2.10 The main pedestrian entrance to the office buildings is located off Bridge Street, although there is also a pedestrian entrance off St Mary's Parsonage.

2.3 Surrounding Highway Network

St Mary's Parsonage

- 2.3.1 St Mary's Parsonage stretches in a northerly and then easterly direction for circa 350m from a three-arm signalised yellow box junction with Bridge Street to a pedestrianised area at the junction with Blackfriars Street.

- 2.3.2 The road is c. 6.5-7m wide and has footways of c. 2-3m wide along both sides, albeit the width does vary and decrease at certain pinch points. Along the eastern side of the road are Trinity Square (to be reconfigured and rebranded as Motor Square as part of the SRF) and Parsonage Gardens.
- 2.3.3 There are dropped kerbs, tactile paving, and push-button operated traffic lights on all arms of the junction with Bridge Street, along with central refuge islands on the eastern and western arms. There are dropped kerbs in most places along the road and tactile paving on some.
- 2.3.4 There are Traffic Regulation Orders (TROs) in the form of double yellow lines (no waiting at any time) on both sides of the road between the junctions with Bridge Street and Back South Parade / Dunlop Street to prevent on-street parking – with the exception of two Car Club bays and some pay-and-display parking bays. The double yellow lines continue along the entirety of the north-western side of the road and recommence on the south-eastern side north of the junction with Parsonage Lane.
- 2.3.5 St Mary's Parsonage is also located within Zone 1 of Manchester City Centre's Controlled Parking Zone (CPZ), where there are on-street pay-and-display parking bays owned and operated by Manchester City Council (MCC). Parking charges in Zone 1 apply Monday to Sunday, from 08:00 – 22:00, with no charge for parking on a Bank Holiday. The maximum stay time in this zone is two hours, however these charges and time restrictions do not apply to Blue Badge holders.
- 2.3.6 Access to Blackfriars Street at the northern end is restricted to pedestrians and cyclists, with a narrowed carriageway width (marked for cycle use only) and bollards present.
- 2.3.7 The road has a speed limit of 20mph and is well-lit by street lighting at regular intervals.
- 2.3.8 Curtins' on-site observations in October 2021 and again in August 2022 show vehicular movements to be limited to local access and servicing vehicles, with a low number of total vehicular movements observed.

Trinity Bridge and Access

- 2.3.9 The footpath that leads to Trinity Bridge starts at St Marys Parsonage and extends between Alberton House and Albert Bridge House as shown on **Figure 2.4** below. This path is initially c. 3m wide before widening significantly to a more attractive c. 15m wide area of public realm with trees.



Figure 2.4 – View of Path to Trinity Bridge

- 2.3.10 The c. 5m wide footbridge is a pedestrian link between Manchester and Salford. At the northern end of the bridge, the area opens to a large area of public realm – Clermont Ferrand Square.

A34 Bridge Street

- 2.3.11 Bridge Street is a section of the A34 which continues from John Dalton Street at a signalised yellow box junction with the A56 Deansgate and continues west for 370m, and subsequently continuing as New Bailey Street on the Salford / northern side of the River Irwell.
- 2.3.12 As illustrated by **Figure 2.5** below, there is a short bus gate present along Bridge Street limiting westbound access across the River Irwell to Salford to buses only, while eastbound traffic into Manchester is unaffected.

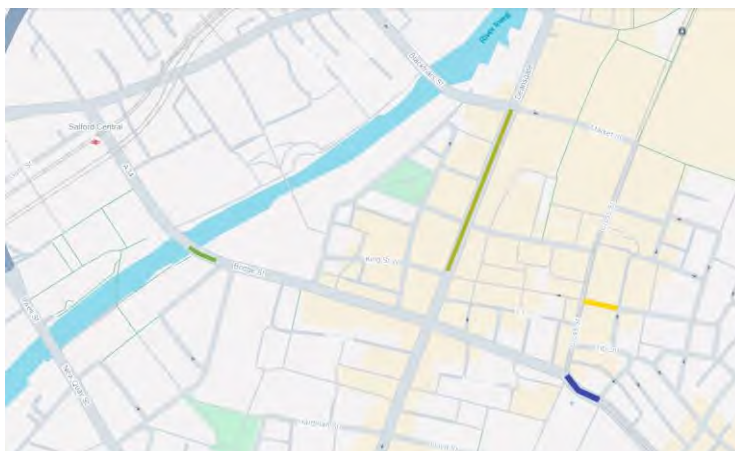
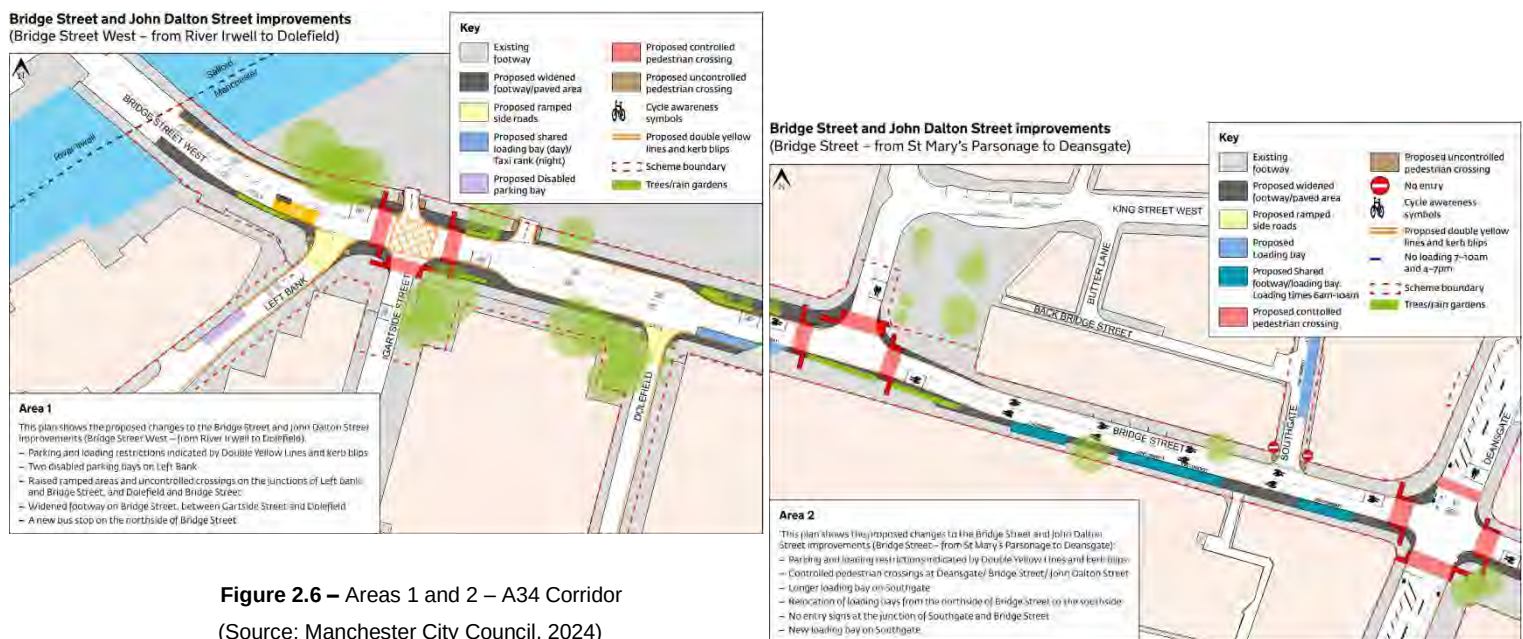


Figure 2.5 – Bus Gates in Manchester City Centre
(Source: Manchester City Council and Google Earth, 2024)

- 2.3.13 The road has a speed limit of 20mph and is well-lit by street lighting at regular intervals. There are also footways over 2m-wide along both sides of the carriageway.

- 2.3.14 In addition to the crossings at the junction with St Mary's Parsonage, there is a further signalised pedestrian crossing over Bridge Street between the existing car park's ingress and egress.
- 2.3.15 Both pedestrian crossings on Bridge Street are staggered across a central refuge island with separate push-button controlled traffic signals.
- 2.3.16 Bridge Street has footways of circa 3.1-3.8m wide along both sides.
- 2.3.17 Double yellow lines are also in place on both sides of Bridge Street.
- 2.3.18 MCC is developing a scheme to enhance the pedestrian environment and infrastructure along a c. 750m stretch of the A34 between the River Irwell and Cooper Street. Throughout the scheme area, carriageways will be narrowed to provide wider footways, controlled pedestrian crossings will be provided at major junctions, ramped side roads will be installed on minor arms to slow turning traffic, loading bays provided, street clutter reviewed, and bus stops improved.
- 2.3.19 MCC undertook a second consultation on revised proposals between November 2024 and January 2025¹. **Figure 2.6** below illustrates the plans consulted on for the sections adjacent to the site.



- 2.3.20 MCC has since informed Curtins that the proposals remain as per the consultation design with one minor change outside The Ape and Apple pub, c. 300-400m to the east of the site.

¹ Further details, including drawings for the rest of the scheme area, are available at the following webpage:
https://www.manchester.gov.uk/info/500344/roads_and_transport/8775/deansgate/4

A56 Deansgate

- 2.3.21 The A56 Deansgate is a major route connecting Manchester City Centre to the north and the A56 Chester Road and the A57(M) Mancunian Way to the south. It commences to the south at the signalised junction with Whitworth Street West as a continuation of A56 Chester Road. Deansgate extends for approximately 1.2km towards the north, where it becomes Victoria Street at a signalised junction with Victoria Bridge Street.
- 2.3.22 The road is subject to a speed limit of 20mph.
- 2.3.23 During the COVID-19 pandemic, a section of Deansgate between King Street West and Blackfriars Street was pedestrianised / closed to car traffic using temporary barriers, under emergency legislation brought in by the Government to allow people more room to social distance.
- 2.3.24 Since then, MCC has progressed several permanent schemes to improve pedestrian, cyclist and bus facilities, and restrict general vehicular traffic along the Deansgate corridor. Since the completion of the Deansgate and Whitworth Street West Active Travel Scheme at the end of March 2025, Deansgate has been southbound-only for all motorised vehicles between Blackfriars Street and Great Bridgewater Street / Liverpool Road, with cycle lanes (mostly two-way) provided along and beyond this section.

2.4 Access for Mobility and Visually Impaired Users

- 2.4.1 The site benefits from its city centre location and the existing infrastructure afforded by its strategic position. There are a number of existing features which ensure safe, convenient, and aided access for those site users who are disabled and / or visually impaired. Blue badge holders can also park free of charge without any time limits at any pay and display bay.
- 2.4.2 There are dropped kerbs and tactile paving on some crossings in the vicinity of the site. There are pedestrian refuge islands at the St Mary's Parsonage / Bridge Street junction and near the Bridge Street car park access.

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 database for the most recent five years (2016 – 2020 inclusive). The details of the search are contained in **Figure 2.7**, and a breakdown of the information is contained in **Table 2.1**:

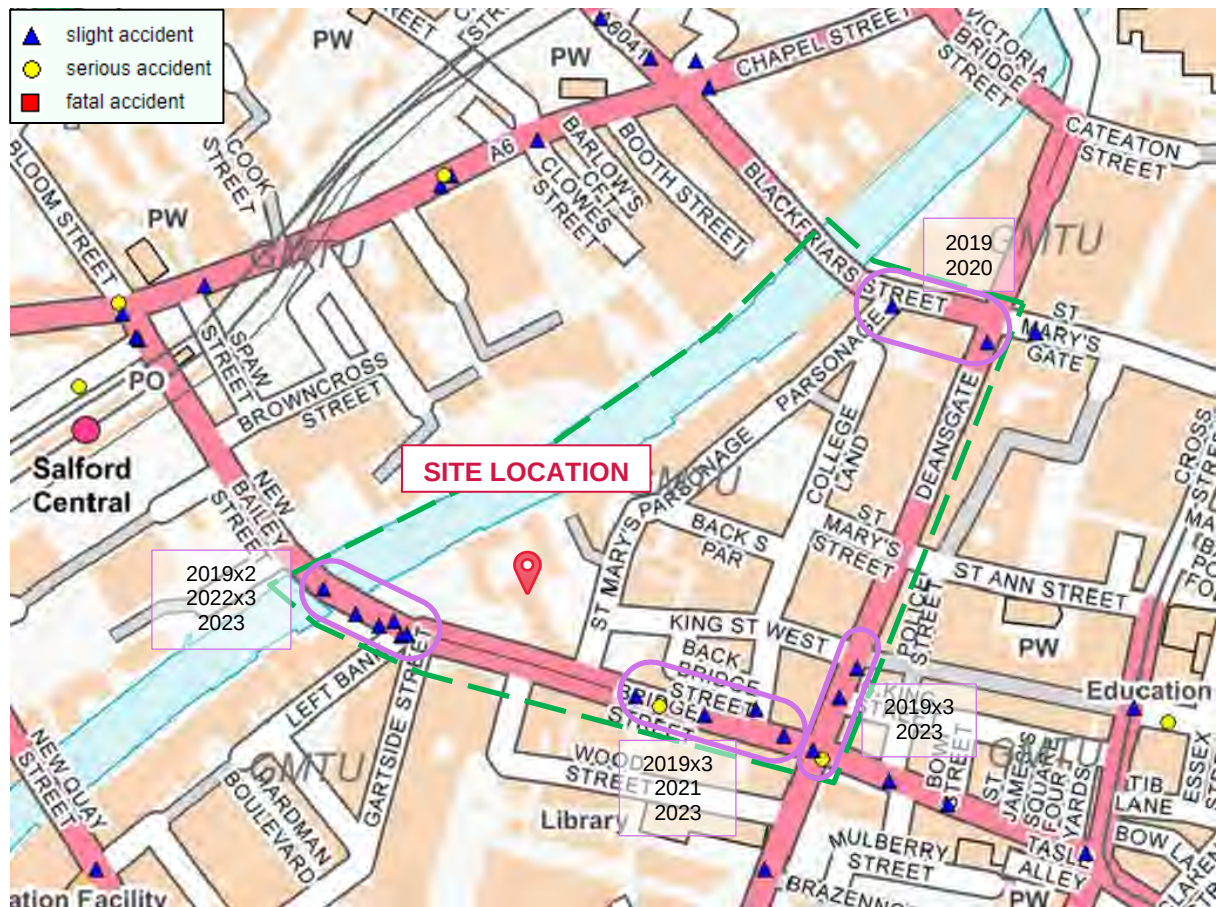


Figure 2.7 – Area Assessed for Personal Injury Accident Data (60 months)
(Source: TfGM, 2024)

Junction/Link	Slight	Serious	Fatal	Totals
Bridge Street, between Salford and Left Bank	6	0	0	6
Bridge Street, between St Mary's Parsonage and Southgate	2	1	0	3
Bridge Street / Southgate	1	0	0	1
Bridge Street / Deansgate / John Dalton Street	2	1	0	3
Deansgate / S King Street	1	0	0	1
Deansgate / King Street West	1	0	0	1
Deansgate / Blackfriars Street	1	0	0	1
Blackfriars Street / St Mary's Parsonage	1	0	0	1
Total	15	2	0	17

Table 2.1 – Personal Injury Accident Data Summary

2.5.2 There has been a total of 17 collisions in the latest five-year period available, 15 of which were 'slight' severity incidents, and two of which were 'serious' severity incidents. No fatal accidents have been recorded in the study area and period.

- 2.5.3 As demonstrated in **Figure 2.7**, slightly over half of the collisions (nine) in the latest five-year periods took place in 2019 alone, with only one each in 2020 and 2021 and three each in 2022 and 2023.
- 2.5.4 At least four of the incidents recorded occurred during circumstances that would not now be possible / legal following the introduction of the southbound one-way system on Deansgate, removing the vehicular connection between St Mary's Parsonage and Blackfriars Street, and the bus gate on Bridge Street, suggesting that these schemes have improved highway safety.
- 2.5.5 It is not considered that 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 general scope of works for Albert Bridge House comprise full demolition of the existing Albert Bridge House office building and replacement by two residential buildings, an office building, and extensive new public realm works.

3.1.2 The development quantum is as follows:

- 800 homes, 90% of which would be one or two beds, with the remaining being three-beds, across two towers;
- A 33,046sqm GIA office building (29,902sqm of which is offices);
- 75sqm GIA of flexible commercial units in Block B (residential) and 485sqm in Block C (office); and
- Extensive, high quality public realm.

3.1.3 Limited car parking would be provided for residents, while the commercial elements would be car-free.

3.1.4 On the publicly accessible ground floor, there will be three flexible commercial units in the commercial office building, and one in one of the residential towers. The commercial units are likely to be occupied by retail / restaurant / café uses. Depending on the eventual occupiers, these may provide BREEAM-compliant 'appropriate food outlet[s]' – defined by BRE as *"Access to a food supply that is affordable to the majority of the building users as well as being appropriate for their day-to-day needs. For example, a small office building with a small shop selling sandwiches or snacks, or a multi-residential building with a restaurant in the local area"*.

3.1.5 As well as these amenities, much of the Site area will be occupied by large areas of public realm which will increase the permeability of the Site and unlock new attractive, traffic-free routes for pedestrians and cyclists (especially along the River Irwell between Trinity Bridge and Bridge Street), greatly widen the existing footways along Bridge Street and St Mary's Parsonage, and open up the poor existing access to Trinity Bridge from St Mary's Parsonage. This will provide BREEAM-compliant 'access to an outdoor open space (public or private, suitably sized and accessible to building users)'.

3.1.6 The proposed site layout is provided in **Appendix A** to the rear of the report.

3.2 Transport Vision

3.2.1 The vision for the site is to minimise reliance on single-occupancy car travel by maximising the usage of more sustainable modes, particularly walking, cycling and public transport.

3.2.2 As detailed in **Section 6**, the restricted car parking provision proposed is likely to encourage many site users to travel by sustainable modes. The significantly enhanced and enlarged public realm, and

reduction in vehicular traffic, is also likely to encourage existing residents and visitors to the city centre to travel by foot.

3.2.3 The Framework Travel Plan (Document Reference: **086313-CUR-XX-XX-T-TP-00002**) sets the following objectives:

- **Objective 1** – To increase the level of walking to and from the site;
- **Objective 2** – To increase the level of cycling to and from the site;
- **Objective 3** – To increase the level of public transport use to and from the site;
- **Objective 4** – To encourage car sharing and shared transport to and from the site; and
- **Objective 5** – To encourage uptake of Ultra Low and Zero Emission vehicles.

3.3 Proposed Access

Vehicular Access

- 3.3.1 The access to the car park would be located slightly to the west of the Bridge Street / Gartside Street / car park 'out' junction. The access would be 4.8m-wide to accommodate the low levels of vehicular traffic.
- 3.3.2 The existing car park 'in' access would be widened to allow large refuse vehicles to turn into the site. A one-way route would be provided through the site for refuse vehicles and emergency vehicles, with bollards provided at each end. Ahead of collection day, management staff would move bins from the proposed stores. There will be limited landscaping on a frontage of each of the buildings to allow refuse vehicles to manoeuvre close to the proposed bin stores. The route would exit onto St Mary's Parsonage, north of the junction with King Street West.
- 3.3.3 The existing car park 'out' access will be closed and the footway reinstated. The existing traffic signals will need to be amended to remove this arm from the junction.
- 3.3.4 Immediately to the north of the junction with King Street W, a 2.5m x 12.0m loading / drop off bay would be provided along the western side of St Mary's Parsonage, with a 2.0m-wide footway provided around the rear of the bay.
- 3.3.5 This access arrangement is illustrated by **Drawing 86313-CUR-XX-00-D-TP-75001** at the rear of this report, which demonstrates that a large car and refuse vehicle can safely ingress, egress and traverse the site. **Drawing 86313-CUR-XX-00-D-TP-05002** at the rear of this report similarly demonstrates that a fire tender could safely use the proposed internal route.
- 3.3.6 Curtins held a meeting with MCC Highways Development Control and Highways Services on 17th February 2025 to agree the access proposals and how the proposed development would tie in with

MCC's proposals for Bridge Street. The car park access has since been amended to address a comment on the positioning.

- 3.3.7 More details on the waste collection and number of bins proposed are provided in a Waste Management Strategy prepared by Curtins (Document Reference: **086313-CUR-XX-XX-T-TP-00003**).

Pedestrian and Cycle Access

- 3.3.8 There would be highly permeable pedestrian and cycle access throughout the site.
- 3.3.9 Step-free access would be provided to all cycle parking with cycle lifts provided in all buildings.

3.4 Proposed Parking Strategy

- 3.4.1 The proposed car and cycle parking for the development is cognisant of the Manchester City Council (MCC) Parking Standards, provided in Appendix B of the Manchester Core Strategy, adopted in 2012.

On-site Car Parking

- 3.4.2 During scoping discussions in 2022, MCC and TfGM originally requested consideration of a car free development. This was explored but not considered feasible, with the previous scheme providing 24 car parking spaces (eight for the flats and 16 for the offices).
- 3.4.3 The parking provision has been reviewed and reduced to seven ground-level disabled spaces, for use by residents only and accessed via Bridge Street. All bays would be accessible and equipped with EV chargers.

Nearby Parking Facilities

- 3.4.4 In addition to the on-site car parking, a review of nearby public car parks and associated provision has been undertaken in order to understand parking levels in the surrounding area. This demonstrates that there are a number of publicly available car parks situated within a 550m walking catchment, equating to a walking time of approximately 6 minutes when walking at an average speed of 1.4m/s. Nearby car parking is summarised in **Table 3.1**:

Car Park	Car Park Location	Approximate Walking Distance from Site	Approximate Number of Spaces	Disabled Bays	Electric Vehicle (EV) Charging Bays
1	Deansgate, MCC, M3 2EQ	300m	331	✓*	0
2	Browncross Street, Euro, M3 5AX	330m	118	0	0
3	New Bailey, NCP, M3 5EN	350m	620	✓ (33)	✓*
4	Travelodge, APCOA, M3 5AL	410m	32	✓*	0

Car Park	Car Park Location	Approximate Walking Distance from Site	Approximate Number of Spaces	Disabled Bays	Electric Vehicle (EV) Charging Bays
5	Market Street, M&S, M1 1WT	470m	155	✓*	0
Total:			1321	33	✓*

Table 3.1 – Existing Off-site Car Parking Provision

*There is provision, but the quantity of spaces is unknown.

- 3.4.5 The above table demonstrates six car parks were found within a 6-min walk of the site, providing car parking provision for approximately 1,321 vehicles, including at least 33 spaces for disabled badge holders and nominal electric vehicle (EV) charging facilities. It is therefore considered there is adequate opportunity for off-site parking should future employees chose to commute by car.

Existing On-Street Parking

- 3.4.6 The site is located within Manchester City Centre and therefore opportunities for on-street parking are limited. However, the site is located within Zone 1 of Manchester City Centre's Controlled Parking Zone (CPZ) where the pay-and-display parking charges are up to £6.00 for a maximum stay of two hours, applicable on Mondays to Sundays between 08:00 and 20:00. Parking between 20:00 and 08:00 would then be free (subject to parking restrictions). On-street parking within the St Mary's Parsonage area of Zone 1 includes:

- St Mary's Parsonage – c. 23 bays, including 2 Car Club bays;
- Southgate – c. 5 bays
- King Street West – c. 12 bays, including 2 disabled bays; and
- Dunlop Street – 2 disabled bays.

- 3.4.7 If more than seven residents are Blue Badge holders, there would be a future need to park off-site. Traffic Advisory Leaflet 5/95 - Parking for Disabled People - advises that disabled people should not have to walk any more than 150m from a parking space (with the distance being lower for some disabilities)

- 3.4.8 The closest disabled bays are located on King Street West at a c. 100 to 150m step-free walk from the proposed buildings with further spaces provided on King Street West 75m to the east. Additional provision is also provided on Dunlop Street (via St Marys Parsonage/Back South Parade) within a 200m walk from the proposed buildings.



Figure 3.1 – Existing On-street Disabled Car Parking Space Locations

- 3.4.9 As stated earlier, there are also no parking restrictions for blue badge holders, where drivers displaying a blue badge can use parking bays across Manchester City Centre for free and for an unlimited time, therefore those with limited mobility could also utilise the on-street spaces listed above.
- 3.4.10 It is therefore considered that a suitable level of car provision is available in the immediate vicinity of the proposed development to accommodate any future level of demand.
- 3.4.11 It is acknowledged that residents may require the use of a car on certain occasions. Car clubs provide a genuine alternative to car ownership², and would be attractive for residents who do not have access to a car but would benefit from using one for occasional trips. Enterprise Car Club offers a cost-effective, hassle-free, and greener alternative to car ownership and traditional vehicle hire in Chester.
- 3.4.12 Vehicles are located in designated parking bays across the city and can be reserved by the hour, day or even longer. The price of the journey depends upon the vehicle type, the duration of the reservation and the miles driven.

² Research for the Department for Transport (<https://www.gov.uk/government/publications/car-clubs-a-rapid-evidence-assessment>, published in 2024) found, in relation to car ownership, that:

- Four studies with schemes that were predominantly or exclusively back to bay (like Enterprise) found between 19% and 33% reported that their personal or household car ownership had decreased since joining a car club.
- Two studies, based on online survey data, reported a significant decrease (between 0.1 and 0.43) in the average number of vehicles owned by participants before and after they started participating in car clubs.
- Several studies have found that some car club members avoid purchasing a first or additional car

- 3.4.13 The nearest Car Club parking bay is located on St Mary's Parsonage, at a c. 100-200m walking distance from all proposed buildings to the north-east of the site. The Car Club allows users to view cars near them via a mobile application, where they can unlock and start driving their selected car on the spot.
- 3.4.14 It is considered that the Car Club could be an attractive facility for residents who do not own a car but require occasional use.

Cycle Parking

- 3.4.15 Cycle parking standards relevant to the land use of the proposed development are as follows:
- Food Retail: 1 space per 140sqm, minimum of 2 spaces
 - Non-Food Retail: 1 space per 200sqm, minimum of 2 spaces
 - Restaurant: 1 space per 50sqm, minimum of 2 spaces
 - Offices: 1 space per 200sqm, minimum of 2 spaces
- 3.4.16 As such, 150 cycle parking spaces would be required for the office.
- 3.4.17 The split of food retail, non-food retail and restaurant / café is not known at this stage. Taking the upper and lower standards, there would be requirement for 3-10 publicly accessible cycle parking spaces adjacent to serve the Use Class E within the Block C (office), and 2 spaces for the commercial unit in Block B (residential).
- 3.4.18 MCC does not have an adopted cycle parking requirement for residential developments.
- 3.4.19 MCC's 'Residential Quality Guide' (2018) guidance document recommends that *"reduced on site [car parking] provision may be justified on the basis of: Secure cycle parking in excess of 50% provision relative to apartment numbers, (4 cycle spaces per car park space)"*
- 3.4.20 In practice, MCC Highways typically requires one cycle parking space per flat.
- 3.4.21 The proposed cycle parking provision is as follows:
- Building A (residential tower): 381 spaces
 - Building B (residential tower): 419 spaces
 - Building C (office tower): 229 spaces
 - Public Realm: 14 spaces
- 3.4.22 The provision would primarily be in the form of double stack bike racks, with some Sheffield stands also provided in the stores. In the basement of Building C, there would also be 24 showers and 228 changing lockers. This is one of the many initiatives to encourage more people to travel by sustainable modes (in addition to other measures outlined in the accompanying Framework Travel Plan (Document Reference: **086313-CUR-XX-XX-T-TP-00002**)).

3.4.23 As such, the proposed cycle parking provision accords with MCC's adopted standards.

3.4.24 Cycle parking also needs to be determined against Building Research Establishment Environmental Assessment Method (BREEAM) requirements, which is based on occupancy numbers. The cycle parking provision is in excess of the BREEAM requirements, which are as follows:

- **Offices:** Over 400 users (2,322 proposed), therefore 109 spaces minimum using the BREEAM sliding scale of compliance:
 - 1 – 200 users @ 1 space per 10 users = 20 spaces;
 - 201 – 300 users @ 1 space per 15 users = 7 spaces;
 - 301 – 400 users @ 1 space per 20 users = 5 spaces; and
 - 401+ users @ 1 space per 25 users = 77 spaces.
- **Small Retail:** 3 units @ 4 spaces total per unit = 12 spaces.

3.4.25 There are also areas dedicated to cycle facilities, such as rooms which could provide drying spaces, changing areas, and showers.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

- 4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. 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.
- 4.2.2 The National Design Guide (NDG, published by DLUHC (now MHCLG), 2021) says that well designed places / neighbourhoods are walkable, which is defined *“Local facilities are within walking distance, generally considered to be no more than a 10 minute walk (800m radius).”*
- 4.2.3 Despite the NDG characterising 800m as a maximum acceptable walking distance, the Department for Transport’s (DfT) National Travel Survey datasets provide empirical evidence to demonstrate people are willing to walk further. This is reflected in Manual for Streets guidance (MfS, published by the DfT, 2007) which states an 800m catchment should not be *“...an upper limit”* and that walking *“...offers the greatest potential to replace short car trips, particularly those under 2 km.”* The Chartered Institution for Highways and Transportation (CIHT) produced a document in 2000 titled *‘Guidelines for Providing for Journeys on Foot’* which provides catchments more in line with those reported in the NTS. The suggested CIHT walking distances are reproduced in **Table 4.1** below:

CIHT Category	Town Centers (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

- 4.2.4 The average pedestrian can walk approximately 400m every five minutes, based on the CIHT document *‘Planning for Walking’* (2015).

- 4.2.5 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 80823-CUR-00-XX-D-TP-06003** to the rear of the report shows distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips; these are a good approximation for the majority of trips associated with this office development.
- 4.2.6 Guidance from the Building Research Establishment Environmental Assessment Method (BREEAM) UK New Construction 2018 consultation states that Transport Assessments and Travel Plans should include reporting on the number and type of amenities within 500m of the site (based on current Tra 02 criteria) to obtain credits. The number and type of existing accessible amenities within 500m of the site can be summarised in **Table 4.2** below:

No.	Amenity	BREEAM Criteria / Type	Proximity to Site (m)
1	Spinningfields (comprising shops, restaurants, bars, a gym, open space)	Appropriate food outlet Access to an outdoor open space Access to a recreation or leisure facility for fitness or sports	150
2	Parsonage Gardens (comprising shops, restaurants, open space, and gym)	Appropriate food outlet Access to an outdoor open space Access to a recreation or leisure facility for fitness or sports	200
3	A56 Deansgate (comprising restaurants, supermarkets, bars, hotels)	Appropriate food outlet Access to cash	250
4	St Ann's Square (comprising shops, banks, restaurants, bars, theatre, open space)	Appropriate food outlet Access to cash Access to an outdoor open space	400

Table 4.2 – Number and Type of Existing Accessible Amenities within 500m of the Site

- 4.2.7 The pedestrian catchment plan confirms that the site is well located in relation to local services and facilities within Manchester. In addition to those in **Table 4.2** above, bus stops along the A56 Deansgate, Bridge Street / John Dalton Street, and Chapel Street are all within a 500m walk of the site.
- 4.2.8 Between 500m and 1000m from the site lies Salford Central rail station, the Metrolink, Market Street, Piccadilly Gardens, Chinatown, the Printworks, and Arndale Centre. 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.
- 4.2.9 Within the wider 1,000m – 2,000m catchments, there are a number of city centre residential properties in all directions. Additional leisure, food, retail, employment, high street banks, health clubs, and convenience stores are accessible at Spinningfields, Noma, New Bailey, Market Street, Oxford Road, Castlefield, and Gay Village. These areas comprise many convenience stores, retail outlets, places of worship, high street banks, artisan cafes, bars, restaurants, public houses, along with a vibrant nightlife.

- 4.2.10 The vast majority of Manchester and Salford City Centres and the major public transport interchanges (Salford Central, Manchester Victoria, Manchester Piccadilly, Manchester Oxford Road, Deansgate, Oxford Road corridor) are within a 2,000m (c. 25-minute) walk of the site.
- 4.2.11 The development proposals (detailed in **Section 3**) also include plans to improve pedestrian amenity and public realm in the vicinity of the site, which would be beneficial to pedestrians and would encourage more staff and visitors to travel on foot.
- 4.2.12 The site is considered highly accessible by foot.

4.3 Cycle Accessibility

- 4.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.
- 4.3.2 The average cycling trip length was 5,730m in 2022 and 4,545m in 2023 (based on National Travel Survey dataset NTS9910a). The average length was between 5.0km and 6.0km every year from 2012/13 to 2022, except 2014/15 and 2020.
- 4.3.3 National Travel Survey statistics demonstrate that 80% and 84% of cycling trips were under 5 miles / 8km in 2022 and 2023, respectively (see dataset NTS0308b). This distance is also referenced by both the National Model Design Code – Part 2 (DLUHC (now MHCLG), 2021) and LTN1/20.
- 4.3.4 In order to assist in assessing the accessibility of the site by cycle, **Plan 80823-CUR-00-XX-D-TP-06004** to the rear of the report presents 5.5km and 8km cycle catchments for the site, along with the National Cycle Network (NCN) Routes available within these ranges.
- 4.3.5 The 5.5km catchment encompasses Manchester and Salford City Centres including all key transport links, shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship. The catchment also extends as far as Crumpsall to the north, Droylsden to the east, Chorlton-cum-hardy to the south, and Littler Bolton to the west. The 8km catchment extends further north to Heaton Park, east to Fairfield, south to Didsbury, and west to Patricroft.
- 4.3.6 Cyclists can access Routes 6, 66, and 55 of the NCN from Manchester and Salford City Centres, in addition to Route 60 within the 5.5km cycle catchment.
- 4.3.7 Route 6 runs from Watford in London to Windermere in the Lake District (more locally, Route 6 connects Manchester City Centre to Chorlton); Route 60 connects North and East Manchester, partly following the Fallowfield Loopline; Route 66 begins in Manchester, extending to Spurn Head, via Bradford, Leeds, York and Kingston upon Hull; and Route 55 is still under construction, but the accessible stretch runs on-road to Eccles and traffic-free to Tyldesley.

- 4.3.8 Low 20mph speed limits along the surrounding roads, along with existing cycle infrastructure allows easy cycle access to Albert Bridge House. The local cycle network in the vicinity of the site is shown in **Figure 4.1** below:

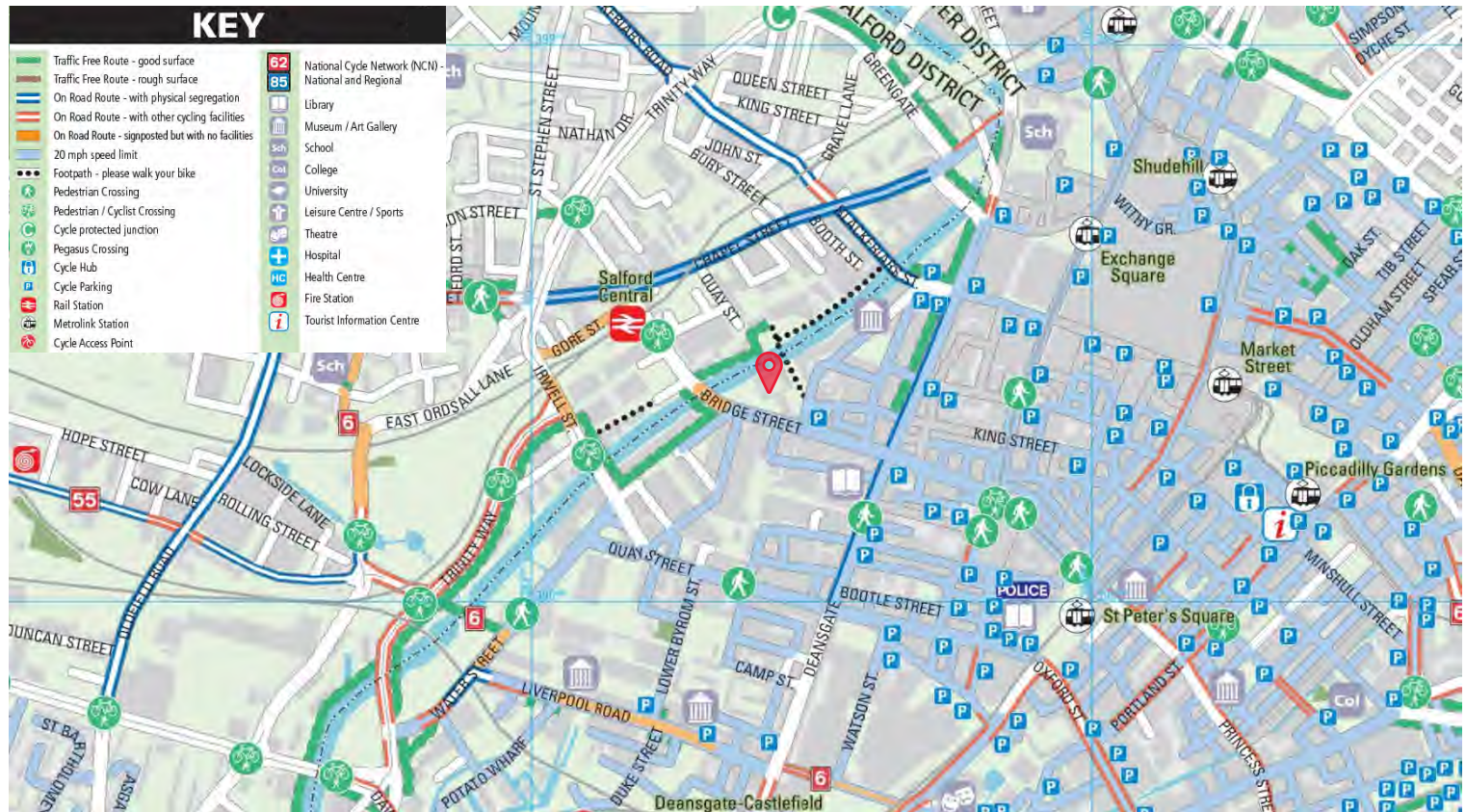


Figure 4.1 – Local Cycle Network
(Source: TfGM, 2024)

- 4.3.9 Furthermore, the development will provide internal, secure cycle parking spaces to encourage cycling.
- 4.3.10 In summary, it is considered that cycling is a highly realistic 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 Manchester City Centre and to other areas of Greater Manchester.
- 4.4.2 **Plan 80823-CUR-00-XX-D-TP-06005** to the rear of the report demonstrates those areas accessible via public transport within 20, 40 and 60-minutes journey to the Site. Within a 20-minute journey, future staff and residents at the site can travel from Manchester and Salford City Centres to the site. Staff and residents from Trafford, Levenshulme, Eccles, Cheetham Hill, Moston, Bolton, Rochdale, Stalybridge, Ashton-under-Lyne, and East Didsbury can access the site within a 40-minute public transport journey from the Site. Within an hour, areas as far as Leyland, Todmorden, Broadbottom, Marple, Macclesfield,

Wilmslow, Manchester Airport, Altrincham, Hough Green, Newton-Le-Willows, and Wigan can be accessible to / from the site.

- 4.4.3 Developed by TfGM, Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.
- 4.4.4 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The site is located in an area with an 'excellent' GMAL rating of 8 and is considered appropriately situated to take advantage of existing public transport infrastructure within Manchester and Salford City Centres.
- 4.4.5 The National Model Design Code – Part 2 (DLUHC, 2021) states: *"Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance]."* These distances are also cited in the CIHT document 'Planning for Walking' (2015).
- 4.4.6 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 4.2** below:

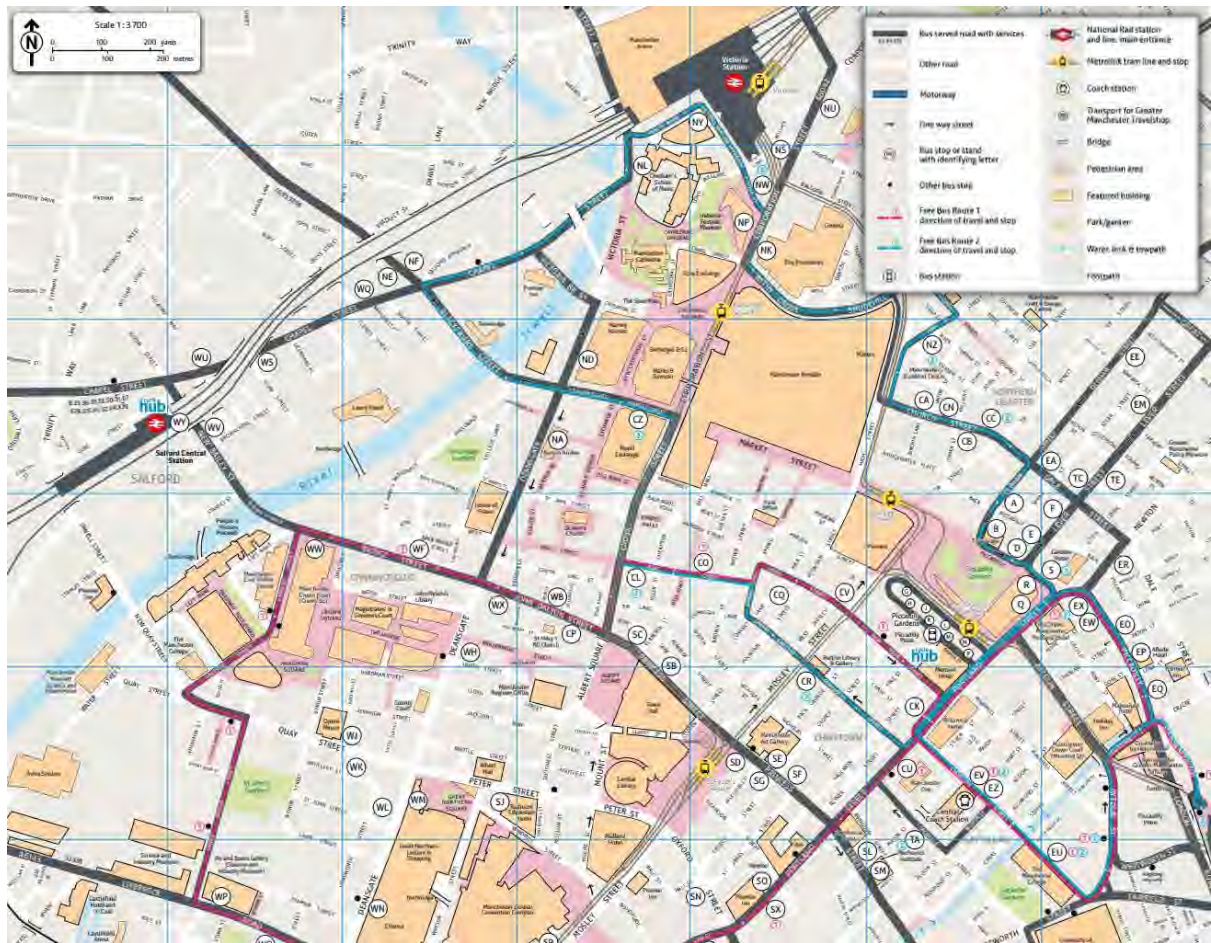


Figure 4.2 – Manchester City Centre Public Transport Network
(Source: TfGM, 2019)

Bus Accessibility

- 4.4.7 Further CIHT guidance – from *'Buses in Urban Developments'* (2018) – indicates that a bus stop should be located within the following walking distances from a new development based on its location and the number and frequency of services:

Situation	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 minutes or better)	400
Less frequent routes	300
Town/city centres	250

Table 4.3 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 4.4.8 The nearest bus stops to the site are located along Bridge Street. This core bus corridor is within the recommended 250m distance for city centres. **Table 4.4** details the services that call at these stops, and their associated frequencies:

- 4.4.9 The nearest bus stops are 'Bridge Street' (westbound) and 'St Mary's Parsonage (Stop WF)' (eastbound).
- 4.4.10 Both served by routes 35, 36, 37, 38, 50, V1, V2, and V4, while routes 8, 51, 67, 67A, and 100 call at 'Bridge Street' only, and route X39 at 'St Mary's Parsonage (Stop WF)' only.
- 4.4.11 In the opposite direction, the closest stop is on Chapel Street for route 8, 67, 67A, 100. Route X39 operates in one direction only (Farnworth to Manchester)

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
8	Shudehill - Salford - Pendlebury - Farnworth - Bolton	12 mins	12 mins	20 mins
35	Piccadilly Gardens - Salford - Leigh - Golborne - Bryn	30 mins	30 mins	30 mins
36	Piccadilly Gardens - Salford - Peel - Great Lever - Bolton	12 mins	15 mins	20 mins
37	Piccadilly Gardens - Salford - Swinton - Farnworth - Bolton	12 mins	15 mins	20 mins
38	Piccadilly Gardens - Salford - Swinton - Logistics North	12 mins	12 mins	30 mins
50	MediaCityUK - Salford Shopping Centre - Manchester - Kingsway - East Didsbury	12 mins	12 mins	15 mins
51	MediaCityUK - Manchester - Kingsway - East Didsbury	7 in the AM	–	–
67	Shudehill - Salford - Pendleton - Eccles - Glaze Estate	15 mins	15 mins	10-20 mins
67A	Shudehill - Salford - Pendleton - Eccles - Glaze Estate	3 in the AM	–	8 in the AM
100	Shudehill - Salford - The Trafford Centre - Warrington	15 mins	15 mins	15 mins
V1	Manchester Royal Infirmary - Manchester - Tyldesley - Leigh	15 mins	15 mins	30 mins
V2	Manchester Royal Infirmary - Manchester - Tyldesley - Atherton	30 mins	30 mins	Hourly
V4	Manchester Royal Infirmary - Manchester - Ellenbrook	6 per day	–	–
X39	Farnworth - Peel - Swinton - Salford - Piccadilly Gardens	2 in the AM	–	–

Table 4.4 – Summary of Bus Service Frequencies in the vicinity of the Site

Note: The routes where both directions stop at the closest bus stops are highlighted in **bold**.

- 4.4.12 Since September 2024, TfGM has been trialling an hourly night service on the V1.

4.4.13 Furthermore, Route 1 of the Free Bus stops on Bridge Street. The free bus is a service providing direct access across key city centre locations. The free bus routes and frequencies are detailed in **Figure 4.3** below:

free bus routes around the city centre

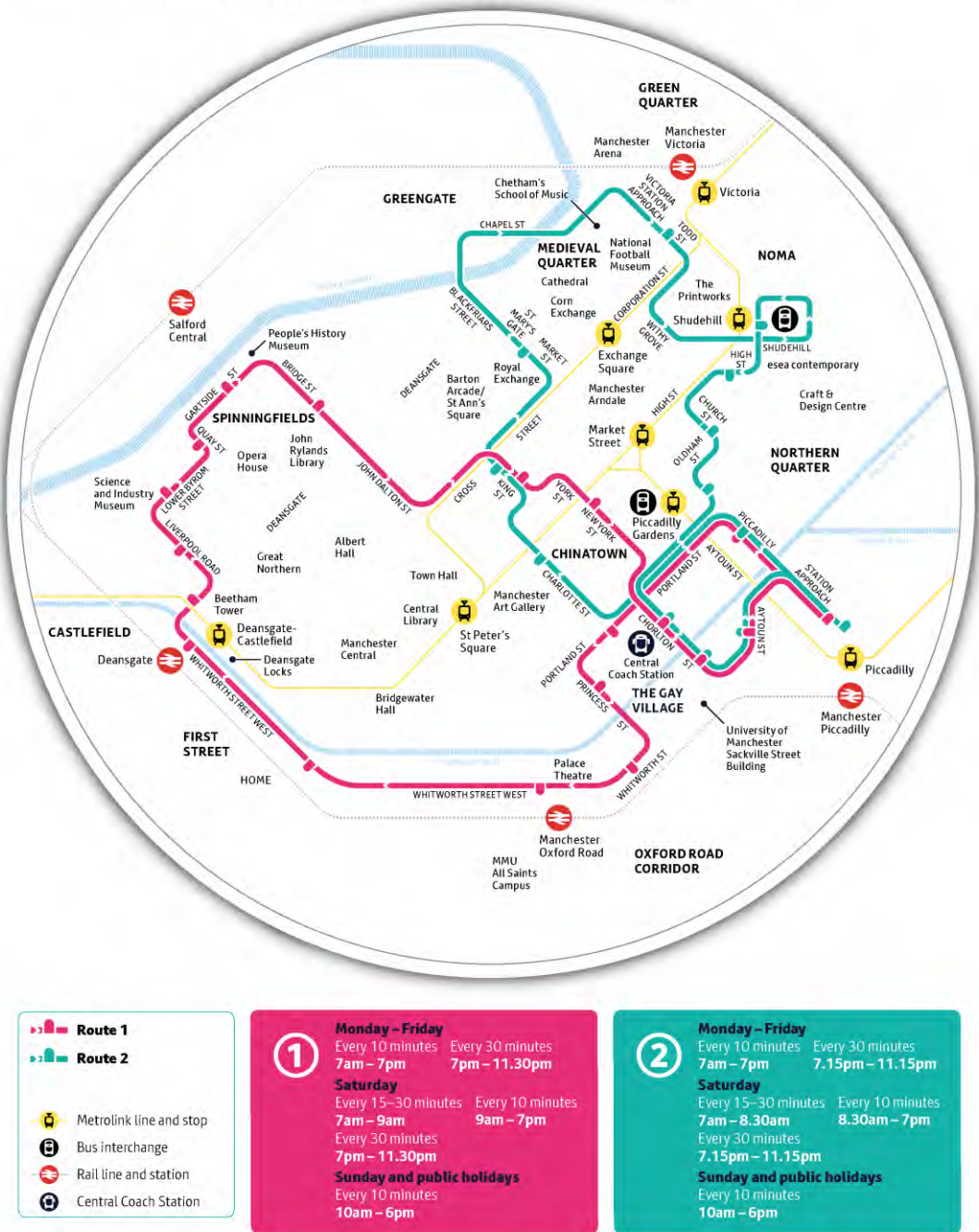


Figure 4.3 – Free Bus Route and Timetable
(Source: TfGM, 2024)

4.4.14 These stops provide frequent access to city centre facilities, as well as all major public transport interchanges in Manchester and Salford City Centres every day of the week.

4.4.15 It is noted that the provision of bus services will change during different seasons in the year and over time in response to current circumstances. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on TfGM's website: tfgm.com/public-transport/bus.

4.4.16 It is considered that the site is accessible by bus.

Rail Accessibility

4.4.17 The Salford Central rail station is located at a c. 300m walk from the site, within the recommended distance for train stations. There are accessible ticket machines and step-free access across the whole station but there are no ramps for train access. There is a ticket office, but no cycle storage. Northern Rail offers space for up to two bikes on all trains for no extra charge, however these are allocated on a first-come, first-serve basis.

4.4.18 A summary of rail services from Salford Central rail station is outlined in **Table 4.5**:

Service	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Manchester Victoria to Clitheroe Calling at: Manchester Victoria, Salford Central, Salford Crescent, Bolton, Hall I' Th' Wood, Bromley Cross, Entwistle, Darwen, Blackburn, Ramsgreave & Wilpshire, Langho, Whalley, Clitheroe.	Hourly	Hourly	Hourly
Manchester to Southport and Kirkby Calling at: Rochdale or Stalybridge and Ashton-under-Lyne, converging at Manchester Victoria, continuing to Salford Central, Salford Crescent. Change at Salford Crescent for services to Wigan North Western, Kirkby and Southport.	2-4 per hour	2-4 per hour	No services
Blackpool North to Manchester Victoria/Manchester Airport, Preston to Hazel Grove Calling at: Preston, Leyland, Buckshaw Parkway, Chorley, Adlington, Blackrod, Horwich Parkway, Lostock, Bolton, Salford Crescent, Salford Central, Manchester Victoria.	Every 2 hours each way	Every 2 hours each way	No services

Table 4.5 – Summary of Rail Services calling at Salford Central

4.4.19 The trains that service Salford Central rail station regularly run throughout the week to a number of different locations and residential areas within the North West; this provides frequent access for staff of the site and is a viable alternative to private car use.

4.4.20 Deansgate, Oxford Road, Victoria and Piccadilly train stations are located within a walking distance of 1,000m to 2,000m from the site. These provide additional local and national rail services.

4.4.21 It is noted that the provision of rail services will change over time in response to current circumstances. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on Northern Rail's website: <https://www.northernrailway.co.uk/stations/SFD>.

Metrolink (Light Rail) Accessibility

4.4.22 The nearest Metrolink stations, Exchange Square and St Peters Square, are located within a c. 700m walk of the Site. There is step-free access to all platforms at all Metrolink stations.

4.4.23 The following services call at both of these stations:

- **Pink Line:** East Didsbury to Rochdale; and
- **Brown Line:** East Didsbury to Shaw and Crompton (peak periods only).

4.4.24 The following services call at St Peters Square only:

- **Blue Line:** Eccles to Ashton-under-Lyne (via MediaCityUK outside peak periods);
- **Orange Line:** MediaCityUK to Etihad Campus (peak periods only)
- **Navy Line:** Victoria to Manchester Airport;
- **Purple Line:** Altrincham to Piccadilly (and Etihad Campus outside peak periods); and
- **Green Line:** Altrincham to Bury.

4.4.25 All lines run at a frequency of every 12 minutes on weekdays and Saturdays, and every 15 minutes on Sundays.

4.4.26 These stops provide direct access to the vast majority of the Metrolink network. As shown in the route map below, users can change at Deansgate-Castlefield to access the Trafford Centre line.

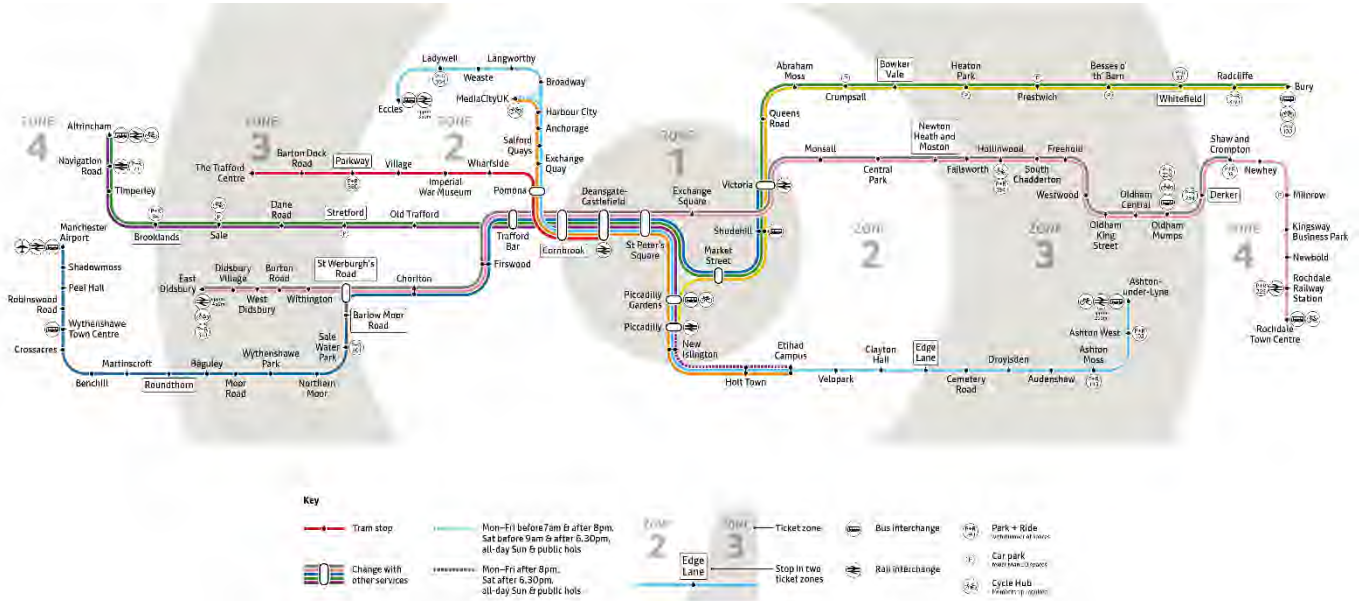


Figure 4.4 – Metrolink Network Map
(Source: TfGM, 2024)

4.4.27 In summary, it is considered the site is highly accessible by Metrolink (light rail).

BREEAM Public Transport Accessibility Index (AI)

4.4.28 Guidance from the BREEAM UK New Construction 2018 consultation also states that Transport Assessments and Travel Plans should include reporting on the public transport accessibility (i.e. Tra 01 – proximity to train, bus etc. stops and frequency of services) to obtain credits. This includes calculation of the Accessibility Index (AI) of the site.

4.4.29 The methodology for calculating the AI uses Transport for London's Public Transport Accessibility Level (PTAL) method, itself based on a methodology developed in 1992 by the London Borough of Hammersmith and Fulham. The GMAL methodology is also derived from the PTAL approach but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

4.4.30 Based on previous experience and guidance from the BREEAM Knowledge Base, it is considered that GMAL index scores can be used interchangeably as the AI of the site to demonstrate compliance against BREEAM.

4.4.31 Furthermore, for this project specifically, BRE has confirmed to Sustainability Consultants at Hoare Lea that the GMAL value can be used as a direct substitute for the AI.

4.4.32 Due to the size of the site, it covers three sections with slightly differing GMAL index scores, so the section covering the largest area of the site has been used.

4.4.33 The site is located in an area with a GMAL rating of 8 as mentioned earlier, with a further GMAL index score of 59.9. This is understood to be the AI of the site.

4.4.34 It can be observed that the site's AI of 59.9 suggests that the site has an excellent level of public transport accessibility in relation to BREEAM. Notwithstanding, as illustrated in **Table 5.1**, a range of measures are being implemented to encourage sustainable travel.

4.5 Summary

4.5.1 It is considered the site is highly accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits excellent levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.

5.0 Building Research Establishment Environmental Assessment Method (BREEAM) Compliance

5.1.1 The development would be assessed against BREEAM UK New Construction 2018 standards and would seek to demonstrate compliance by obtaining a suitable number of credits. The assessment categories pertaining to traffic and transport, the relevant sections of this report where compliance has been assessed, and the credits they obtain, are summarised in **Table 5.1** below:

BREEAM Category	Description	Signposts	No. of Credits
Tra 01	<u>Transport Assessment and Travel Plan:</u> 1. No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form. 2. The site-specific travel assessment (or statement) shall cover as a minimum: • If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities; • Predicted travel patterns and transport impact of future building or site users; • Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors; • Reporting of the number and type of existing accessible amenities within 500m of the site; • Disabled access accounting for varying levels and types of disability, including visual impairment; • Calculation of the existing public transport Accessibility Index (AI); and • Current facilities for cyclists. 3. Following a transport assessment (in accordance with the requirements set out in criteria 2), develop a site-specific travel plan that provides a long-term management strategy which encourages more sustainable travel. The travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the building's operation. 4. If the occupier is known, involve them in the development of the travel plan. 5. Demonstrate that the travel plan will be implemented and supported by the building's management in operation.	This document	2
	• If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities; • Predicted travel patterns and transport impact of future building or site users; • Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors; • Reporting of the number and type of existing accessible amenities within 500m of the site; • Disabled access accounting for varying levels and types of disability, including visual impairment; • Calculation of the existing public transport Accessibility Index (AI); and • Current facilities for cyclists. 3. Following a transport assessment (in accordance with the requirements set out in criteria 2), develop a site-specific travel plan that provides a long-term management strategy which encourages more sustainable travel. The travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the building's operation. 4. If the occupier is known, involve them in the development of the travel plan. 5. Demonstrate that the travel plan will be implemented and supported by the building's management in operation.	N/A Section 6 of TS Section 2 of TS Section 4 of TS Section 2 of TS Section 4 of TS Section 2 of TS Framework Travel Plan (FTP) (Document Reference: 086313-CUR-XX-XX-T-TP-00002) TBC Section 9 of FTP	
Tra 02	<u>Sustainable Transport Measures:</u> 1. Prerequisite: Achieve criteria 3–5 in the Tra 01 Transport Assessment and Travel Plan credit.	This document	

BREEAM Category	Description	Signposts	No. of Credits
	2. Identify the sustainable transport measures as per Table 7.4 in BREEAM guidance. - The existing AI calculated in Tra 01 $\geq$ 8; - Demonstrate an increase over the existing Accessibility Index through negotiation with local bus, train, or tram companies to increase the frequency of the local service provision for the development; OR - Demonstrate an increase over the existing Accessibility Index. This could be through provision of a diverted bus route, a new or enhanced bus stop, or other similar solutions; OR - Provide a dedicated service, such as a bus route or service.	Section 4 of TS Not achieved, not required considering existing site's excellent accessibility	<i>Points:</i> 1 0
	- Provide a public transport information system in a publicly accessible area, to allow building users access to up-to-date information on the available public transport and transport infrastructure. This may include signposting to public transport, cycling, walking infrastructure or local amenities; - Provide electric recharging stations of a minimum of 3kW for at least 10% of the total car parking capacity for the development; - Set up a car sharing group or facility to facilitate and encourage building users to car share; AND - Raise awareness of the sharing scheme with marketing and communication materials; AND - Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development; AND - Locate priority parking spaces nearest the development entrance used by the sharing scheme participants. - During preparation of the brief, the design team consults with the local authority (LA) on the state of the local cycling network and public accessible pedestrian routes, to focus on whichever the LA deems most relevant to the project, and how to improve it; AND - Agree and implement one proposition chosen with the local authority. The proposition supported by the development is additional to existing local plans and has a significant impact on the local cycling network or on pedestrian routes open to the public. - Install compliant cycle storage spaces to meet the minimum levels set out in Table 7.5; - The above has been achieved; provide at least two compliant cyclists' facilities for the building users (showers, changing facilities, lockers, drying spaces);	Section 7 of FTP Section 3 of TS Not achieved, development is located close to existing car club spaces Not achieved, development is located centrally Section 3 of TS Section 3 of TS	1 1 0 0 1 1

BREEAM Category	Description	Signposts	No. of Credits
	Existing amenities: At least three existing accessible amenities are present;	Section 4 of TS	1
	Enhanced amenities: - Ensure a minimum of one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided; OR - Ensure more than one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided. - Implement one site-specific improvement measure, not covered by the options already listed in this issue, in line with the recommendations of the travel plan. Submit this for review by BRE.	Section 3 of TS (outdoor open spaces, and potentially appropriate foot outlet) Section 7 of FTP, pending BRE review	2-3
	3. Award credits according to the existing Accessible Index (AI) of the project, and the total number of points achieved for the options implemented, see Table 7.3 of BREEAM guidance.	Site AI: 59.9 Points achieved under criteria 2: 8-9	10
Total Transport Credits Obtained			12

Table 5.1 – BREEAM Credits Targeted

5.1.2 Other relevant considerations in a BREEAM-compliant report include the following, with the compliance of the proposed development to these considerations outlined next to the criteria:

- **Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas** – Pleasant pedestrian environments will be delivered within the site as part of proposed development, public transport waiting areas will not be delivered within the site due to existing infrastructure that is already available in the vicinity of Bridge Street;
- **Restrictions or charging for car parking** – Car parking will be limited and not publicly accessible;
- **Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes** – Direct routes, appropriate surfaces, lighting and signposting will be delivered within the site as part of proposed development. Safe crossing points and cycle lanes out of the site will not be delivered due to the presence of existing infrastructure that is already available in the vicinity of Bridge Street;
- **Provision of suitable taxi drop-off or waiting areas** – Loading / drop off bay to be provided on St Mary's Parsonage; and
- **Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, e.g. community centre)** – Not applicable as development is located within the city centre.

5.1.3 A key part of the Framework Travel Plan (FTP) will be monitoring, whereby travel surveys will be distributed to staff and residents at the development in order to understand travel habits. Recipients will

be encouraged to participate, and the surveys would extract key information such as place of residence/ work, usual mode of travel and reason for modal choice, attractiveness of and barriers to active and sustainable modes of travel, and any incentives that could encourage recipients to travel more sustainably. The findings will provide information on reasons for travel patterns and attitudes of site users to identify relevant constraints and opportunities.

- 5.1.4 The FTP includes Travel Information Welcome Packs as an initiative to encourage sustainable travel, which would be a site-specific improvement measure in line with the aims, objectives, and recommendations of the Travel Plan. This measure is submitted for review by BRE.

6.0 Traffic Forecasting and Highway Impact

6.1 Introduction

- 6.1.1 The following section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours.
- 6.1.2 In order to undertake the assessment, the TRICS database has been used. 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, including office land uses.
- 6.1.3 Whilst TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development, it must be noted that many of the office and residential sites are in no way comparable to modern buildings located in highly sustainable areas of Manchester City Centre, with even those in accessible city centres typically having significantly higher parking provision than the level proposed.

6.2 Existing Trip Generation

Office

- 6.2.1 The Site is currently occupied by Albert Bridge House and two car parks, with capacity for circa 137 vehicles.
- 6.2.2 The existing Albert Bridge House buildings have an approximate combined GEA of c. 19,000-20,000sqm.
- 6.2.3 At the time of Albert Bridge House being sold to Oval Real Estate in September 2021, it was occupied by Manchester Centre for Health & Disability Assessments and HM Revenue and Customs (HMRC). HMRC signed a 25-year lease of Three New Bailey in 2018, and it is understood that they relocated there from Albert Bridge House in early 2022.
- 6.2.4 Regardless of the current level of occupancy, there is no planning restriction against the building becoming full reoccupied again and generating the maximum level of traffic associated with a c. 19,000-20,000sqm office.
- 6.2.5 The full search criteria used in the TRICS database are included in **Appendix B**, applying the following:
- Land Use: 02/A – Office;
 - Regions: Great Britain; and
 - Location Type: Town Centre.

- 6.2.6 The level of trips generated by the existing uses of the site have been estimated using multi-modal peak hour trip rates. **Table 6.1** below summarises the total people and vehicle trip rates, and resulting generation for a 19,000sqm office. All trip rates are per 100m² GFA/GIA.

Mode of Travel	Trip Rates			Trip Generation		
	Arrive	Depart	Total	Arrive	Depart	Total
People						
AM (08:00 – 09:00)	2.194	0.215	2.409	417	41	458
PM (17:00 – 18:00)	0.138	1.993	2.131	26	379	405
Daily (07:00-21:00)	8.518	8.501	17.019	1618	1615	3234
Vehicles						
AM (08:00 – 09:00)	0.211	0.049	0.26	40	9	49
PM (17:00 – 18:00)	0.028	0.129	0.157	5	25	30
Daily (07:00-21:00)	0.795	0.782	1.577	151	149	300

Table 6.1 – Existing Office Trip Rates and Generation

- 6.2.7 As detailed above, it can be estimated that the existing offices could generate 49 and 30 two-way vehicular movements respectively in the typical AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00).

Public Car Park

- 6.2.8 As mentioned earlier, the MCC-operated car park off Bridge Street contains circa 65 spaces and was observed to be at capacity at the time of Curtins' site visit at around 11:00 on 28th April 2022 and 15:00 on 13th March 2025 (although, at this time, c. 20 spaces were fenced off). A couple of vehicles departed during the short visit and were promptly replaced by others.
- 6.2.9 Parking tickets can be purchased for stays of 1 hour, 2 hours or a maximum of 4 hours.
- 6.2.10 For assessment purposes, it has been assumed that all vehicles arrive in the AM peak period and then depart in the PM peak hour, as shown below:

Time Period	Trip Generation		
	Arrive	Depart	Total
AM (08:00 – 09:00)	65	0	65
PM (17:00 – 18:00)	0	65	65

Table 6.2 – Existing Car Park Trip Generation

6.3 Forecasted Trip Generation

Office

- 6.3.1 There would be 29,902sqm GIA of offices within Block C.
- 6.3.2 Most of the ten surveys used to calculate the office trip rates in **Section 6.2** are not comparable to the proposed development, often being in less accessible locations, smaller buildings lacking modern high-standard facilities (such as ample, accessible, secure cycling facilities), with much higher car parking provision.
- 6.3.3 Those buildings range from 506 to 26,639, with all but two being 6,552sqm or less, and provide between 0 and 2.864 car parking spaces per 100sqm, with four of the 10 surveyed sites having more than one space per 100sqm. One space per 100sqm would equate to 190-200 car parking spaces for the existing offices and 300 for the proposed.
- 6.3.4 Further analysis of these surveys has shown that there is a very strong correlation between two-way vehicle trip rates and the number of parking spaces provided per 100sqm (with a correlation coefficient of 0.760 in the AM peak hour and 0.897 in the PM peak hour).
- 6.3.5 As such, the following filters have been used in the TRICS database for the proposed development.
- Land Use: 02/A – Office;
 - Regions: Great Britain;
 - Location Type: Town Centre; and
 - Parking Space per 100sqm: 0.05 or fewer.

- 6.3.1 **Table 6.3** below details the resulting trip rates and generation for the proposed office:

Time Period	Trip Rates			Trip Generation		
	Arrive	Depart	Total	Arrive	Depart	Total
People						
AM (08:00 – 09:00)	2.518	0.26	2.778	753	78	831
PM (17:00 – 18:00)	0.155	2.271	2.426	46	679	725
Daily (07:00-21:00)	9.172	9.176	18.348	2743	2744	5486
Vehicles						
AM (08:00 – 09:00)	0.095	0.039	0.134	28	12	40
PM (17:00 – 18:00)	0.014	0.058	0.072	4	17	22
Daily (07:00-21:00)	0.383	0.383	0.766	115	115	229

Table 6.3 – Proposed Offices Trip Rates and Generation

- 6.3.2 **Table 6.3** demonstrates that there could be 40 and 22 two-way vehicle movements generated by the offices of the proposed development in the AM and PM peak, respectively.
- 6.3.3 The TRICS sample includes four surveys: two have no parking, while the others have 0.038 and 0.045 per 100sqm. The two car-free offices have the lowest vehicle trip rates, with one in both the AM and PM peaks having two-way vehicular trip rate of zero. As such, it is likely that the trip generation for the proposed office would be lower than forecast.
- 6.3.4 It should be noted that the above trip generation is effectively for a town centre 30,412sqm office building providing circa six car parking spaces, whereas the office element of the proposed development would be car-free.
- 6.3.5 Staff who choose to commute by car are likely to park at other car parks in the vicinity of the site as discussed in **Section 3.3** above.
- 6.3.6 It should be noted that the trip generation for both the proposed offices and residential is the total internal and external trips, and does not account for internalisation. As the proposed development comprises offices, residential and commercial units, it is likely that some residents will work in the offices or commercial units, and some of the residential and office trips will be to the commercial units, so will never leave the site or have an impact on the surrounding transport network.

Residential

- 6.3.7 The full search criteria used in the TRICS database are included in **Appendix B**, applying the following:
- Land Use: 02/A – Flats Privately Owned;
 - Regions: Great Britain;
 - Location Type: Town Centre; and
 - Parking Spaces Per Dwelling: 0.5 or fewer.
- 6.3.8 The TRICS sample is limited to one survey of 194 flats (slightly less than a quarter of that proposed) with 0.27 car parking spaces per dwelling in April 2019.
- 6.3.9 As such, it does not account for post-Covid travel trends, particularly the rise of home working, which is likely to have lowered people and vehicle trips in the peak hours.
- 6.3.10 The total people trip rates and generation for the proposed flats are provided in **Table 6.4** below:

Time Period	Trip Rates			Trip Generation		
	Arrive	Depart	Total	Arrive	Depart	Total
People						
AM (08:00 – 09:00)	0.077	0.521	0.598	62	417	478
PM (17:00 – 18:00)	0.206	0.108	0.314	165	86	251
Daily (07:00-21:00)	2.212	2.423	4.635	1770	1938	3708
Vehicles						
AM (08:00 – 09:00)	0.021	0.031	0.052	17	25	42
PM (17:00 – 18:00)	0.046	0.021	0.067	37	17	54
Daily (07:00-21:00)	0.453	0.418	0.871	362	334	697

Table 6.4 – Proposed Flats Trip Rates and Generation

- 6.3.11 **Table 6.4** demonstrates that there could be 42 and 54 two-way vehicular movements generated by the proposed flats in the AM and PM peak, respectively.
- 6.3.12 Similar to the offices, the above trip generation is effectively for a town centre 800-unit block of flats with 217 car parking spaces, more than 27 times the proposed level of car parking provision (seven spaces). As such, it is likely that the trip generation for the proposed flats would be lower than forecast.

6.4 Net Site Impact

- 6.4.1 **Table 6.13** indicates the net traffic impact of the proposed development.

Time Period	Trip Generation		
	Arrive	Depart	Total
Existing Trip Generation (Office and Public Car Park)			
AM	105	9	114
PM	5	90	95
Proposed Development (Offices and Residential)			
AM	45	36	82
PM	41	34	75
Net Site Impact			
AM	-60	27	-33
PM	36	-55	-20

Table 6.5 – Net Multi-Modal Site Impact

- 6.4.2 As such, noting the limitations detailed earlier in this section, the proposed development could result in a decrease of 33 and 20 two-way vehicular trips in the AM and PM peaks, respectively.

- 6.4.3 It should be noted that the trip generation for the proposed development does not account for the initiatives and objectives set out in the accompanying Framework Travel Plan, which can be expected to further lower vehicle trips.

6.5 Highway Impact Summary

- 6.5.1 On the above basis, Curtins do not believe that capacity assessments would be required, and that the highway network would not experience any adverse traffic impact resulting from the proposed development. This view was shared by TfGM in the pre-application meeting on 11th April 2022 who stated that traffic and junction modelling would not be necessary.

7.0 Transport Planning Policy

7.1 Introduction

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

7.2 National Planning Policy Framework (2024)

- 7.2.1 The National Planning Policy Framework (NPPF) sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

- 7.2.2 Paragraph 11 states that:

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

- 7.2.3 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.”

- 7.2.4 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.

- 7.2.5 At the earliest stage of developing proposals transport issues should be considered *“using a vision-led approach to identify transport solutions that deliver well-design, sustainable and popular places”*.

- 7.2.6 Paragraph 115 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

- a) *“sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”*

7.2.7 The development proposals have shown that safe and suitable access to the site will be achieved. Additionally, the site is located within a highly accessible area, and it is not anticipated that the proposals would result in any significant impacts on the highway network.

7.2.8 Paragraph 116 of the NPPF 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, following mitigation, would be severe, taking into account all reasonable future scenarios.”

7.2.9 Trip generation forecasts using TRICS data has demonstrated that there would be a decrease in vehicular trip generation for the proposed uses of the site compared to the existing development. This is because the development is car limited in nature, and the typical demographic of staff and residents are expected to favour travel by public transport, walking, cycling, or flexible working / working from home on certain days of the week. As such, any vehicular impact would be negligible on the surrounding area in terms of highways, traffic, and transportation.

7.2.10 Paragraph 117 of the NPPF states that applications for development should:

- *“Give priority first 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;*
- *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;*
- *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

7.2.11 The proposed development is situated in a highly accessible location. There is excellent walking and cycling infrastructure adjacent to the site, and the public transport network is accessible within short walking distance. The proposed development has been designed to promote active travel and sustainable transport, with appropriate servicing facilities.

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

7.3 National Planning Practice Guidance (NPPG)

7.3.1 In addition to the NPPF, National Planning Practice Guidance (NPPG) has been developed by the Department for Communities and Local Government (DCLG; now the MHCLG) in 2014. 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.”*

7.3.2 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 Framework Travel Plan (Document Reference: **086313-CUR-XX-XX-T-TP-00002**).

7.3.3 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 and make a positive contribution to the local area.

7.4 Manchester Core Strategy (2012)

7.4.1 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.

7.4.2 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.

7.4.3 Policy T2 of the Manchester Core Strategy states:

“The Council will actively manage the pattern of development to ensure that ... 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.”

7.4.4 It is considered the lack of proposed parking provision is reflective of the highly accessible nature of the development. The development would benefit from sustainable transport links across the city centre. The Council notes that it *“will take the circumstances of each proposal into account to establish what level of parking is appropriate.”*

7.4.5 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.

7.5 Greater Manchester Transport Strategy 2040

7.5.1 In 2021 TfGM updated the 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.

7.5.2 Under Policy 3, the Transport Strategy states that TfGM will “maintain a programme of interventions designed to encourage people to make sustainable journeys. We will support this through journey planning tools and information to encourage travel behaviour change and mode shift, and in order to make the most efficient use of available capacity (particularly during peak periods).” Such interventions comprise:

- *“Reducing the carbon and environmental cost of journeys;*
- *New ways of working which make the best use of the transport network;*
- *Maximising the benefit of new, integrated transport infrastructure and services;*
- *Delivering public health benefits through enabling more active travel;*
- *Supporting town and city centre economic vitality and sustainability;*
- *Improving access to key services and jobs;*
- *Maximising sustainable travel in new developments; and*
- *Becoming more resilient to disruption.”*

7.5.3 The above measures and additional initiatives have also been provided in greater detail in the accompanying Framework Travel Plan (**Document Reference 086313-CUR-XX-XX-T-TP-00002**).

7.5.4 Under Policy 4, TfGM will also “work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network.” This will be in accordance with the principles of:

- *“Reducing the need to travel;*
- *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.”*

7.5.5 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.

7.6 St Mary’s Parsonage Strategic Regeneration Framework (SRF)

7.6.1 The proposed development forms a part of the evolving developments which are within the St Mary’s Parsonage Strategic Regeneration Framework (SRF). On 12 February 2020, the Executive endorsed, in principle, the draft SRF and requested that the Strategic Director for Growth and Development undertake a public consultation in relation to it. The public consultation was undertaken between March 2020 to May 2020, and the findings were presented to Committee for endorsement in July 2020. It is now fully endorsed.

7.6.2 The SRF seeks to create a range of new employment and enterprise opportunities, supported by a unique retail and leisure offer and hotel accommodation, to enhance the area’s attractiveness to residents, tourists, shoppers, and visitors.

7.6.3 The SRF area is bound by three prominent routes within the City Centre as shown in **Figure 2.1** earlier: Blackfriars Street and Bridge Street which provide important vehicular routes east-west, connecting Manchester City Centre and Salford; and Deansgate, a principal thoroughfare connecting the northern and southern areas of the City Centre. The key themes identified in the SRF relating to the proposed development are as follows:

- *“To establish Parsonage Gardens as a clearly definable and cohesive part of the City Centre, ... commercially-led mixed use neighbourhood, anchored by high quality public space at its heart and a range of leisure and retail facilities to create a vibrant destination that compliments the wider City Centre;*
- *To fully embrace Manchester’s zero carbon ambitions and builds on the strength of the existing residential and business communities, to deliver jobs and opportunities for all, a place for enterprise as well as innovation and an important driver of inclusive socioeconomic productivity for Manchester;*
- *To build upon its existing asset base, and its positive adjacencies to other parts of the City Centre, to successfully host an eco-system of best in class employment – from global businesses to start ups - and other high quality uses including residential, hotel, retail and leisure;*

- *To be fully integrated and connected into the wider city centre and will draw activity and support the further expansion of the City Centre's quality activity into the area. This will make the most of its positive adjacencies to... Spinningfields, the Primary Retail Area, the Central Business District, and support the growth and enhanced productivity of the City. The aim is to ensure that the full economic potential of the area is realised; and*
- *To have an important focus on maintaining and enhancing the quality of the environment for existing residential and business communities, rebalancing the vehicular access, servicing and operational management arrangements in the area, and a review of car parking provision to ensure that the essential requirements of the City Centre from a functional point of view are properly assessed against value add opportunities that rationalisation would deliver within the area."*

7.6.4 The site would be located within the St Mary's Parsonage area. The neighbourhood benefits from a key interface with Manchester City Centre and towards Salford Central across the River Irwell, and key public transport nodes which could integrate with an enhanced pedestrian and cycling network to achieve high levels of permeability within the city centre and adjacent neighbourhoods.

7.6.5 Specific to Albert Bridge House, the SRF states that:

"At ground level, it would be necessary to undertake substantial remodelling and regrading of surrounding land to address the severance and separation experienced between the existing building and St Mary's Parsonage, which would also require major investment."

"Considering the extensive river frontage that abuts the western edge of the site and the adjacency of the pedestrian footbridge to the north, any future proposals will be expected to explore the feasibility of delivering enhanced connections to what is one of the City's key elements of blue infrastructure. This exercise should include consideration of collaborating with adjacent landowners to explore the potential to create opportunities to create interspersed access to the River through punctured access points. Notwithstanding this aspiration, it is noted that the feasibility and viability of creating stronger connections to the river may be challenging for any future development to progress."

By bringing forward a mixture of uses, including potential for ancillary ground floor retail or leisure uses, the scheme will create conditions for pedestrian activity throughout the day and into the evening, which will not only benefit the vitality of Bridge Street and St Mary's Parsonage, but will also enhance safety and security.

The way in which the development positively contributes to street level environment must be considered holistically in the context of it being bound by Bridge Street and St Mary's Parsonage. It will be particularly important for the future design to deliver active frontages and position key building entrances in locations that animate key routes and areas of public realm. It is also recognised that any high density scheme will have substantial back of house servicing arrangements, which must therefore be designed to minimise operational and visual impacts so far as is practical, including the avoidance of street level

parking. Ultimately, these are detailed design matters that need to be resolved via a robust options appraisal and presented as part of any future planning application.

- 7.6.6 The limited ground level footprint of the proposed buildings opens up the site for pedestrians, allowing nearly unrestricted access across the entire site with far more high-quality public realm than suggested in the SRF and excellent views of the River Irwell from the site and the surrounding area.
- 7.6.7 The SRF also notes that the existing highway would be rebalanced where necessary for a reduction in car parking and reliance on private vehicles in favour of sustainable forms of transport.
- 7.6.8 The proposed development would have very limited car parking, which would act as a deterrent to future residents and staff who might consider driving. The typical demographic of building users is expected to favour travel by public transport, walking, cycling, or flexible working / working from home on certain days of the week, and this would be further encouraged by a series of measures included the accompanying Framework Travel Plan (Document Reference: **086313-CUR-XX-XX-T-TP-00002**).

7.7 Places for Everyone (PfE) Plan

- 7.7.1 The Places for Everyone Plan was adopted by nine Greater Manchester local authorities – Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan – in March 2024. PfE forms part of the Development Plan for Manchester.
- 7.7.2 The transport-related policies within PfE are as follows:
- Policy JP-C1 – An Integrated Network;
 - Policy JP-C3 – Public Transport;
 - Policy JP-C4 – The Strategic Road Network;
 - Policy JP-C5 – Streets for All;
 - Policy JP-C6 – Walking and Cycling;
 - Policy JP-C7 – Freight and Logistics; and
 - Policy JP-C8 – Transport Requirements of New Development.

- 7.7.3 Transport Requirements of New Development states:

“We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

We will do this by:

Connectivity and Permeability

1. *Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C1 'An Integrated Network', including;*
 - *Prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should:*
 - *be direct, safe and convenient;*
 - *connect to nearby facilities, employment areas, public transport stops; and*
 - *improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision;*
 - *Ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability; and*
 - *Ensuring that new development is connected visually and physically; within the site and to the surrounding built environment;*
2. *Ensure appropriate connectivity to the existing highway network;*

7.7.4 The site would be highly permeable, opening up new routes for existing and future pedestrians and cyclists.

Design

3. *Reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development;*
4. *Incorporating highway design at a human scale using street-based prescriptions such as those within Manual for Streets and/or any locally adopted design guidance, to ensure that highways do not dominate the development;*

Public Transport

5. *Ensuring (through funding improvements where appropriate) that the nearest public transport stops (both within and adjacent to the development site) are attractive to users in terms of seating, shelters, information and easy step-free access;*
6. *Subsidising new or amended public transport services where the development would otherwise have inadequate public transport access;*

- 7.7.5 There existing bus stops immediately adjacent to the site, with tram stops and train stations within an acceptable walking distance.

Parking Infrastructure

7. *Making adequate car parking provision, including for disabled drivers and passengers;*
8. *Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand;*
9. *Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing:*
 - *Showers, changing facilities and lockers for cyclists and walkers,*
 - *Pool or hire bikes for use by occupiers,*
 - *Information in advance about facilities to visitors.*
10. *Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces;*
11. *Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans;*
12. *Providing for overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where the development is likely to generate demand, and it is appropriate to the location;*

- 7.7.6 Parking provision, including for EVs and cycles, is detailed in **Section 3**.

Access and Servicing

13. *Providing designated pick-up/drop-off points for taxis and other demand-responsive transport services where appropriate, taking into account the potential increase in demand if car ownership falls;*
14. *Making appropriate provision for deliveries and servicing (including requiring Delivery and Servicing Plans for appropriate developments), in a way that:*
 - *meets road safety requirements,*

- *reduces transport emissions and other environmental impacts,*
- *reduces traffic congestion, the number of vehicle movements and the need for repeat deliveries.*

Construction Management

15. *Ensuring Construction Management Plans are produced for developments, where appropriate, to mitigate construction logistics and environmental impacts including air quality and noise on the surrounding area and encourage sustainable deliveries;*

Transport Assessments

16. *Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network. Where a Transport Assessment is required, this should start with a vision of what the development/allocation is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Consultation should be undertaken, at pre-application stage, with the relevant local highway authorities to agree which committed developments / allocations and which potential transport interventions should be considered, with reference to Appendix D, as appropriate;*
17. *Planning applications which are required to be accompanied by a Transport Assessment will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan."*

7.8 Conclusions

- 7.8.1 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.

8.0 Summary and Conclusions

8.1 Summary

- 8.1.1 Curtins has been appointed by Oval Real Estate Limited to provide transport and highways advice in relation to a planning application for a proposed office development at Albert Bridge House, off St Mary's Parsonage and Bridge Street in Manchester City Centre.
- 8.1.2 The general scope of works comprises full demolition of the existing Albert Bridge House office building and replacement with three new buildings – a 33,046sqm GIA office and two new residential towers providing 800 flats – and new areas of public realm. There will also be retail, restaurants and cafes within the ground floor of two of the buildings.
- 8.1.3 There will be seven external surface-level residents' car parking spaces (all of which would be accessible and equipped with EV charging) accessed off Bridge Street, representing a 95% reduction from the c. 137 car parking spaces located within the site's two existing surface-level car parks.
- 8.1.4 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.
- 8.1.5 Relevant details of the proposed site layout, access, parking facilities, and servicing arrangements have been provided.
- 8.1.6 The site is 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.
- 8.1.7 Trip generation forecasts have demonstrated that there would be a decrease in vehicular trip generation for the proposed uses of the site compared to the existing development. This is because the development is car limited in nature, and the typical demographic of staff and residents are expected to favour travel by public transport, walking, cycling, or flexible working / working from home on certain days of the week. As such, any vehicular impact would be negligible on the surrounding area in terms of highways, traffic, and transportation.
- 8.1.8 Additionally, measures are proposed in the accompanying Framework Travel Plan to increase the level of walking, cycling and public transport use to and from the site, and to reduce reliance on the private car.
- 8.1.9 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

8.2 Conclusions

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

Plans



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Project:
ALBERT BRIDGE HOUSE - MANCHESTER

Status:
PRELIMINARY

Drg Title:
SITE LOCATION
REGIONAL VIEW

Drawn By: JM Checked By: AF

Designed By: JM Date: 20/04/22

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

80823 - CUR - 00 - XX - D - TP - 06001 - P01



KEY:



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Project:
ALBERT BRIDGE HOUSE - MANCHESTER

Status:
PRELIMINARY

Drg Title:
SITE LOCATION
LOCAL VIEW

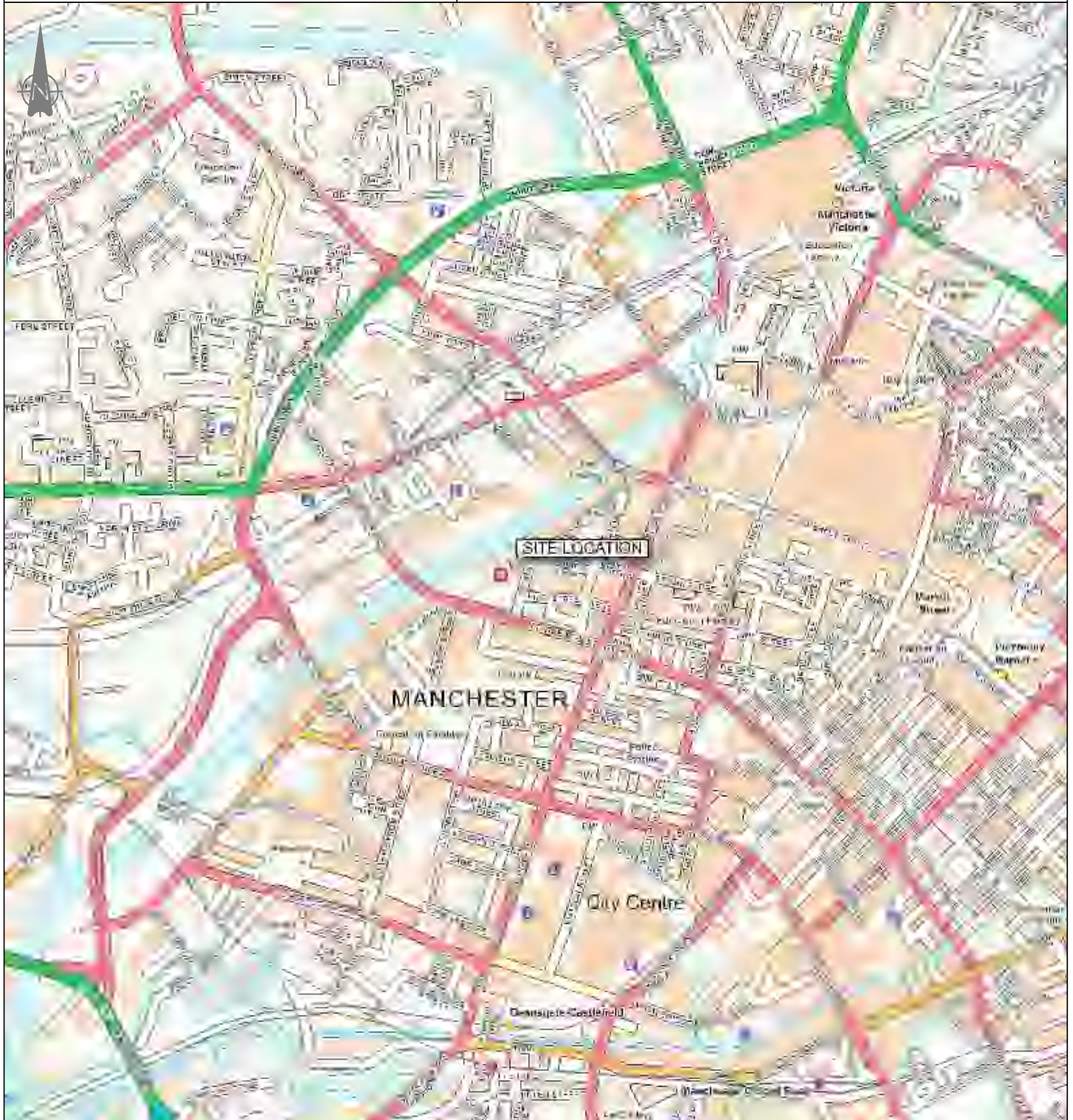
Drawn By: JM Checked By: AF

Designed By: JM Date: 20/04/22

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

80823 - CUR - 00 - XX - D - TP - 06002 - P01



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Project:
ALBERT BRIDGE HOUSE - MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

Status:
PRELIMINARY

Drawn By: JM Checked By: AF

Designed By: JM Date: 20/04/22

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

80823 - CUR - 00 - XX - D - TP - 06003 - P01



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Project:
ALBERT BRIDGE HOUSE - MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT

Status:
PRELIMINARY

Drawn By: JM Checked By: AF

Designed By: JM Date: 20/04/22

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

80823 - CUR - 00 - XX - D - TP - 06004 - P01



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Project:
ALBERT BRIDGE HOUSE - MANCHESTER

Status:
PRELIMINARY

Drg Title:
ACCESSIBILITY
INDICATIVE PUBLIC TRANSPORT CATCHMENT
INBOUND AM PEAK

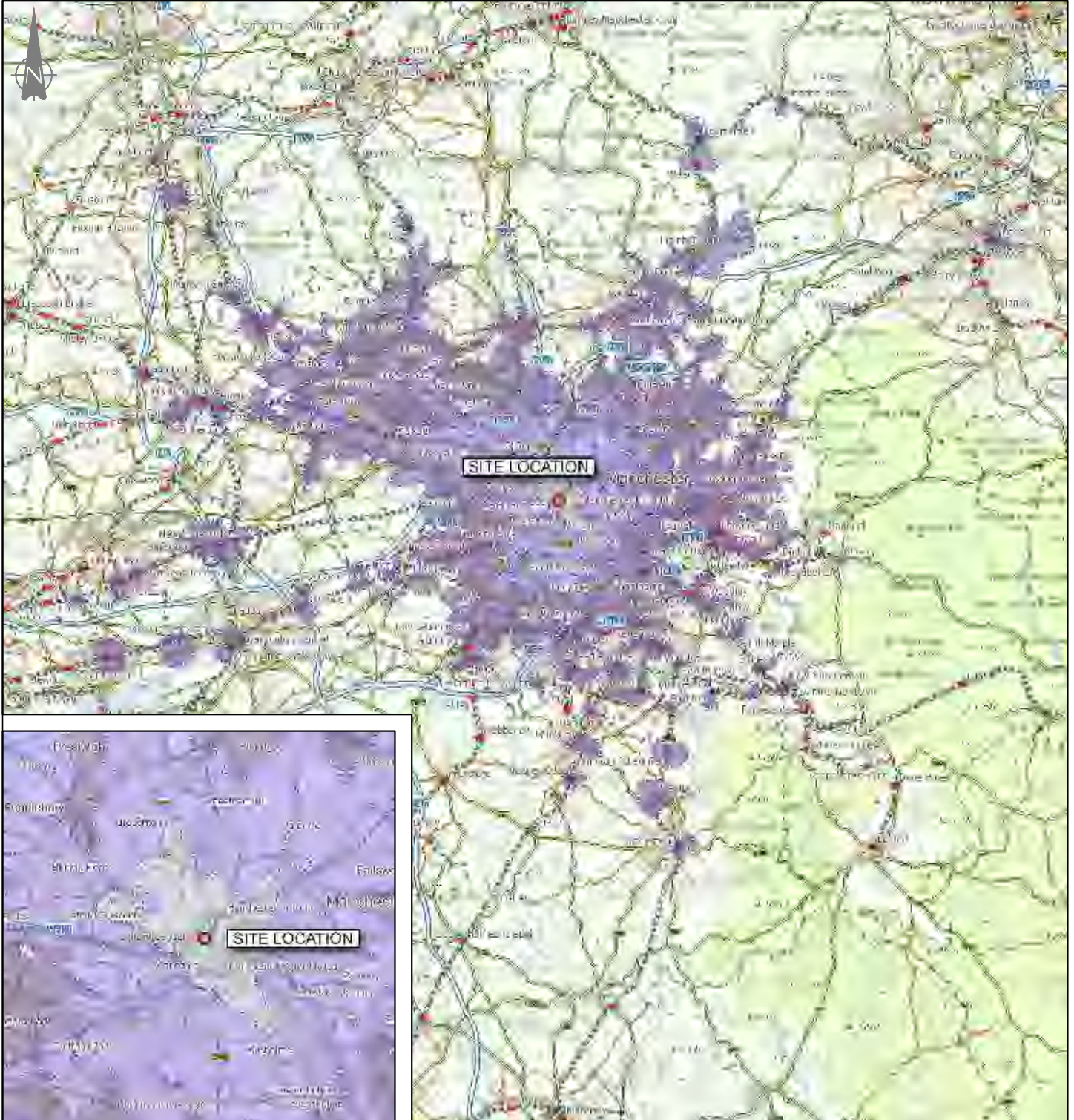
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Designed By: JM Date: 20/04/22

Scale: NTS

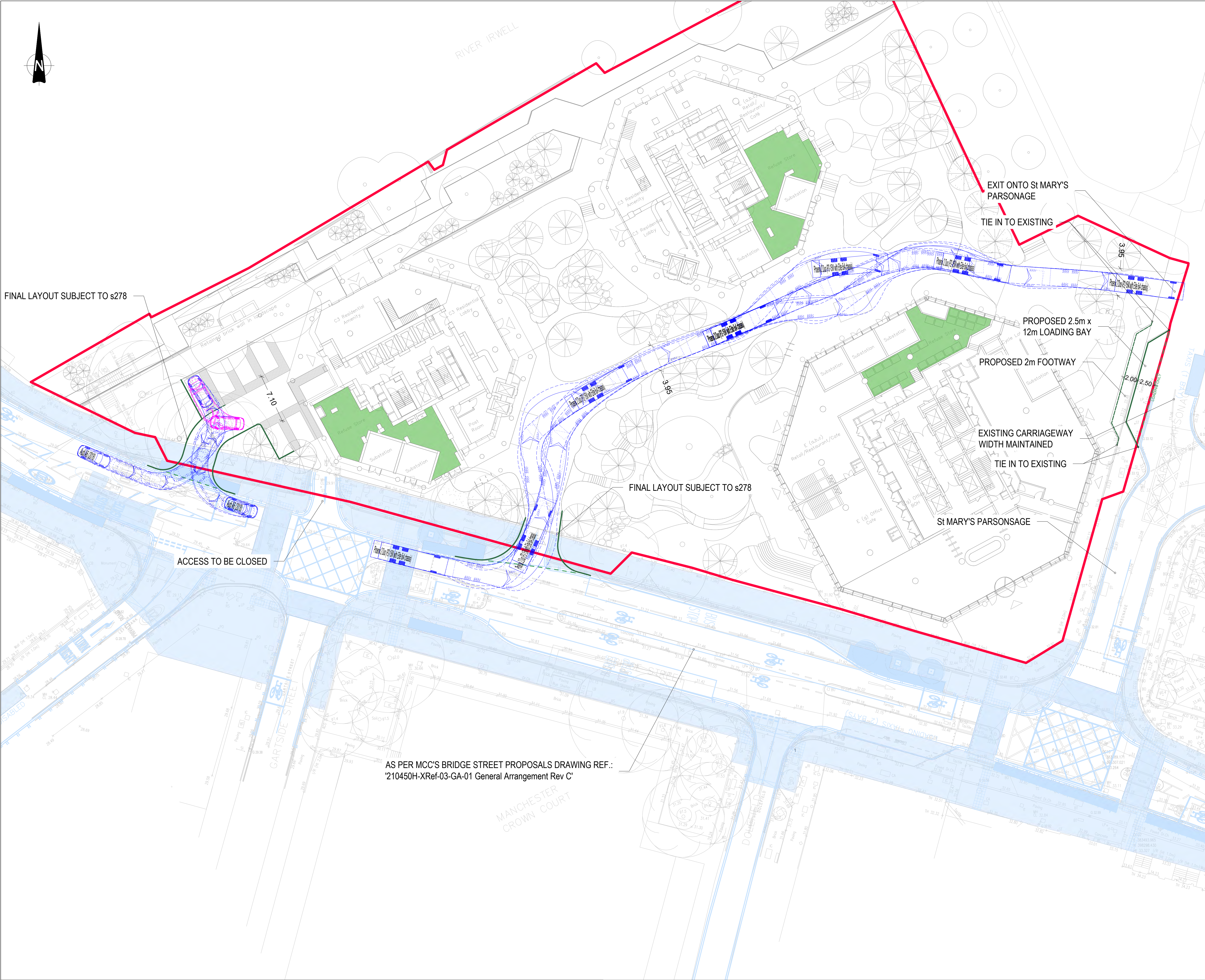
Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

80823 - CUR - 00 - XX - D - TP - 06005 - P01



KEY:

Drawings



GENERAL NOTES:

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- BASED ON ARCHITECT'S LAYOUT. DRAWING REFERENCE: '0476-SEW-ZZ-00-DR-A-PL1000-P1'
- BASED ON MCC'S BRIDGE STREET PROPOSALS DRAWING REF.: '210450H-XRef-03-GA-01 General Arrangement Rev C'

KEY:

- PROPOSED RAISED KERB
- PROPOSED ROAD MARKINGS
- AS PER MCC'S BRIDGE STREET PROPOSALS DRAWING REF.: '210450H-XRef-03-GA-01 General Arrangement Rev C'
- PROPOSED BIN STORES

VEHICLE PROFILE:

Audi A8 (2018)

Overall Length	4.939m
Overall Width	2.114m
Overall Body Height	1.427m
Min Body Ground Clearance	0.142m
Max Track Width	1.875m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

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

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	2.937m
Min Body Ground Clearance	0.234m
Track Width	1.900m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

P04	Layout updated at St Mary's Parsonage proposals included	06/06/25	JM	AT
P03	Minor update	21/02/25	MQ	AT
P02	Access arrangement and site layout updated	19/02/25	MQ	AT
Rev:	Description:	Date:	By:	Chkd:

Curtins

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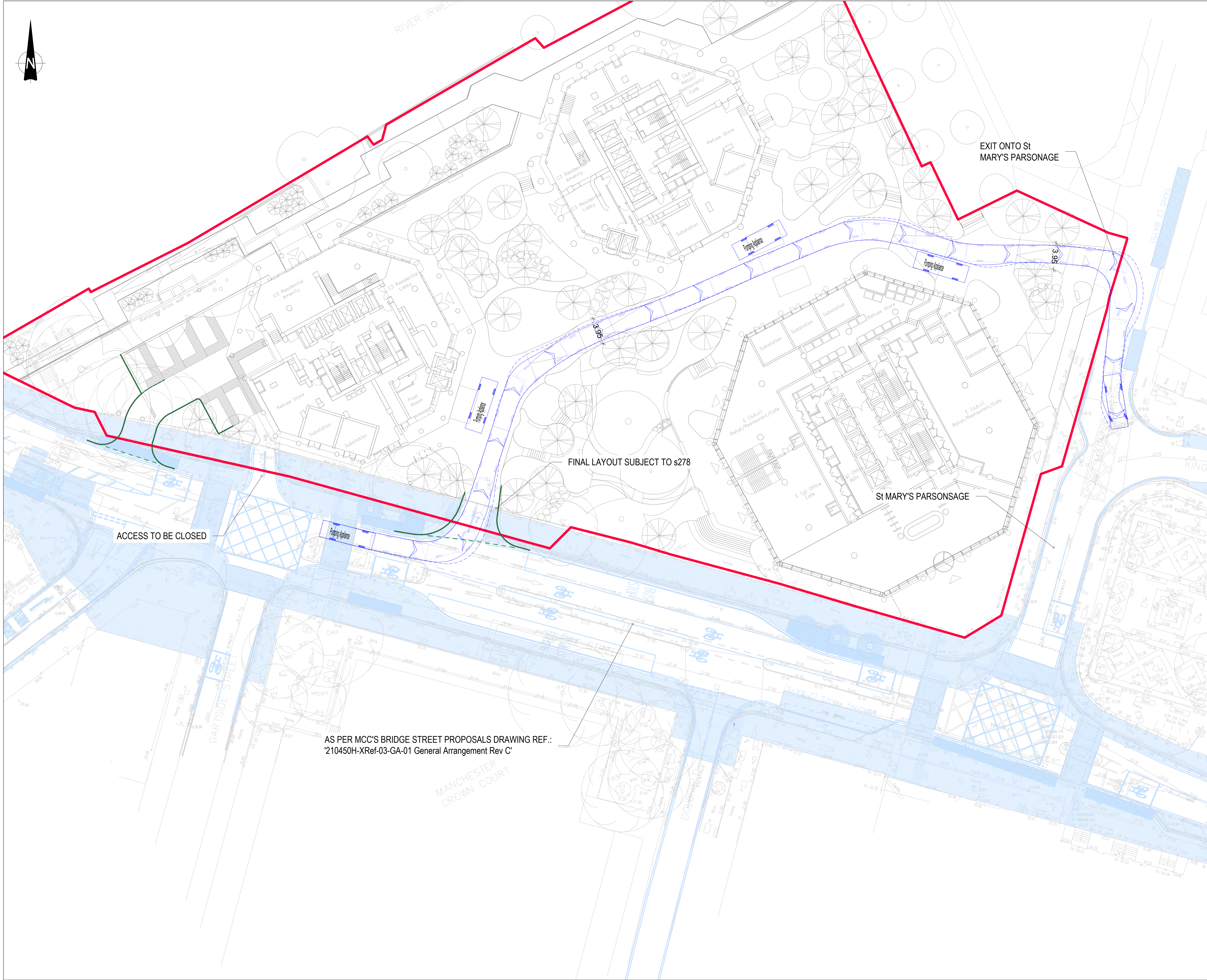
Status: PLANNING

Project: ALBERT BRIDGE HOUSE - MANCHESTER

Orig Title: PROPOSED ACCESS ARRANGEMENT (SUBJECT TO s278 AGREEMENT)

Drawn By	MQ	Designed By	MQ	Checked By	AT
		Date	13/01/25	Scales @ A1	1:250
Project No - Originator - Function - Spatial - Form - Discipline - Number					Revision
86313 - CUR - XX - 00 - D -TP- 75001					P04

Time & IP Projects 086001 - 087000086313 - Albert Bridge House Resubmission 04-Production 44-Models Drawing TPCAD 07/25



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4. FOR GENERAL NOTES REFER TO DRAWING.

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6. BASED ON ARCHITECT'S LAYOUT. DRAWING REFERENCE: '0476-SEW-ZZ-00-DR-A-PL1000-P1'

7. BASED ON MCC'S BRIDGE STREET PROPOSALS DRAWING REF.: '210450H-XRef-03-GA-01 General Arrangement Rev C'

KEY:

RED LINE BOUNDARY

PROPOSED RAISED KERB

PROPOSED ROAD MARKINGS

AS PER MCC'S BRIDGE STREET PROPOSALS DRAWING REF.: '210450H-XRef-03-GA-01 General Arrangement Rev C'

VEHICLE PROFILE:

Pumping Appliance

Overall Length
7.800m

Overall Width
2.500m

Overall Body Height
3.000m

Turn Body Ground Clearance
1.140m

Truck Width
2.500m

Look to Work Time
4.50s

Kerb to Kerb Turning Radius
7.750m

P02	Layout updated	05/06/25	JM	AT	
Rev:	Description:	Date:	By:	Chkd:	
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Status:	PLANNING				
Project:	ALBERT BRIDGE HOUSE - MANCHESTER				
Orig Title:	SWEPT PATH ANALYSIS FIRE TENDER				
Drawn By	JM	Designed By	JM	Checked By	AT
		Date	14/04/25	Scales @ A1	1:250
Project No - Originator - Function - Spatial - Form - Discipline - Number					Revision
86313 - CUR - XX - 00 - D - TP- 05002					P02

Time to Projects086001 - 087000086313 - Albert Bridge House Resubmission04-Production04-Models Drawings04-TPCAD050

Appendix A – Proposed Site Layout



General Notes

No implied licence exists. This drawing should not be used to calculate areas for the purposes of valuation.
Do not scale this drawing for construction purposes. All dimensions to be checked on site by the contractor and such dimensions to be their responsibility.
All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the architect.

Notes

Site Boundaries

- Application Site Red Line Boundary
- Site extents
- MCC Carpark Boundary

Use Classes

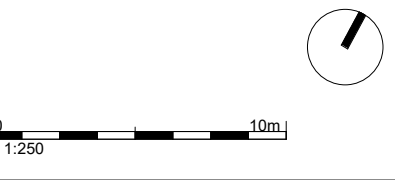
- E (a, b, c) Retail/ Restaurant/ Cafe
- E (g) Office
- Sui Generis
- C3 Residential Amenity
- C3 Residential Lobby

C3 Residential

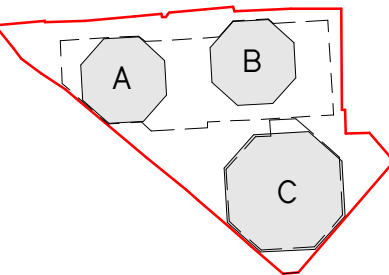
- 1B1P
- 1B2P
- 2B3P
- 2B4P
- 3B4P
- 3B5P

- Vehicle Access / Egress
- Residential Access
- Office Access
- Commercial Activation
- Cycle Access

Landscape shown indicatively. Refer to 0476-SEW-ZZ-ZZ-DR-L-PL0100



Key Plan



3 Brewhouse Yard
London, EC1V 4JQ
hello@egretwest.com
+44 (0) 20 7649 1730

INFORMATION

Project No. 0476

Project Name
Albert Bridge House

Drawing Title

Level 00 - Sitewide

Client Oval Properties 1801 Ltd

Scale 1: 250

Date 03/03/25

Drawn by LL

Checked by EB

Rev	Date	Reason	Chk
P1	03/06/25	Issue for Planning	SEW

Drawing Number	Rev
0476-SEW-ZZ-00-DR-A-PL1000	P1

Appendix B – TRICS Output

Calculation Reference: AUDIT-148301-250116-0138

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01 GREATER LONDON
HM HAMMERSMITH AND FULHAM 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: No of Dwellings
Actual Range: 194 to 194 (units:)
Range Selected by User: 6 to 724 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: Selected: 0.07 to .5 Actual: 0.07 to 4.38

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 05/09/24

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:

Tuesday 1 days

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

Selected survey types:

Manual count 1 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

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:

Built-Up Zone 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

C3 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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:

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:

0.5 or Less 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 1 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:

6b (High) Excellent 1 days

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

LIST OF SITES relevant to selection parameters

1	HM-03-C-02	BLOCKS OF FLATS	HAMMERSMITH AND FULHAM
	GLENTHORNE ROAD		
	HAMMERSMITH		

Town Centre

Built-Up Zone

Total No of Dwellings: 194

Survey date: TUESDAY

30/04/19

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 5.32

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	1	194	0.031	1	194	0.052	1	194	0.083
08:00 - 09:00	1	194	0.021	1	194	0.031	1	194	0.052
09:00 - 10:00	1	194	0.041	1	194	0.036	1	194	0.077
10:00 - 11:00	1	194	0.041	1	194	0.031	1	194	0.072
11:00 - 12:00	1	194	0.021	1	194	0.036	1	194	0.057
12:00 - 13:00	1	194	0.015	1	194	0.021	1	194	0.036
13:00 - 14:00	1	194	0.021	1	194	0.031	1	194	0.052
14:00 - 15:00	1	194	0.010	1	194	0.010	1	194	0.020
15:00 - 16:00	1	194	0.031	1	194	0.026	1	194	0.057
16:00 - 17:00	1	194	0.057	1	194	0.031	1	194	0.088
17:00 - 18:00	1	194	0.046	1	194	0.021	1	194	0.067
18:00 - 19:00	1	194	0.062	1	194	0.036	1	194	0.098
19:00 - 20:00	1	194	0.046	1	194	0.046	1	194	0.092
20:00 - 21:00	1	194	0.010	1	194	0.010	1	194	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.453			0.418			0.871

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:	194 - 194 (units:)
Survey date range:	01/01/16 - 05/09/24
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	1	194	0.005	1	194	0.005	1	194	0.010
08:00 - 09:00	1	194	0.000	1	194	0.000	1	194	0.000
09:00 - 10:00	1	194	0.005	1	194	0.005	1	194	0.010
10:00 - 11:00	1	194	0.010	1	194	0.010	1	194	0.020
11:00 - 12:00	1	194	0.000	1	194	0.000	1	194	0.000
12:00 - 13:00	1	194	0.000	1	194	0.000	1	194	0.000
13:00 - 14:00	1	194	0.000	1	194	0.000	1	194	0.000
14:00 - 15:00	1	194	0.000	1	194	0.000	1	194	0.000
15:00 - 16:00	1	194	0.005	1	194	0.005	1	194	0.010
16:00 - 17:00	1	194	0.000	1	194	0.000	1	194	0.000
17:00 - 18:00	1	194	0.000	1	194	0.000	1	194	0.000
18:00 - 19:00	1	194	0.000	1	194	0.000	1	194	0.000
19:00 - 20:00	1	194	0.010	1	194	0.010	1	194	0.020
20:00 - 21:00	1	194	0.000	1	194	0.000	1	194	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.035			0.070

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	1	194	0.000	1	194	0.000	1	194	0.000
08:00 - 09:00	1	194	0.005	1	194	0.005	1	194	0.010
09:00 - 10:00	1	194	0.005	1	194	0.005	1	194	0.010
10:00 - 11:00	1	194	0.000	1	194	0.000	1	194	0.000
11:00 - 12:00	1	194	0.005	1	194	0.005	1	194	0.010
12:00 - 13:00	1	194	0.000	1	194	0.000	1	194	0.000
13:00 - 14:00	1	194	0.000	1	194	0.000	1	194	0.000
14:00 - 15:00	1	194	0.000	1	194	0.000	1	194	0.000
15:00 - 16:00	1	194	0.000	1	194	0.000	1	194	0.000
16:00 - 17:00	1	194	0.000	1	194	0.000	1	194	0.000
17:00 - 18:00	1	194	0.000	1	194	0.000	1	194	0.000
18:00 - 19:00	1	194	0.000	1	194	0.000	1	194	0.000
19:00 - 20:00	1	194	0.000	1	194	0.000	1	194	0.000
20:00 - 21:00	1	194	0.000	1	194	0.000	1	194	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	1	194	0.000	1	194	0.000	1	194	0.000
08:00 - 09:00	1	194	0.000	1	194	0.010	1	194	0.010
09:00 - 10:00	1	194	0.000	1	194	0.000	1	194	0.000
10:00 - 11:00	1	194	0.005	1	194	0.015	1	194	0.020
11:00 - 12:00	1	194	0.000	1	194	0.000	1	194	0.000
12:00 - 13:00	1	194	0.000	1	194	0.000	1	194	0.000
13:00 - 14:00	1	194	0.000	1	194	0.000	1	194	0.000
14:00 - 15:00	1	194	0.010	1	194	0.005	1	194	0.015
15:00 - 16:00	1	194	0.000	1	194	0.000	1	194	0.000
16:00 - 17:00	1	194	0.010	1	194	0.000	1	194	0.010
17:00 - 18:00	1	194	0.005	1	194	0.005	1	194	0.010
18:00 - 19:00	1	194	0.000	1	194	0.000	1	194	0.000
19:00 - 20:00	1	194	0.010	1	194	0.000	1	194	0.010
20:00 - 21:00	1	194	0.005	1	194	0.005	1	194	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.045			0.040			0.085

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	1	194	0.005	1	194	0.041	1	194	0.046
08:00 - 09:00	1	194	0.015	1	194	0.113	1	194	0.128
09:00 - 10:00	1	194	0.015	1	194	0.062	1	194	0.077
10:00 - 11:00	1	194	0.046	1	194	0.010	1	194	0.056
11:00 - 12:00	1	194	0.026	1	194	0.021	1	194	0.047
12:00 - 13:00	1	194	0.005	1	194	0.026	1	194	0.031
13:00 - 14:00	1	194	0.036	1	194	0.031	1	194	0.067
14:00 - 15:00	1	194	0.041	1	194	0.062	1	194	0.103
15:00 - 16:00	1	194	0.052	1	194	0.041	1	194	0.093
16:00 - 17:00	1	194	0.072	1	194	0.041	1	194	0.113
17:00 - 18:00	1	194	0.052	1	194	0.036	1	194	0.088
18:00 - 19:00	1	194	0.144	1	194	0.082	1	194	0.226
19:00 - 20:00	1	194	0.072	1	194	0.026	1	194	0.098
20:00 - 21:00	1	194	0.046	1	194	0.082	1	194	0.128
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.627			0.674			1.301

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	1	194	0.026	1	194	0.247	1	194	0.273
08:00 - 09:00	1	194	0.041	1	194	0.356	1	194	0.397
09:00 - 10:00	1	194	0.041	1	194	0.057	1	194	0.098
10:00 - 11:00	1	194	0.057	1	194	0.062	1	194	0.119
11:00 - 12:00	1	194	0.031	1	194	0.077	1	194	0.108
12:00 - 13:00	1	194	0.052	1	194	0.067	1	194	0.119
13:00 - 14:00	1	194	0.062	1	194	0.041	1	194	0.103
14:00 - 15:00	1	194	0.062	1	194	0.036	1	194	0.098
15:00 - 16:00	1	194	0.031	1	194	0.046	1	194	0.077
16:00 - 17:00	1	194	0.041	1	194	0.052	1	194	0.093
17:00 - 18:00	1	194	0.077	1	194	0.036	1	194	0.113
18:00 - 19:00	1	194	0.247	1	194	0.041	1	194	0.288
19:00 - 20:00	1	194	0.124	1	194	0.021	1	194	0.145
20:00 - 21:00	1	194	0.077	1	194	0.026	1	194	0.103
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.969			1.165			2.134

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 5.32

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	1	194	0.072	1	194	0.356	1	194	0.428
08:00 - 09:00	1	194	0.077	1	194	0.521	1	194	0.598
09:00 - 10:00	1	194	0.103	1	194	0.170	1	194	0.273
10:00 - 11:00	1	194	0.155	1	194	0.129	1	194	0.284
11:00 - 12:00	1	194	0.077	1	194	0.139	1	194	0.216
12:00 - 13:00	1	194	0.072	1	194	0.119	1	194	0.191
13:00 - 14:00	1	194	0.119	1	194	0.124	1	194	0.243
14:00 - 15:00	1	194	0.124	1	194	0.113	1	194	0.237
15:00 - 16:00	1	194	0.119	1	194	0.113	1	194	0.232
16:00 - 17:00	1	194	0.201	1	194	0.124	1	194	0.325
17:00 - 18:00	1	194	0.206	1	194	0.108	1	194	0.314
18:00 - 19:00	1	194	0.485	1	194	0.170	1	194	0.655
19:00 - 20:00	1	194	0.258	1	194	0.108	1	194	0.366
20:00 - 21:00	1	194	0.144	1	194	0.129	1	194	0.273
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.212			2.423			4.635

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CARS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	1	194	0.015	1	194	0.036	1	194	0.051
08:00 - 09:00	1	194	0.005	1	194	0.021	1	194	0.026
09:00 - 10:00	1	194	0.015	1	194	0.005	1	194	0.020
10:00 - 11:00	1	194	0.005	1	194	0.010	1	194	0.015
11:00 - 12:00	1	194	0.010	1	194	0.015	1	194	0.025
12:00 - 13:00	1	194	0.015	1	194	0.015	1	194	0.030
13:00 - 14:00	1	194	0.010	1	194	0.021	1	194	0.031
14:00 - 15:00	1	194	0.005	1	194	0.000	1	194	0.005
15:00 - 16:00	1	194	0.005	1	194	0.000	1	194	0.005
16:00 - 17:00	1	194	0.031	1	194	0.005	1	194	0.036
17:00 - 18:00	1	194	0.041	1	194	0.015	1	194	0.056
18:00 - 19:00	1	194	0.046	1	194	0.021	1	194	0.067
19:00 - 20:00	1	194	0.015	1	194	0.015	1	194	0.030
20:00 - 21:00	1	194	0.010	1	194	0.010	1	194	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.228			0.189			0.417

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL LGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	1	194	0.010	1	194	0.010	1	194	0.020
08:00 - 09:00	1	194	0.010	1	194	0.005	1	194	0.015
09:00 - 10:00	1	194	0.015	1	194	0.021	1	194	0.036
10:00 - 11:00	1	194	0.010	1	194	0.005	1	194	0.015
11:00 - 12:00	1	194	0.005	1	194	0.010	1	194	0.015
12:00 - 13:00	1	194	0.000	1	194	0.000	1	194	0.000
13:00 - 14:00	1	194	0.010	1	194	0.010	1	194	0.020
14:00 - 15:00	1	194	0.000	1	194	0.005	1	194	0.005
15:00 - 16:00	1	194	0.015	1	194	0.015	1	194	0.030
16:00 - 17:00	1	194	0.021	1	194	0.021	1	194	0.042
17:00 - 18:00	1	194	0.005	1	194	0.005	1	194	0.010
18:00 - 19:00	1	194	0.005	1	194	0.005	1	194	0.010
19:00 - 20:00	1	194	0.010	1	194	0.010	1	194	0.020
20:00 - 21:00	1	194	0.000	1	194	0.000	1	194	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.116			0.122			0.238

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL MOTOR CYCLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	1	194	0.000	1	194	0.000	1	194	0.000
08:00 - 09:00	1	194	0.000	1	194	0.000	1	194	0.000
09:00 - 10:00	1	194	0.000	1	194	0.000	1	194	0.000
10:00 - 11:00	1	194	0.015	1	194	0.005	1	194	0.020
11:00 - 12:00	1	194	0.000	1	194	0.005	1	194	0.005
12:00 - 13:00	1	194	0.000	1	194	0.005	1	194	0.005
13:00 - 14:00	1	194	0.000	1	194	0.000	1	194	0.000
14:00 - 15:00	1	194	0.005	1	194	0.005	1	194	0.010
15:00 - 16:00	1	194	0.005	1	194	0.005	1	194	0.010
16:00 - 17:00	1	194	0.005	1	194	0.005	1	194	0.010
17:00 - 18:00	1	194	0.000	1	194	0.000	1	194	0.000
18:00 - 19:00	1	194	0.010	1	194	0.010	1	194	0.020
19:00 - 20:00	1	194	0.010	1	194	0.010	1	194	0.020
20:00 - 21:00	1	194	0.000	1	194	0.000	1	194	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.050			0.100

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL Servicing Vehicles
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	1	194	0.015	1	194	0.015	1	194	0.030
08:00 - 09:00	1	194	0.015	1	194	0.015	1	194	0.030
09:00 - 10:00	1	194	0.021	1	194	0.021	1	194	0.042
10:00 - 11:00	1	194	0.015	1	194	0.010	1	194	0.025
11:00 - 12:00	1	194	0.010	1	194	0.015	1	194	0.025
12:00 - 13:00	1	194	0.000	1	194	0.000	1	194	0.000
13:00 - 14:00	1	194	0.015	1	194	0.015	1	194	0.030
14:00 - 15:00	1	194	0.000	1	194	0.000	1	194	0.000
15:00 - 16:00	1	194	0.015	1	194	0.015	1	194	0.030
16:00 - 17:00	1	194	0.026	1	194	0.026	1	194	0.052
17:00 - 18:00	1	194	0.005	1	194	0.005	1	194	0.010
18:00 - 19:00	1	194	0.010	1	194	0.010	1	194	0.020
19:00 - 20:00	1	194	0.010	1	194	0.010	1	194	0.020
20:00 - 21:00	1	194	0.000	1	194	0.000	1	194	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.157			0.157			0.314

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.*

Calculation Reference: AUDIT-148301-250115-0153

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	CN CAMDEN	2 days
	HM HAMMERSMITH AND FULHAM	1 days
	LB LAMBETH	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: 2036 to 26639 (units: sqm)
Range Selected by User: 178 to 114000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 24/05/24

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

Selected survey days:

Monday 1 days
Tuesday 2 days
Wednesday 1 days

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

Selected survey types:

Manual count 4 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 4

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:

Built-Up Zone 3
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 6 days - Selected
Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000	2 days
100,001 or More	2 days

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

Population within 5 miles:

500,001 or More	4 days
-----------------	--------

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
------------	--------

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

Travel Plan:

Yes	2 days
No	2 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:

6a Excellent	1 days
6b (High) Excellent	3 days

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

LIST OF SITES relevant to selection parameters

1	CN-02-A-03 FITZROY STREET FITZROVIA	PLANNING & ENGINEERING	CAMDEN
	Town Centre Built-Up Zone Total Gross floor area:	26639 sqm	
	Survey date: WEDNESDAY	06/12/17	Survey Type: MANUAL
2	CN-02-A-04 CHARTERHOUSE STREET FARRINGDON	OFFICE	CAMDEN
	Town Centre Built-Up Zone Total Gross floor area:	20129 sqm	
	Survey date: TUESDAY	28/06/22	Survey Type: MANUAL
3	HM-02-A-01 QUEEN CAROLINE STREET HAMMERSMITH	REGUS OFFICES	HAMMERSMITH AND FULHAM
	Town Centre Built-Up Zone Total Gross floor area:	2036 sqm	
	Survey date: MONDAY	13/11/17	Survey Type: MANUAL
4	LB-02-A-02 STREATHAM HIGH ROAD STREATHAM	MUSIC COMPANY	LAMBETH
	Town Centre High Street Total Gross floor area:	3054 sqm	
	Survey date: TUESDAY	05/11/19	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
EB-02-A-06	parking provision is greater than 0.05 spaces per 100sqm
EN-02-A-01	parking provision is greater than 0.05 spaces per 100sqm
ES-02-A-01	parking provision is greater than 0.05 spaces per 100sqm
GM-02-A-08	parking provision is greater than 0.05 spaces per 100sqm
GM-02-A-11	parking provision is greater than 0.05 spaces per 100sqm
TW-02-A-07	parking provision is greater than 0.05 spaces per 100sqm

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 24.21

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	4	12868	0.033	4	12868	0.016	4	12868	0.049
08:00 - 09:00	4	12868	0.095	4	12868	0.039	4	12868	0.134
09:00 - 10:00	4	12868	0.049	4	12868	0.019	4	12868	0.068
10:00 - 11:00	4	12868	0.031	4	12868	0.029	4	12868	0.060
11:00 - 12:00	4	12868	0.031	4	12868	0.035	4	12868	0.066
12:00 - 13:00	4	12868	0.027	4	12868	0.023	4	12868	0.050
13:00 - 14:00	4	12868	0.021	4	12868	0.016	4	12868	0.037
14:00 - 15:00	4	12868	0.010	4	12868	0.021	4	12868	0.031
15:00 - 16:00	4	12868	0.016	4	12868	0.033	4	12868	0.049
16:00 - 17:00	4	12868	0.027	4	12868	0.039	4	12868	0.066
17:00 - 18:00	4	12868	0.014	4	12868	0.058	4	12868	0.072
18:00 - 19:00	4	12868	0.019	4	12868	0.045	4	12868	0.064
19:00 - 20:00	1	20129	0.005	1	20129	0.005	1	20129	0.010
20:00 - 21:00	1	20129	0.005	1	20129	0.005	1	20129	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.383			0.383			0.766

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:	2036 - 26639 (units: sqm)
Survey date date range:	01/01/16 - 24/05/24
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

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

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	4	12868	0.049	4	12868	0.002	4	12868	0.051
08:00 - 09:00	4	12868	0.188	4	12868	0.002	4	12868	0.190
09:00 - 10:00	4	12868	0.142	4	12868	0.012	4	12868	0.154
10:00 - 11:00	4	12868	0.033	4	12868	0.012	4	12868	0.045
11:00 - 12:00	4	12868	0.019	4	12868	0.006	4	12868	0.025
12:00 - 13:00	4	12868	0.014	4	12868	0.023	4	12868	0.037
13:00 - 14:00	4	12868	0.012	4	12868	0.019	4	12868	0.031
14:00 - 15:00	4	12868	0.008	4	12868	0.004	4	12868	0.012
15:00 - 16:00	4	12868	0.010	4	12868	0.017	4	12868	0.027
16:00 - 17:00	4	12868	0.002	4	12868	0.033	4	12868	0.035
17:00 - 18:00	4	12868	0.002	4	12868	0.175	4	12868	0.177
18:00 - 19:00	4	12868	0.000	4	12868	0.161	4	12868	0.161
19:00 - 20:00	1	20129	0.000	1	20129	0.010	1	20129	0.010
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.479			0.476			0.955

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	4	12868	0.177	4	12868	0.082	4	12868	0.259
08:00 - 09:00	4	12868	0.334	4	12868	0.173	4	12868	0.507
09:00 - 10:00	4	12868	0.297	4	12868	0.212	4	12868	0.509
10:00 - 11:00	4	12868	0.324	4	12868	0.381	4	12868	0.705
11:00 - 12:00	4	12868	0.278	4	12868	0.266	4	12868	0.544
12:00 - 13:00	4	12868	0.324	4	12868	0.470	4	12868	0.794
13:00 - 14:00	4	12868	0.445	4	12868	0.404	4	12868	0.849
14:00 - 15:00	4	12868	0.216	4	12868	0.148	4	12868	0.364
15:00 - 16:00	4	12868	0.103	4	12868	0.155	4	12868	0.258
16:00 - 17:00	4	12868	0.095	4	12868	0.152	4	12868	0.247
17:00 - 18:00	4	12868	0.062	4	12868	0.179	4	12868	0.241
18:00 - 19:00	4	12868	0.025	4	12868	0.126	4	12868	0.151
19:00 - 20:00	1	20129	0.000	1	20129	0.025	1	20129	0.025
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.680			2.773			5.453

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	12868	0.587	4	12868	0.012	4	12868	0.599
08:00 - 09:00	4	12868	1.890	4	12868	0.062	4	12868	1.952
09:00 - 10:00	4	12868	1.488	4	12868	0.119	4	12868	1.607
10:00 - 11:00	4	12868	0.449	4	12868	0.142	4	12868	0.591
11:00 - 12:00	4	12868	0.204	4	12868	0.152	4	12868	0.356
12:00 - 13:00	4	12868	0.214	4	12868	0.350	4	12868	0.564
13:00 - 14:00	4	12868	0.288	4	12868	0.309	4	12868	0.597
14:00 - 15:00	4	12868	0.130	4	12868	0.220	4	12868	0.350
15:00 - 16:00	4	12868	0.117	4	12868	0.396	4	12868	0.513
16:00 - 17:00	4	12868	0.117	4	12868	0.694	4	12868	0.811
17:00 - 18:00	4	12868	0.085	4	12868	1.853	4	12868	1.938
18:00 - 19:00	4	12868	0.043	4	12868	1.100	4	12868	1.143
19:00 - 20:00	1	20129	0.000	1	20129	0.094	1	20129	0.094
20:00 - 21:00	1	20129	0.000	1	20129	0.020	1	20129	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.612			5.523			11.135

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
 Total People to Total Vehicles ratio (all time periods and directions): 24.21

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	4	12868	0.851	4	12868	0.109	4	12868	0.960
08:00 - 09:00	4	12868	2.518	4	12868	0.260	4	12868	2.778
09:00 - 10:00	4	12868	1.984	4	12868	0.356	4	12868	2.340
10:00 - 11:00	4	12868	0.847	4	12868	0.569	4	12868	1.416
11:00 - 12:00	4	12868	0.534	4	12868	0.466	4	12868	1.000
12:00 - 13:00	4	12868	0.585	4	12868	0.868	4	12868	1.453
13:00 - 14:00	4	12868	0.775	4	12868	0.750	4	12868	1.525
14:00 - 15:00	4	12868	0.363	4	12868	0.394	4	12868	0.757
15:00 - 16:00	4	12868	0.245	4	12868	0.606	4	12868	0.851
16:00 - 17:00	4	12868	0.239	4	12868	0.923	4	12868	1.162
17:00 - 18:00	4	12868	0.155	4	12868	2.271	4	12868	2.426
18:00 - 19:00	4	12868	0.076	4	12868	1.440	4	12868	1.516
19:00 - 20:00	1	20129	0.000	1	20129	0.139	1	20129	0.139
20:00 - 21:00	1	20129	0.000	1	20129	0.025	1	20129	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.172			9.176			18.348

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	12868	0.019	4	12868	0.008	4	12868	0.027
08:00 - 09:00	4	12868	0.041	4	12868	0.010	4	12868	0.051
09:00 - 10:00	4	12868	0.014	4	12868	0.004	4	12868	0.018
10:00 - 11:00	4	12868	0.016	4	12868	0.014	4	12868	0.030
11:00 - 12:00	4	12868	0.019	4	12868	0.021	4	12868	0.040
12:00 - 13:00	4	12868	0.014	4	12868	0.010	4	12868	0.024
13:00 - 14:00	4	12868	0.008	4	12868	0.006	4	12868	0.014
14:00 - 15:00	4	12868	0.008	4	12868	0.012	4	12868	0.020
15:00 - 16:00	4	12868	0.006	4	12868	0.017	4	12868	0.023
16:00 - 17:00	4	12868	0.006	4	12868	0.012	4	12868	0.018
17:00 - 18:00	4	12868	0.002	4	12868	0.025	4	12868	0.027
18:00 - 19:00	4	12868	0.000	4	12868	0.014	4	12868	0.014
19:00 - 20:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.153			0.153			0.306

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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