



**www.coraiht.com**

**14<sup>th</sup> Floor, City Tower  
Piccadilly Plaza**

## **Transport Statement**

**Final Report for:**

# **City Tower Unit Trust**

**January 2025**

Cora IHT Limited  
Adamson House  
Towers Business Park  
Wilmslow Road  
Manchester  
M20 2YY

Email: [manchester@coraiht.com](mailto:manchester@coraiht.com)

Cora IHT Registered in England No 10321930

Infrastructure Highways Transport

---

Document Control

Document: Transport Statement  
Client: City Tower Unit Trust  
Project Number: 16-2125  
Document Number: T002  
Status: Final  
Issue: 2

Prepared: MC  
Checked: TC  
Date: 3<sup>rd</sup> January 2025

| Issue Number: | Date:                           | Revision Details: |
|---------------|---------------------------------|-------------------|
| 1             | 30 <sup>th</sup> September 2024 | Issue 1           |
| 2             | 3 <sup>rd</sup> January 2025    | Issue 2           |
| 3             |                                 |                   |

---

## CONTENTS

|            |                                                                       |           |
|------------|-----------------------------------------------------------------------|-----------|
| <b>1.0</b> | <b>INTRODUCTION .....</b>                                             | <b>3</b>  |
| 1.1        | Overview .....                                                        | 3         |
| <b>2.0</b> | <b>SITE DESCRIPTION .....</b>                                         | <b>5</b>  |
| 2.1        | Existing Site .....                                                   | 5         |
| <b>3.0</b> | <b>TRANSPORT POLICY AND ACCESSIBILITY .....</b>                       | <b>6</b>  |
| 3.1        | Preamble .....                                                        | 6         |
| 3.2        | The Transport Decarbonisation Plan – March 2020 .....                 | 6         |
| 3.3        | National Planning Policy Framework [NPPF] 2024 .....                  | 6         |
| 3.4        | Manchester City Council   Manchester Core Strategy 2012 to 2027 ..... | 9         |
| <b>4.0</b> | <b>PROPOSED DEVELOPMENT .....</b>                                     | <b>11</b> |
| 4.1        | Proposed Development .....                                            | 11        |
| <b>5.0</b> | <b>TRIP ASSESSMENT .....</b>                                          | <b>12</b> |
| 5.1        | Introduction .....                                                    | 12        |
| 5.2        | Development Trips .....                                               | 12        |
| 5.3        | Car Parking .....                                                     | 13        |
| 5.4        | Travel Plan .....                                                     | 13        |
| <b>6.0</b> | <b>SUMMARY AND CONCLUSION .....</b>                                   | <b>15</b> |
| 6.1        | Summary .....                                                         | 15        |
| 6.2        | Conclusion .....                                                      | 15        |

## APPENDICES

### APPENDIX A – EXISTING LAYOUT

### APPENDIX B – PROPOSED LAYOUT

### APPENDIX C – EDUCATION TRICS OUTPUT

### APPENDIX D – OFFICE TRICS OUTPUT

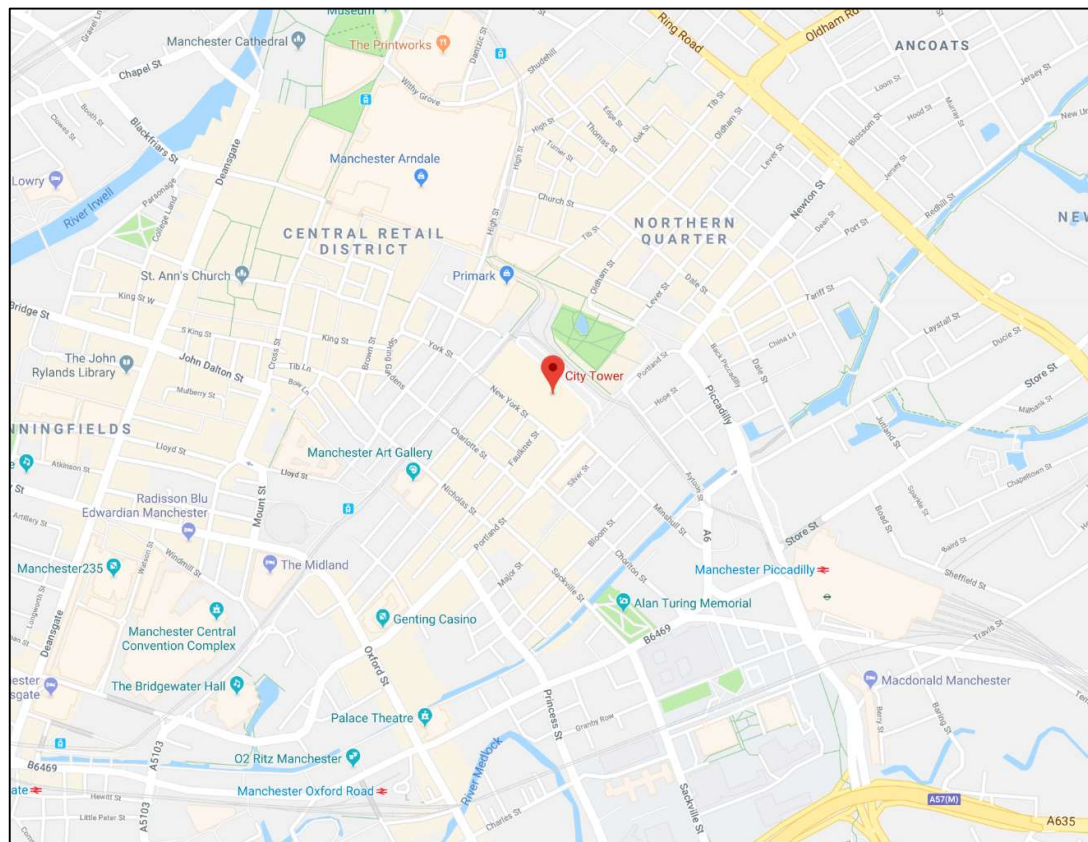
### APPENDIX E – TRAVEL PLAN

## 1.0 INTRODUCTION

### 1.1 Overview

- 1.1.1 City Tower Unit Trust have instructed Cora IHT to prepare a Transport Statement [TS] in support of a planning application for *'Change of use from Office (Use Class E(g)(i)) to Office (Use Class E(g)(i)) and Education use (Use Class F1(a)) at the 14th Floor of City Tower, Piccadilly Plaza.'*
- 1.1.2 City Tower is located within the Piccadilly Gardens area of Manchester with the postcode M1 4BT. The site location is illustrated in **Figure 1.1**.

**Figure 1.1: Site Location**



- 1.1.3 This TS has been prepared in accordance with National Planning Policy Framework and Planning Policy Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking. It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.

---

1.2.1 Following this brief introduction:

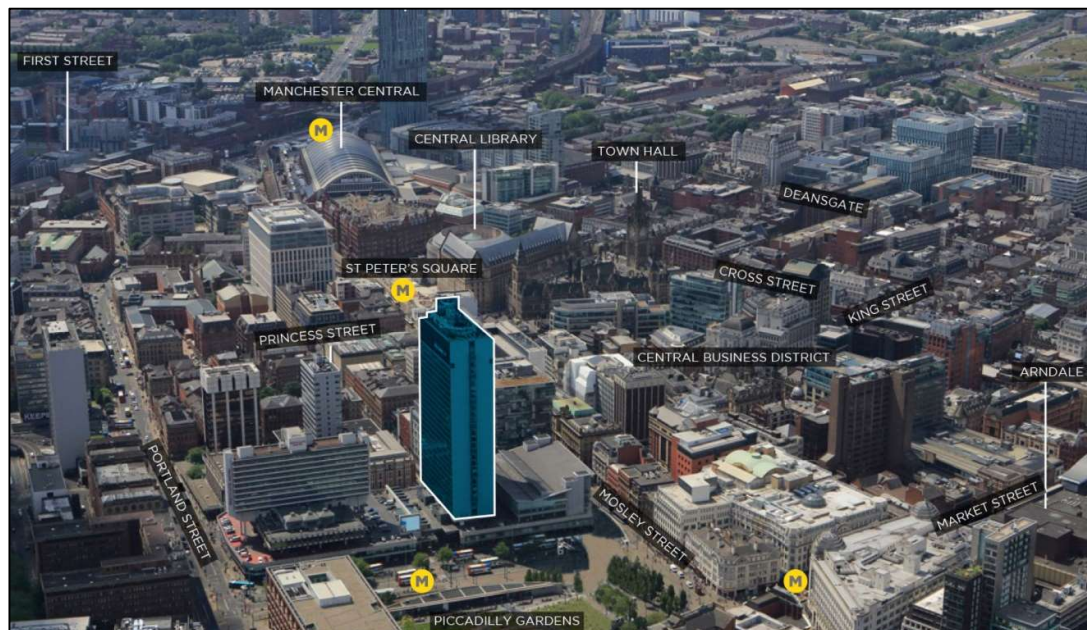
- Section 2 describes the site location.
- Section 3 then describes the development proposals.
- Section 4 provides an assessment of the trip generation associated with the change of use.
- The summary and conclusion are set out in Section 5.

## 2.0 SITE DESCRIPTION

### 2.1 Existing Site

- 2.1.1 City Tower is located in the Piccadilly Gardens area of Manchester Central Business District.
- 2.1.2 The site is located adjacent to the Piccadilly bus hub and Metrolink stop on Parker Street. Piccadilly Train Station is approximately 600m from the site.
- 2.1.3 The 14th floor has office use with a Gross Internal Area (GIA) of 847.5m<sup>2</sup>. **Appendix A** provides the existing layout drawing.
- 2.1.4 On the second-floor car-deck there are an existing total of 172 car park spaces with cycle storage and motorcycle parking areas.
- 2.1.5 The City Tower also benefits from a Cycle Hub, located in the basement of the building which includes 200 cycle spaces, showers and cycling facilities.
- 2.1.6 City Tower is in a highly accessible location for non-car travel. Greater Manchester Accessibility Level Modelling scores the site 8 out of 8 as the site is located adjacent to the substantial public transport facilities in the city centre.
- 2.1.7 **Figure 2.1** shows the City Tower and its surrounding area.

**Figure 2.1: Site Location and Surrounding Area**



- 2.1.8 Manchester Piccadilly Gardens NCP Car Park is located within City Tower. This car park has 712 car parking spaces, 8 disabled bays, and car-electric charging points. It is opened between 05:30 and 23:30 hours Monday to Sunday and benefits from a 24hr contact centre.

---

## **3.0 TRANSPORT POLICY AND ACCESSIBILITY**

### **3.1 Preamble**

- 3.1.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review both local and national transport-related planning guidance. The following section outlines the relevant guidance in respect of the proposed development to ensure its compliance.

### **3.2 The Transport Decarbonisation Plan – March 2020**

- 3.2.1 The Government is developing an ambitious plan to accelerate the decarbonisation of transport. The Transport Decarbonisation Plan (TDP) sets out in detail what government, business and society will need to do to deliver the significant emissions reduction needed across all modes of transport, putting us on a pathway to achieving carbon budgets and net zero emissions across every single mode of transport by 2050.

### **3.3 National Planning Policy Framework [NPPF] 2024**

- 3.3.1 The National Planning Policy Framework was updated on 12 December 2024 and sets out the government's planning policies for England and how these are expected to be applied.

- 3.3.2 Paragraph 109 state:

Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
- c) understanding and addressing the potential impacts of development on transport networks;
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;

- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

3.3.3 Paragraph 110 state:

The planning system should actively manage patterns of growth in support of these objectives. 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. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

3.3.4 Paragraph 116 state:

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.

3.3.5 Paragraph 117 states that:

Within this context, applications for development should:

- a) 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;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) 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;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

---

3.3.6 Paragraph 118 state:

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

---

### **3.4 Manchester City Council | Manchester Core Strategy 2012 to 2027**

3.4.1 The Core Strategy was adopted by Manchester City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework and covers a period of 15 years from 2012 to 2027. It describes Manchester today and outlines the Council's vision for Manchester in 2027 along with the planning policies which will be used to deliver that vision.

3.4.2 **Policy T1 Sustainable Transport** To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: -

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

3.4.3 **Policy T2 Accessible areas of opportunity and need** The Council will actively manage the pattern of development to ensure that new development: -

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

---

Trafford Park.

- Links within East Manchester to employment locations, Central Park and Eastlands in particular. Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.
- Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.
- Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.

## 4.0 PROPOSED DEVELOPMENT

### 4.1 Proposed Development

4.1.1 It is proposed to change the lawful use of the eight floor of City Tower from 'from office (Use Class E(g) to education (Use Class F.1) at Level 14 of City Tower, Piccadilly Plaza'. The total floorspace would be as existing, 847.5m<sup>2</sup> with 10 teaching blocks.

4.1.2 The proposed layout is provided in **Figure 4.1. Appendix B** provides the full drawing.

**Figure 4.1: Floor Layout**



4.1.3 The hours of operation would be between 8:00am – 6:00pm however during exam periods, students may wish to study until 7:30pm.

4.1.4 The proposed education facility will have access to the Cycle Hub, showers and cycling facilities.

## 5.0 TRIP ASSESSMENT

### 5.1 Introduction

5.1.1 This section of the report considers the trip generations associated with the change of use from office to education.

### 5.2 Development Trips

5.2.1 The site is located within the city centre where there is a high accessibility level for non-car travel, therefore, trips to the development would likely be made by non-car modes due to the substantial sustainable modes available and the change from commuter to student travel.

5.2.2 For comparative purposes a general trip generation assessment based on typical office / educational use has been carried out to assess whether there would be any increases in vehicle trips to the site.

5.2.3 To identify the trip generation associated with the proposed D1 development, the TRICS database “college/university” category has been utilised. **Table 5.1** summarises the trip rates and generations associated with the proposed use at the site. The TRICS outputs are provided in **Appendix C**.

**Table 5.1: Proposed Trip Rates and Generation Using TRICS**

| Education         | Morning Peak (08:00-09:00) |      |       | Evening Peak (17:00-18:00) |       |       |
|-------------------|----------------------------|------|-------|----------------------------|-------|-------|
|                   | Arr                        | Dep  | Total | Arr                        | Dep   | Total |
| <b>Trip Rates</b> | 1.354                      | 0.27 | 1.624 | 0.552                      | 1.009 | 1.561 |
| <b>Trips</b>      | 11                         | 2    | 13    | 5                          | 9     | 14    |

5.2.4 **Table 5.2** summarises the trip rates and generations associated with the existing extant office use, if it was at full occupancy. The TRICS outputs are provided in **Appendix B**.

**Table 5.2: Existing Office Trip Rates and Generation Using TRICS**

| Office                | Morning Peak (08:00-09:00) |       |       | Evening Peak (17:00-18:00) |       |       |
|-----------------------|----------------------------|-------|-------|----------------------------|-------|-------|
|                       | Arr                        | Dep   | Total | Arr                        | Dep   | Total |
| <b>Trip Rates</b>     | 2.333                      | 0.303 | 2.636 | 0.408                      | 1.899 | 2.307 |
| <b>Existing Trips</b> | 20                         | 3     | 23    | 3                          | 16    | 19    |

5.2.5 **Table 5.3** summarises the trip assessment.

**Table 5.3: Trip Comparison**

|                                 | Morning Peak (08:00-09:00) |     |       | Evening Peak (17:00-18:00) |     |       |
|---------------------------------|----------------------------|-----|-------|----------------------------|-----|-------|
|                                 | Arr                        | Dep | Total | Arr                        | Dep | Total |
| <b>Existing Office Trips</b>    | 20                         | 3   | 23    | 3                          | 16  | 19    |
| <b>Proposed Education Trips</b> | 11                         | 2   | 13    | 5                          | 9   | 13    |
| <b>Difference</b>               | -9                         | -1  | -10   | 2                          | -7  | -5    |

5.2.6 **Table 5.3** shows that there would be a reduction in vehicle trips to the site.

### 5.3 Car Parking

- 5.3.1 The key tool provided to the highway authority and Council in reducing overall car travel is to restrict car parking so that alternative sustainable travel can be encouraged.
- 5.3.2 Car parking for education staff will be restricted, therefore, any demand for car parking as a result of the change of use would be served by the existing public car parks within the city centre.
- 5.3.3 It can be deduced that the change of use would not have detrimental impact on the car parking operation.

### 5.4 Travel Plan

- 5.4.1 City Tower Unit Trust recognise the importance of reducing the potential negative transport related impacts of their proposed development and the need to provide for, and encourage, a range of sustainable travel options as an alternative to car use.
- 5.4.2 A Travel Plan has been prepared for City Tower which is contained in **Appendix D**. City Tower Unit Trust are committed to implementing the measures contained within the travel plan to provide staff, students, tenants and visitors with the facilities and information they require in order for them to make sustainable travel choices.
- 5.4.3 A part of the travel plan implementation the use of the Department of Transport endorsed travel plan tool “Susgo” will be considered. Susgo provides the tools:
  - To monitor travel demand and fulfil sustainable travel objectives.
  - Provide Businesses and Councils with a single integrated platform to promote sustainable travel and offset carbon emissions.
  - Individuals to have the ability to readily gain access to sustainable travel mode choices and measure their carbon emissions.

*“The SusGo Travel App supports our Future of Transport Principles that guides the Government’s approach to emerging mobility technologies and services in towns and cities, particularly in relation to encouraging sustainable travel and efficient use of road space. Our Principles that were published in our Future of Mobility Urban Strategy lay out the Government’s commitment to a transport system designed around mass transit, reduced congestion, improved choice and the transition to zero emissions.” - Department for Transport, Centre for Connected and Autonomous Vehicles*

- 5.4.4 The key features of the tool are as follows:
  - Automatically sets up car share scheme within work groups.
  - Initiating travel surveys for repeated and manual schedules.
  - Communicating events and special offers relating to sustainable transport i.e. free buses, cycle weeks, walk to school / work days, discount taxi rides, etc.
  - Automated travel to work information using live google mapping to create real time travel options for all journeys. These include walk routes, cycle routes, bus times, car share availability.
  - Personalised staff and visitors travel planning to promote sustainable travel on the go.
  - Electric charging point locator.

- 
- Automated calculation of carbon emissions relating to both individual and company travel.
  - Carbon offsetting tool.
  - Production of summarised reports for Council monitoring.

---

## **6.0 SUMMARY AND CONCLUSION**

### **6.1 Summary**

- 6.1.1 It is proposed to change the lawful use from *'Change of use from Office (Use Class E(g)(i)) to Office (Use Class E(g)(i)) and Education use (Use Class F1(a)) at the 14th Floor of City Tower, Piccadilly Plaza.'*
- 6.1.2 The total floorspace would be as existing, 847.5m<sup>2</sup>, with 10 teaching blocks.
- 6.1.3 City Tower is located in the Piccadilly Gardens area of Manchester Central Business District.
- 6.1.4 The site is located adjacent to Piccadilly bus station and the Parker Street Metrolink stop. Piccadilly Train Station is approximately 600m from the site.
- 6.1.5 On the second-floor car-deck there are a total of 172 car park spaces with cycle storage and motorcycle parking areas.
- 6.1.6 City Tower benefits from a Cycle Hub, located in the basement of the building which includes 200 cycle spaces, showers and cycling facilities.
- 6.1.7 The site is located within the city centre where there is a high accessibility level for non-car travel, therefore, trips to the development would likely be made by non-car modes due to the substantial sustainable modes available and the change from commuter to student travel.
- 6.1.8 For comparative purposes a general trip generation assessment based on typical office / educational use has been carried out to assess whether there would be any increases in vehicle trips to the site. The assessment showed that there would likely be a reduction in vehicle trips.
- 6.1.9 Car parking for education staff will be restricted, therefore, any demand for car parking as a result of the change of use would be served by the existing public car parks within the city centre.
- 6.1.10 The Travel Plan for the site will be used to encourage sustainable travel.
- 6.1.11 The proposed development complies with both local and national transport-related planning guidance.

### **6.2 Conclusion**

- 6.2.1 It is concluded that the development proposals are acceptable in highways and transportation terms. There are no highways or transportation-related reasons upon which a refusal of the planning application for the proposals would be justified.

---

## APPENDICES

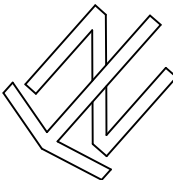
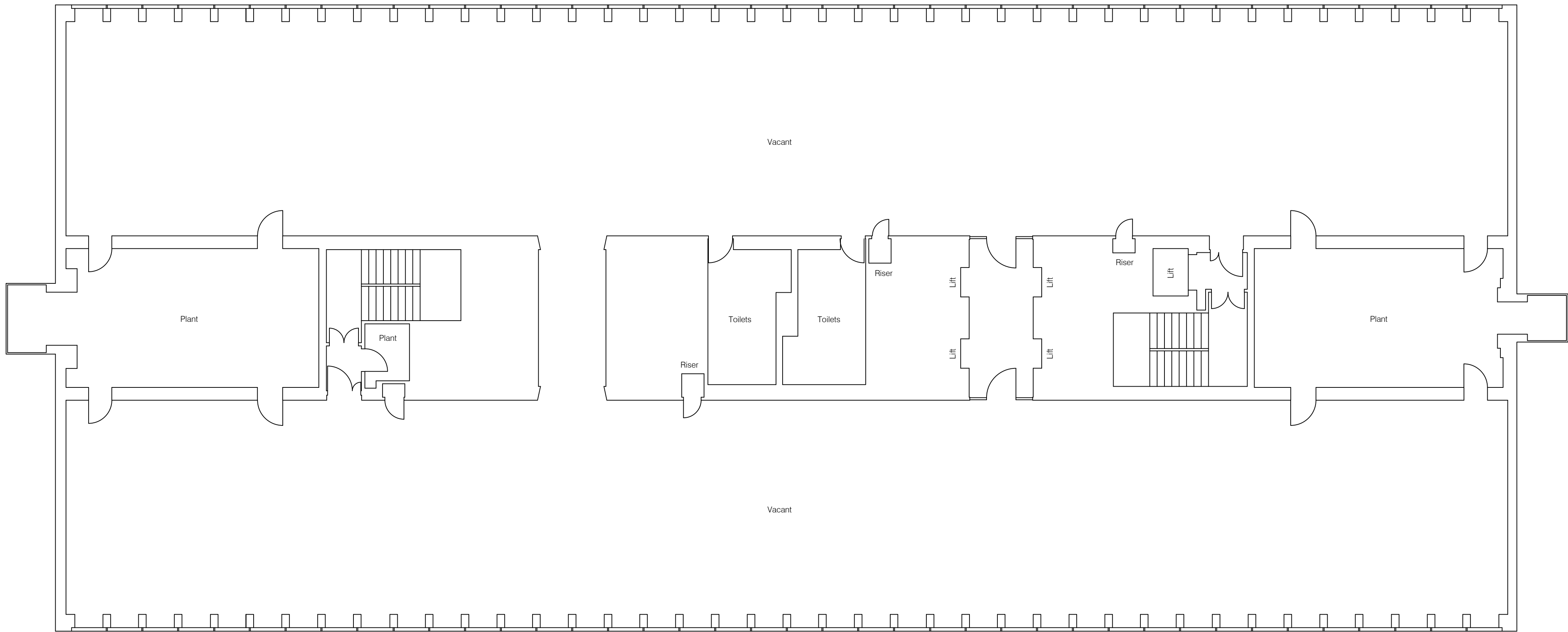
---

---

## APPENDIX A – EXISTING LAYOUT

---

PICCADILLY GARDENS



NOTES

KEY

Grid & Datum - Local Grid & Datum

SYMBOLS

-  DOOR
-  TOILET
-  SINK & DRAINER
-  BATH
-  WASH BASIN
-  URINAL
-  STRUCTURAL
-  SLUICE SINK

| Rev | Date | Drawn | Description | Chk'd | App'd |
|-----|------|-------|-------------|-------|-------|
|     |      |       |             |       |       |
|     |      |       |             |       |       |
|     |      |       |             |       |       |



Jupiter House, 21 Roebuck Lane, Sale, Manchester, M33 7SY  
T: 0161 973 3495 F: 0161 962 6819  
E: mail@ndoliver.com www.ndoliver.com

Client  
**CITY TOWER UNIT TRUST**  
C/O MAPP  
180 GREAT PORTLAND ST  
LONDON  
W1W 5QZ

Title  
LONDON  
MANCHESTER  
  
**14TH FLOOR PLAN**  
SHEET 1 OF 1

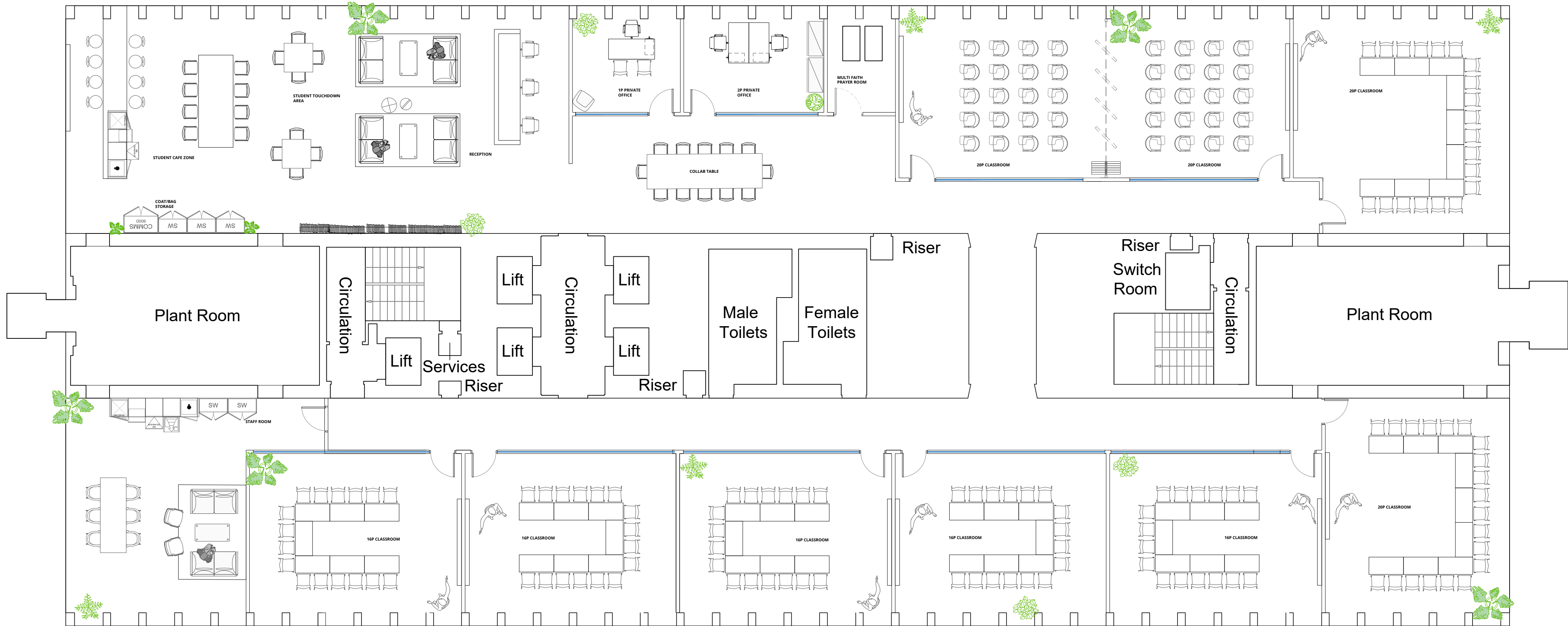
|            |                                                        |          |     |             |
|------------|--------------------------------------------------------|----------|-----|-------------|
| Surveyed   | PG                                                     | Drawn    | PG  | Drawn Date: |
| Checked    | AM                                                     | Approved | NDO | 22/09/2021  |
| Scale      | Project 10405                                          |          |     | Status      |
| 1:100 @ A1 | CAD File INDO-385/Project/10405/DRAWINGS/10405_008.DWG |          |     | ORIG        |
| Drawing No | 10405 / 008 / 21                                       |          |     | Rev         |
|            |                                                        |          |     | 0           |

---

## APPENDIX B – PROPOSED LAYOUT

NOTES :  
DO NOT SCALE FROM THIS DRAWING. ALL MEASUREMENTS MUST BE SITE CHECKED BEFORE THE COMMENCEMENT OF ANY WORK.

|                |          |
|----------------|----------|
| IF APPLICABLE: |          |
| DESK SIZE :    | XX mm    |
| DESK QTY:      | XX desks |
| SQFT :         | XX sqft  |



|     |          |                                                                                |     |    |
|-----|----------|--------------------------------------------------------------------------------|-----|----|
| A05 | 24/09/24 | LAYOUT CHANGE AS PER CLIENTS E-MAIL REQUEST 23.09                              | AMR | -  |
| A04 | 23/09/24 | LAYOUT CHANGE AS PER CLIENTS E-MAIL REQUEST 19.09                              | AMR | -  |
| A03 | 17/09/24 | SOUTHERN CLASS ROOM LAYOUT AMENDED TO ALLOW FOR INCLUSION OF STAFF BREAK ROOM  | JRL | -  |
| A02 | 12/09/24 | LAYOUT AMENDED TO INCLUDE PLANT ROOMS FOLLOWING RECEIPT OF ACCURATE LEASE PLAN | JRL | -  |
| A01 | 16/08/24 | FIRST ISSUE                                                                    | JRL | -  |
| REV | DATE     | ISSUE                                                                          | BY  | CH |

STATUS:  
FOR APPROVAL



|               |                     |
|---------------|---------------------|
| PROJECT :     | CITY TOWER - L14    |
| CLIENT :      | EC ENGLISH          |
| LEVEL :       | 14                  |
| DESCRIPTION : | GENERAL ARRANGEMENT |

|              |                           |
|--------------|---------------------------|
| SCALE :      | 1:100 @ A1                |
| DRAWING No : | T816_CST_DR_A_14_100_0001 |
| REVISION :   | A05                       |

---

## APPENDIX C – EDUCATION TRICS OUTPUT

---

Calculation Reference: AUDIT-662801-190717-0740

# TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION  
 Category : B - SECONDARY  
 VEHICLES

## Selected regions and areas:

|    |                       |        |
|----|-----------------------|--------|
| 02 | SOUTH EAST            |        |
|    | HC HAMPSHIRE          | 1 days |
| 03 | SOUTH WEST            |        |
|    | BR BRISTOL CITY       | 1 days |
|    | WL WILTSHIRE          | 1 days |
| 04 | EAST ANGLIA           |        |
|    | CA CAMBRIDGESHIRE     | 1 days |
| 05 | EAST MIDLANDS         |        |
|    | NT NOTTINGHAMSHIRE    | 1 days |
| 06 | WEST MIDLANDS         |        |
|    | WM WEST MIDLANDS      | 2 days |
| 08 | NORTH WEST            |        |
|    | GM GREATER MANCHESTER | 2 days |
| 09 | NORTH                 |        |
|    | TV TEES VALLEY        | 1 days |

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

## Secondary Filtering selection:

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

Parameter: Gross floor area  
 Actual Range: 4732 to 9925 (units: sqm)  
 Range Selected by User: 4000 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

## Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 24/10/18

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

## Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 2 days |
| Tuesday   | 2 days |
| Wednesday | 2 days |
| Thursday  | 2 days |
| Friday    | 2 days |

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

## Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 10 days |
| Directional ATC Count | 0 days  |

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

## Selected Locations:

|                                    |   |
|------------------------------------|---|
| Edge of Town Centre                | 1 |
| Suburban Area (PPS6 Out of Centre) | 2 |
| Edge of Town                       | 7 |

*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:

|                  |   |
|------------------|---|
| Residential Zone | 9 |
| No Sub Category  | 1 |

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

Secondary Filtering selection:

Use Class:

|    |         |
|----|---------|
| D1 | 10 days |
|----|---------|

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

Population within 1 mile:

|                  |        |
|------------------|--------|
| 5,001 to 10,000  | 2 days |
| 10,001 to 15,000 | 1 days |
| 15,001 to 20,000 | 1 days |
| 20,001 to 25,000 | 2 days |
| 25,001 to 50,000 | 4 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 50,001 to 75,000   | 1 days |
| 75,001 to 100,000  | 1 days |
| 125,001 to 250,000 | 2 days |
| 250,001 to 500,000 | 6 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 |
| 0.6 to 1.0  | 5 days |
| 1.1 to 1.5  | 4 days |

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

Travel Plan:

|     |        |
|-----|--------|
| Yes | 2 days |
| No  | 8 days |

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

PTAL Rating:

|                 |         |
|-----------------|---------|
| No PTAL Present | 10 days |
|-----------------|---------|

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

LIST OF SITES relevant to selection parameters

|   |                                                                                                                                                                                       |                  |                    |                     |
|---|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|--------------------|---------------------|
| 1 | BR-04-B-01<br>ST FRANCIS ROAD<br>NEAR BRISTOL<br>KEYNSHAM<br>Edge of Town<br>Residential Zone<br>Total Gross floor area: 8650 sqm<br>Survey date: MONDAY 21/09/15                     | SECONDARY SCHOOL | BRISTOL CITY       | Survey Type: MANUAL |
| 2 | CA-04-B-01<br>PARKSIDE<br>CAMBRIDGE<br><br>Edge of Town Centre<br>Residential Zone<br>Total Gross floor area: 4732 sqm<br>Survey date: THURSDAY 21/09/17                              | SECONDARY SCHOOL | CAMBRIDGESHIRE     | Survey Type: MANUAL |
| 3 | GM-04-B-02<br>FALINGE ROAD<br>ROCHDALE<br>SHAWCLOUGH<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: 8750 sqm<br>Survey date: WEDNESDAY 21/10/15 | SECONDARY SCHOOL | GREATER MANCHESTER | Survey Type: MANUAL |
| 4 | GM-04-B-03<br>MATTHEW MOSS LANE<br>ROCHDALE<br>MARLAND<br>Edge of Town<br>Residential Zone<br>Total Gross floor area: 9589 sqm<br>Survey date: FRIDAY 23/09/16                        | SECONDARY SCHOOL | GREATER MANCHESTER | Survey Type: MANUAL |
| 5 | HC-04-B-08<br>MINSTEAD AVENUE<br>SOUTHAMPTON<br><br>Edge of Town<br>Residential Zone<br>Total Gross floor area: 5700 sqm<br>Survey date: TUESDAY 24/11/15                             | SECONDARY SCHOOL | HAMPSHIRE          | Survey Type: MANUAL |
| 6 | NT-04-B-01<br>THE BANKS<br>NEAR NOTTINGHAM<br>BINGHAM<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: 5882 sqm<br>Survey date: THURSDAY 23/03/17 | SECONDARY SCHOOL | NOTTINGHAMSHIRE    | Survey Type: MANUAL |
| 7 | TV-04-B-01<br>COAST ROAD<br>MARSKE-BY-THE-SEA<br><br>Edge of Town<br>Residential Zone<br>Total Gross floor area: 7546 sqm<br>Survey date: WEDNESDAY 24/10/18                          | SECONDARY SCHOOL | TEES VALLEY        | Survey Type: MANUAL |
| 8 | WL-04-B-01<br>ST PAUL'S DRIVE<br>SWINDON<br>COVINGHAM<br>Edge of Town<br>No Sub Category<br>Total Gross floor area: 9925 sqm<br>Survey date: FRIDAY 23/09/16                          | SECONDARY SCHOOL | WILTSHIRE          | Survey Type: MANUAL |
| 9 | WM-04-B-04<br>SHANNON ROAD<br>BIRMINGHAM<br><br>Edge of Town<br>Residential Zone<br>Total Gross floor area: 8500 sqm<br>Survey date: MONDAY 09/11/15                                  | SECONDARY SCHOOL | WEST MIDLANDS      | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                         |                  |                     |
|----|-------------------------|------------------|---------------------|
| 10 | WM-04-B-06              | SECONDARY SCHOOL | WEST MIDLANDS       |
|    | PARK ROAD WEST          |                  |                     |
|    | STOURBRIDGE             |                  |                     |
|    | WOLLASTON               |                  |                     |
|    | Edge of Town            |                  |                     |
|    | Residential Zone        |                  |                     |
|    | Total Gross floor area: | 9420 sqm         |                     |
|    | Survey date: TUESDAY    | 21/11/17         | 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 04 - EDUCATION/B - SECONDARY  
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 | 10       | 7869     | 0.633     | 10         | 7869     | 0.105     | 10       | 7869     | 0.738     |
| 08:00 - 09:00 | 10       | 7869     | 1.206     | 10         | 7869     | 0.801     | 10       | 7869     | 2.007     |
| 09:00 - 10:00 | 10       | 7869     | 0.174     | 10         | 7869     | 0.130     | 10       | 7869     | 0.304     |
| 10:00 - 11:00 | 10       | 7869     | 0.099     | 10         | 7869     | 0.105     | 10       | 7869     | 0.204     |
| 11:00 - 12:00 | 10       | 7869     | 0.119     | 10         | 7869     | 0.127     | 10       | 7869     | 0.246     |
| 12:00 - 13:00 | 10       | 7869     | 0.111     | 10         | 7869     | 0.128     | 10       | 7869     | 0.239     |
| 13:00 - 14:00 | 10       | 7869     | 0.095     | 10         | 7869     | 0.121     | 10       | 7869     | 0.216     |
| 14:00 - 15:00 | 10       | 7869     | 0.449     | 10         | 7869     | 0.416     | 10       | 7869     | 0.865     |
| 15:00 - 16:00 | 10       | 7869     | 0.503     | 10         | 7869     | 0.844     | 10       | 7869     | 1.347     |
| 16:00 - 17:00 | 10       | 7869     | 0.290     | 10         | 7869     | 0.609     | 10       | 7869     | 0.899     |
| 17:00 - 18:00 | 10       | 7869     | 0.166     | 10         | 7869     | 0.327     | 10       | 7869     | 0.493     |
| 18:00 - 19:00 | 10       | 7869     | 0.155     | 10         | 7869     | 0.155     | 10       | 7869     | 0.310     |
| 19:00 - 20:00 |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00 |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          | 4.000    |           |            | 3.868    |           |          | 7.868    |           |

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

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

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

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

#### Parameter summary

|                                               |                          |
|-----------------------------------------------|--------------------------|
| Trip rate parameter range selected:           | 4732 - 9925 (units: sqm) |
| Survey date range:                            | 01/01/11 - 24/10/18      |
| Number of weekdays (Monday-Friday):           | 10                       |
| 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.*

CORA IHT WILMSLOW ROAD MANCHESTER

Licence No: 662801

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 | 10       | 7869     | 0.009     | 10         | 7869     | 0.009     | 10       | 7869     | 0.018     |
| 08:00 - 09:00 | 10       | 7869     | 0.032     | 10         | 7869     | 0.032     | 10       | 7869     | 0.064     |
| 09:00 - 10:00 | 10       | 7869     | 0.004     | 10         | 7869     | 0.004     | 10       | 7869     | 0.008     |
| 10:00 - 11:00 | 10       | 7869     | 0.005     | 10         | 7869     | 0.005     | 10       | 7869     | 0.010     |
| 11:00 - 12:00 | 10       | 7869     | 0.004     | 10         | 7869     | 0.003     | 10       | 7869     | 0.007     |
| 12:00 - 13:00 | 10       | 7869     | 0.005     | 10         | 7869     | 0.006     | 10       | 7869     | 0.011     |
| 13:00 - 14:00 | 10       | 7869     | 0.003     | 10         | 7869     | 0.001     | 10       | 7869     | 0.004     |
| 14:00 - 15:00 | 10       | 7869     | 0.008     | 10         | 7869     | 0.005     | 10       | 7869     | 0.013     |
| 15:00 - 16:00 | 10       | 7869     | 0.018     | 10         | 7869     | 0.020     | 10       | 7869     | 0.038     |
| 16:00 - 17:00 | 10       | 7869     | 0.004     | 10         | 7869     | 0.004     | 10       | 7869     | 0.008     |
| 17:00 - 18:00 | 10       | 7869     | 0.000     | 10         | 7869     | 0.000     | 10       | 7869     | 0.000     |
| 18:00 - 19:00 | 10       | 7869     | 0.001     | 10         | 7869     | 0.001     | 10       | 7869     | 0.002     |
| 19:00 - 20:00 |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00 |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.093     |            |          | 0.090     |          |          | 0.183     |

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 04 - EDUCATION/B - SECONDARY

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 | 10       | 7869     | 0.004     | 10         | 7869     | 0.004     | 10       | 7869     | 0.008     |
| 08:00 - 09:00 | 10       | 7869     | 0.004     | 10         | 7869     | 0.004     | 10       | 7869     | 0.008     |
| 09:00 - 10:00 | 10       | 7869     | 0.005     | 10         | 7869     | 0.004     | 10       | 7869     | 0.009     |
| 10:00 - 11:00 | 10       | 7869     | 0.004     | 10         | 7869     | 0.005     | 10       | 7869     | 0.009     |
| 11:00 - 12:00 | 10       | 7869     | 0.009     | 10         | 7869     | 0.006     | 10       | 7869     | 0.015     |
| 12:00 - 13:00 | 10       | 7869     | 0.000     | 10         | 7869     | 0.003     | 10       | 7869     | 0.003     |
| 13:00 - 14:00 | 10       | 7869     | 0.004     | 10         | 7869     | 0.004     | 10       | 7869     | 0.008     |
| 14:00 - 15:00 | 10       | 7869     | 0.000     | 10         | 7869     | 0.000     | 10       | 7869     | 0.000     |
| 15:00 - 16:00 | 10       | 7869     | 0.001     | 10         | 7869     | 0.001     | 10       | 7869     | 0.002     |
| 16:00 - 17:00 | 10       | 7869     | 0.000     | 10         | 7869     | 0.000     | 10       | 7869     | 0.000     |
| 17:00 - 18:00 | 10       | 7869     | 0.001     | 10         | 7869     | 0.001     | 10       | 7869     | 0.002     |
| 18:00 - 19:00 | 10       | 7869     | 0.000     | 10         | 7869     | 0.000     | 10       | 7869     | 0.000     |
| 19:00 - 20:00 |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00 |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.032     |            |          | 0.032     |          |          | 0.064     |

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.

CORA IHT WILMSLOW ROAD MANCHESTER

Licence No: 662801

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

PSVS

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 | 10       | 7869     | 0.000     | 10         | 7869     | 0.000     | 10       | 7869     | 0.000     |
| 08:00 - 09:00 | 10       | 7869     | 0.018     | 10         | 7869     | 0.019     | 10       | 7869     | 0.037     |
| 09:00 - 10:00 | 10       | 7869     | 0.000     | 10         | 7869     | 0.000     | 10       | 7869     | 0.000     |
| 10:00 - 11:00 | 10       | 7869     | 0.003     | 10         | 7869     | 0.001     | 10       | 7869     | 0.004     |
| 11:00 - 12:00 | 10       | 7869     | 0.001     | 10         | 7869     | 0.004     | 10       | 7869     | 0.005     |
| 12:00 - 13:00 | 10       | 7869     | 0.003     | 10         | 7869     | 0.003     | 10       | 7869     | 0.006     |
| 13:00 - 14:00 | 10       | 7869     | 0.005     | 10         | 7869     | 0.001     | 10       | 7869     | 0.006     |
| 14:00 - 15:00 | 10       | 7869     | 0.010     | 10         | 7869     | 0.005     | 10       | 7869     | 0.015     |
| 15:00 - 16:00 | 10       | 7869     | 0.013     | 10         | 7869     | 0.018     | 10       | 7869     | 0.031     |
| 16:00 - 17:00 | 10       | 7869     | 0.006     | 10         | 7869     | 0.005     | 10       | 7869     | 0.011     |
| 17:00 - 18:00 | 10       | 7869     | 0.001     | 10         | 7869     | 0.003     | 10       | 7869     | 0.004     |
| 18:00 - 19:00 | 10       | 7869     | 0.000     | 10         | 7869     | 0.000     | 10       | 7869     | 0.000     |
| 19:00 - 20:00 |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00 |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.060     |            |          | 0.059     |          |          | 0.119     |

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 04 - EDUCATION/B - SECONDARY  
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 | 10       | 7869     | 0.056     | 10         | 7869     | 0.001     | 10       | 7869     | 0.057     |
| 08:00 - 09:00 | 10       | 7869     | 0.193     | 10         | 7869     | 0.006     | 10       | 7869     | 0.199     |
| 09:00 - 10:00 | 10       | 7869     | 0.060     | 10         | 7869     | 0.008     | 10       | 7869     | 0.068     |
| 10:00 - 11:00 | 10       | 7869     | 0.010     | 10         | 7869     | 0.008     | 10       | 7869     | 0.018     |
| 11:00 - 12:00 | 10       | 7869     | 0.009     | 10         | 7869     | 0.001     | 10       | 7869     | 0.010     |
| 12:00 - 13:00 | 10       | 7869     | 0.017     | 10         | 7869     | 0.027     | 10       | 7869     | 0.044     |
| 13:00 - 14:00 | 10       | 7869     | 0.015     | 10         | 7869     | 0.014     | 10       | 7869     | 0.029     |
| 14:00 - 15:00 | 10       | 7869     | 0.005     | 10         | 7869     | 0.048     | 10       | 7869     | 0.053     |
| 15:00 - 16:00 | 10       | 7869     | 0.003     | 10         | 7869     | 0.165     | 10       | 7869     | 0.168     |
| 16:00 - 17:00 | 10       | 7869     | 0.015     | 10         | 7869     | 0.074     | 10       | 7869     | 0.089     |
| 17:00 - 18:00 | 10       | 7869     | 0.003     | 10         | 7869     | 0.019     | 10       | 7869     | 0.022     |
| 18:00 - 19:00 | 10       | 7869     | 0.000     | 10         | 7869     | 0.001     | 10       | 7869     | 0.001     |
| 19:00 - 20:00 |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00 |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.386     |            |          | 0.372     |          |          | 0.758     |

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 04 - EDUCATION/B - SECONDARY  
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 | 10       | 7869     | 0.597     | 10         | 7869     | 0.081     | 10       | 7869     | 0.678     |
| 08:00 - 09:00 | 10       | 7869     | 1.128     | 10         | 7869     | 0.727     | 10       | 7869     | 1.855     |
| 09:00 - 10:00 | 10       | 7869     | 0.155     | 10         | 7869     | 0.114     | 10       | 7869     | 0.269     |
| 10:00 - 11:00 | 10       | 7869     | 0.065     | 10         | 7869     | 0.078     | 10       | 7869     | 0.143     |
| 11:00 - 12:00 | 10       | 7869     | 0.085     | 10         | 7869     | 0.094     | 10       | 7869     | 0.179     |
| 12:00 - 13:00 | 10       | 7869     | 0.090     | 10         | 7869     | 0.102     | 10       | 7869     | 0.192     |
| 13:00 - 14:00 | 10       | 7869     | 0.076     | 10         | 7869     | 0.105     | 10       | 7869     | 0.181     |
| 14:00 - 15:00 | 10       | 7869     | 0.418     | 10         | 7869     | 0.393     | 10       | 7869     | 0.811     |
| 15:00 - 16:00 | 10       | 7869     | 0.452     | 10         | 7869     | 0.785     | 10       | 7869     | 1.237     |
| 16:00 - 17:00 | 10       | 7869     | 0.272     | 10         | 7869     | 0.578     | 10       | 7869     | 0.850     |
| 17:00 - 18:00 | 10       | 7869     | 0.158     | 10         | 7869     | 0.313     | 10       | 7869     | 0.471     |
| 18:00 - 19:00 | 10       | 7869     | 0.147     | 10         | 7869     | 0.145     | 10       | 7869     | 0.292     |
| 19:00 - 20:00 |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00 |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          | 3.643    |           |            | 3.515    |           |          | 7.158    |           |

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 04 - EDUCATION/B - SECONDARY  
 LGVS  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 | 10       | 7869     | 0.018     | 10         | 7869     | 0.011     | 10       | 7869     | 0.029     |
| 08:00 - 09:00 | 10       | 7869     | 0.019     | 10         | 7869     | 0.018     | 10       | 7869     | 0.037     |
| 09:00 - 10:00 | 10       | 7869     | 0.010     | 10         | 7869     | 0.008     | 10       | 7869     | 0.018     |
| 10:00 - 11:00 | 10       | 7869     | 0.022     | 10         | 7869     | 0.018     | 10       | 7869     | 0.040     |
| 11:00 - 12:00 | 10       | 7869     | 0.018     | 10         | 7869     | 0.022     | 10       | 7869     | 0.040     |
| 12:00 - 13:00 | 10       | 7869     | 0.013     | 10         | 7869     | 0.015     | 10       | 7869     | 0.028     |
| 13:00 - 14:00 | 10       | 7869     | 0.008     | 10         | 7869     | 0.008     | 10       | 7869     | 0.016     |
| 14:00 - 15:00 | 10       | 7869     | 0.013     | 10         | 7869     | 0.013     | 10       | 7869     | 0.026     |
| 15:00 - 16:00 | 10       | 7869     | 0.018     | 10         | 7869     | 0.013     | 10       | 7869     | 0.031     |
| 16:00 - 17:00 | 10       | 7869     | 0.008     | 10         | 7869     | 0.018     | 10       | 7869     | 0.026     |
| 17:00 - 18:00 | 10       | 7869     | 0.006     | 10         | 7869     | 0.006     | 10       | 7869     | 0.012     |
| 18:00 - 19:00 | 10       | 7869     | 0.006     | 10         | 7869     | 0.008     | 10       | 7869     | 0.014     |
| 19:00 - 20:00 |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00 |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.159     |            |          | 0.158     |          |          | 0.317     |

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 04 - EDUCATION/B - SECONDARY  
MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 | 10       | 7869     | 0.005     | 10         | 7869     | 0.000     | 10       | 7869     | 0.005     |
| 08:00 - 09:00 | 10       | 7869     | 0.005     | 10         | 7869     | 0.001     | 10       | 7869     | 0.006     |
| 09:00 - 10:00 | 10       | 7869     | 0.000     | 10         | 7869     | 0.000     | 10       | 7869     | 0.000     |
| 10:00 - 11:00 | 10       | 7869     | 0.001     | 10         | 7869     | 0.000     | 10       | 7869     | 0.001     |
| 11:00 - 12:00 | 10       | 7869     | 0.003     | 10         | 7869     | 0.000     | 10       | 7869     | 0.003     |
| 12:00 - 13:00 | 10       | 7869     | 0.000     | 10         | 7869     | 0.000     | 10       | 7869     | 0.000     |
| 13:00 - 14:00 | 10       | 7869     | 0.000     | 10         | 7869     | 0.000     | 10       | 7869     | 0.000     |
| 14:00 - 15:00 | 10       | 7869     | 0.001     | 10         | 7869     | 0.000     | 10       | 7869     | 0.001     |
| 15:00 - 16:00 | 10       | 7869     | 0.000     | 10         | 7869     | 0.005     | 10       | 7869     | 0.005     |
| 16:00 - 17:00 | 10       | 7869     | 0.000     | 10         | 7869     | 0.005     | 10       | 7869     | 0.005     |
| 17:00 - 18:00 | 10       | 7869     | 0.000     | 10         | 7869     | 0.003     | 10       | 7869     | 0.003     |
| 18:00 - 19:00 | 10       | 7869     | 0.000     | 10         | 7869     | 0.001     | 10       | 7869     | 0.001     |
| 19:00 - 20:00 |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00 |          |          |           |            |          |           |          |          |           |
| 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.

---

## APPENDIX D – OFFICE TRICS OUTPUT

---

Calculation Reference: AUDIT-662801-190717-0725

# TRIP RATE CALCULATION SELECTION PARAMETERS:

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

## Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | BD BEDFORDSHIRE                | 1 days |
|    | ES EAST SUSSEX                 | 1 days |
|    | HF HERTFORDSHIRE               | 1 days |
|    | KC KENT                        | 1 days |
|    | SO SLOUGH                      | 1 days |
| 03 | SOUTH WEST                     |        |
|    | DC DORSET                      | 1 days |
| 04 | EAST ANGLIA                    |        |
|    | NF NORFOLK                     | 1 days |
| 06 | WEST MIDLANDS                  |        |
|    | WK WARWICKSHIRE                | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NY NORTH YORKSHIRE             | 1 days |
| 08 | NORTH WEST                     |        |
|    | LC LANCASHIRE                  | 1 days |
| 09 | NORTH                          |        |
|    | CB CUMBRIA                     | 1 days |
|    | TW TYNE & WEAR                 | 2 days |

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

## Secondary Filtering selection:

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

Parameter: Gross floor area  
 Actual Range: 178 to 2000 (units: sqm)  
 Range Selected by User: 178 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

## Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 04/10/18

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

## Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 2 days |
| Tuesday   | 2 days |
| Wednesday | 4 days |
| Thursday  | 4 days |
| Friday    | 1 days |

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

## Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 13 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         | 3  |
| Edge of Town Centre | 10 |

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

## Selected Location Sub Categories:

|                  |   |
|------------------|---|
| Industrial Zone  | 1 |
| Commercial Zone  | 1 |
| Residential Zone | 1 |
| Retail Zone      | 1 |
| Built-Up Zone    | 6 |
| High Street      | 1 |

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

Secondary Filtering selection:

Use Class:

B1 13 days

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

Population within 1 mile:

|                  |        |
|------------------|--------|
| 5,001 to 10,000  | 1 days |
| 10,001 to 15,000 | 1 days |
| 15,001 to 20,000 | 2 days |
| 20,001 to 25,000 | 3 days |
| 25,001 to 50,000 | 6 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 25,001 to 50,000   | 2 days |
| 75,001 to 100,000  | 1 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 5 days |
| 250,001 to 500,000 | 3 days |
| 500,001 or More    | 1 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 8 days |
| 1.1 to 1.5 | 5 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  | 11 days |

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

PTAL Rating:

|                 |         |
|-----------------|---------|
| No PTAL Present | 13 days |
|-----------------|---------|

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

LIST OF SITES relevant to selection parameters

|   |                                                                    |                    |          |                     |
|---|--------------------------------------------------------------------|--------------------|----------|---------------------|
| 1 | BD-02-A-03<br>BROMHAM ROAD<br>BEDFORD                              | OFFICES            |          | BEDFORDSHIRE        |
|   | Edge of Town Centre<br>No Sub Category<br>Total Gross floor area:  |                    | 1469 sqm |                     |
|   | Survey date: MONDAY                                                |                    | 14/10/13 | Survey Type: MANUAL |
| 2 | CB-02-A-02<br>PORT ROAD<br>CARLISLE                                | OFFICE             |          | CUMBRIA             |
|   | Edge of Town Centre<br>Industrial Zone<br>Total Gross floor area:  |                    | 925 sqm  |                     |
|   | Survey date: FRIDAY                                                |                    | 24/06/16 | Survey Type: MANUAL |
| 3 | DC-02-A-08<br>STATION APPROACH<br>DORCHESTER                       | OFFICE             |          | DORSET              |
|   | Edge of Town Centre<br>No Sub Category<br>Total Gross floor area:  |                    | 1550 sqm |                     |
|   | Survey date: THURSDAY                                              |                    | 03/07/08 | Survey Type: MANUAL |
| 4 | ES-02-A-13<br>ROMAN ROAD<br>HOVE                                   | OFFICES            |          | EAST SUSSEX         |
|   | Edge of Town Centre<br>Residential Zone<br>Total Gross floor area: |                    | 280 sqm  |                     |
|   | Survey date: WEDNESDAY                                             |                    | 04/07/18 | Survey Type: MANUAL |
| 5 | HF-02-A-03<br>60 VICTORIA STREET<br>ST ALBANS                      | OFFICE             |          | HERTFORDSHIRE       |
|   | Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area:    |                    | 610 sqm  |                     |
|   | Survey date: WEDNESDAY                                             |                    | 16/10/13 | Survey Type: MANUAL |
| 6 | KC-02-A-09<br>SANDLING ROAD<br>MAIDSTONE                           | COUNCIL OFFICES    |          | KENT                |
|   | Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area:    |                    | 1500 sqm |                     |
|   | Survey date: WEDNESDAY                                             |                    | 19/10/11 | Survey Type: MANUAL |
| 7 | LC-02-A-08<br>UNION STREET<br>CHORLEY                              | COUNCIL OFFICES    |          | LANCASHIRE          |
|   | Edge of Town Centre<br>Retail Zone<br>Total Gross floor area:      |                    | 2000 sqm |                     |
|   | Survey date: TUESDAY                                               |                    | 13/06/06 | Survey Type: MANUAL |
| 8 | NF-02-A-02<br>NORTH QUAY<br>GREAT YARMOUTH                         | FINANCIAL PLANNERS |          | NORFOLK             |
|   | Edge of Town Centre<br>Commercial Zone<br>Total Gross floor area:  |                    | 894 sqm  |                     |
|   | Survey date: MONDAY                                                |                    | 11/09/17 | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                                         |                 |  |                     |
|----|---------------------------------------------------------|-----------------|--|---------------------|
| 9  | NY-02-A-01<br>NORTH PARK ROAD<br>HARROGATE              | SOLICITORS      |  | NORTH YORKSHIRE     |
|    | Edge of Town Centre<br>Built-Up Zone                    |                 |  |                     |
|    | Total Gross floor area:                                 | 178 sqm         |  |                     |
|    | Survey date: THURSDAY                                   | 04/10/18        |  | Survey Type: MANUAL |
| 10 | SO-02-A-01<br>HIGH STREET<br>SLOUGH                     | COUNCIL OFFICES |  | SLOUGH              |
|    | Town Centre<br>High Street                              |                 |  |                     |
|    | Total Gross floor area:                                 | 1800 sqm        |  |                     |
|    | Survey date: THURSDAY                                   | 27/02/14        |  | Survey Type: MANUAL |
| 11 | TW-02-A-01<br>CHURCH STREET<br>GATESHEAD                | RADIO STUDIOS   |  | TYNE & WEAR         |
|    | Edge of Town Centre<br>Built-Up Zone                    |                 |  |                     |
|    | Total Gross floor area:                                 | 645 sqm         |  |                     |
|    | Survey date: WEDNESDAY                                  | 04/05/05        |  | Survey Type: MANUAL |
| 12 | TW-02-A-02<br>JOHN DOBSON STREET<br>NEWCASTLE-UPON-TYNE | UNION OFFICES   |  | TYNE & WEAR         |
|    | Town Centre<br>Built-Up Zone                            |                 |  |                     |
|    | Total Gross floor area:                                 | 1675 sqm        |  |                     |
|    | Survey date: TUESDAY                                    | 03/05/05        |  | Survey Type: MANUAL |
| 13 | WK-02-A-01<br>WARWICK ROAD<br>COVENTRY                  | OFFICES         |  | WARWICKSHIRE        |
|    | Town Centre<br>Built-Up Zone                            |                 |  |                     |
|    | Total Gross floor area:                                 | 960 sqm         |  |                     |
|    | Survey date: THURSDAY                                   | 17/10/13        |  | Survey Type: MANUAL |

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

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

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |          |               | DEPARTURES |          |              | TOTALS   |          |               |
|---------------------|----------|----------|---------------|------------|----------|--------------|----------|----------|---------------|
|                     | No. Days | Ave. GFA | Trip Rate     | No. Days   | Ave. GFA | Trip Rate    | No. Days | Ave. GFA | Trip Rate     |
| 00:00 - 00:30       |          |          |               |            |          |              |          |          |               |
| 00:30 - 01:00       |          |          |               |            |          |              |          |          |               |
| 01:00 - 01:30       |          |          |               |            |          |              |          |          |               |
| 01:30 - 02:00       |          |          |               |            |          |              |          |          |               |
| 02:00 - 02:30       |          |          |               |            |          |              |          |          |               |
| 02:30 - 03:00       |          |          |               |            |          |              |          |          |               |
| 03:00 - 03:30       |          |          |               |            |          |              |          |          |               |
| 03:30 - 04:00       |          |          |               |            |          |              |          |          |               |
| 04:00 - 04:30       |          |          |               |            |          |              |          |          |               |
| 04:30 - 05:00       |          |          |               |            |          |              |          |          |               |
| 05:00 - 05:30       |          |          |               |            |          |              |          |          |               |
| 05:30 - 06:00       |          |          |               |            |          |              |          |          |               |
| 06:00 - 06:30       |          |          |               |            |          |              |          |          |               |
| 06:30 - 07:00       |          |          |               |            |          |              |          |          |               |
| 07:00 - 07:30       | 12       | 1192     | 0.105         | 12         | 1192     | 0.021        | 12       | 1192     | 0.126         |
| 07:30 - 08:00       | 12       | 1192     | 0.489         | 12         | 1192     | 0.035        | 12       | 1192     | 0.524         |
| 08:00 - 08:30       | 13       | 1114     | 0.973         | 13         | 1114     | 0.110        | 13       | 1114     | 1.083         |
| 08:30 - 09:00       | 13       | 1114     | 1.360         | 13         | 1114     | 0.193        | 13       | 1114     | 1.553         |
| 09:00 - 09:30       | 13       | 1114     | 1.029         | 13         | 1114     | 0.276        | 13       | 1114     | 1.305         |
| 09:30 - 10:00       | 13       | 1114     | 0.635         | 13         | 1114     | 0.366        | 13       | 1114     | 1.001         |
| 10:00 - 10:30       | 13       | 1114     | 0.621         | 13         | 1114     | 0.504        | 13       | 1114     | 1.125         |
| 10:30 - 11:00       | 13       | 1114     | 0.511         | 13         | 1114     | 0.421        | 13       | 1114     | 0.932         |
| 11:00 - 11:30       | 13       | 1114     | 0.380         | 13         | 1114     | 0.345        | 13       | 1114     | 0.725         |
| 11:30 - 12:00       | 13       | 1114     | 0.449         | 13         | 1114     | 0.511        | 13       | 1114     | 0.960         |
| 12:00 - 12:30       | 13       | 1114     | 0.311         | 13         | 1114     | 0.476        | 13       | 1114     | 0.787         |
| 12:30 - 13:00       | 13       | 1114     | 0.318         | 13         | 1114     | 0.380        | 13       | 1114     | 0.698         |
| 13:00 - 13:30       | 13       | 1114     | 0.297         | 13         | 1114     | 0.338        | 13       | 1114     | 0.635         |
| 13:30 - 14:00       | 13       | 1114     | 0.525         | 13         | 1114     | 0.352        | 13       | 1114     | 0.877         |
| 14:00 - 14:30       | 13       | 1114     | 0.324         | 13         | 1114     | 0.352        | 13       | 1114     | 0.676         |
| 14:30 - 15:00       | 13       | 1114     | 0.276         | 13         | 1114     | 0.324        | 13       | 1114     | 0.600         |
| 15:00 - 15:30       | 13       | 1114     | 0.304         | 13         | 1114     | 0.497        | 13       | 1114     | 0.801         |
| 15:30 - 16:00       | 13       | 1114     | 0.228         | 13         | 1114     | 0.324        | 13       | 1114     | 0.552         |
| 16:00 - 16:30       | 13       | 1114     | 0.269         | 13         | 1114     | 0.787        | 13       | 1114     | 1.056         |
| 16:30 - 17:00       | 13       | 1114     | 0.276         | 13         | 1114     | 1.070        | 13       | 1114     | 1.346         |
| 17:00 - 17:30       | 13       | 1114     | 0.311         | 13         | 1114     | 1.298        | 13       | 1114     | 1.609         |
| 17:30 - 18:00       | 13       | 1114     | 0.097         | 13         | 1114     | 0.601        | 13       | 1114     | 0.698         |
| 18:00 - 18:30       | 12       | 1192     | 0.049         | 12         | 1192     | 0.252        | 12       | 1192     | 0.301         |
| 18:30 - 19:00       | 12       | 1192     | 0.028         | 12         | 1192     | 0.140        | 12       | 1192     | 0.168         |
| 19:00 - 19:30       |          |          |               |            |          |              |          |          |               |
| 19:30 - 20:00       |          |          |               |            |          |              |          |          |               |
| 20:00 - 20:30       |          |          |               |            |          |              |          |          |               |
| 20:30 - 21:00       |          |          |               |            |          |              |          |          |               |
| 21:00 - 21:30       |          |          |               |            |          |              |          |          |               |
| 21:30 - 22:00       |          |          |               |            |          |              |          |          |               |
| 22:00 - 22:30       |          |          |               |            |          |              |          |          |               |
| 22:30 - 23:00       |          |          |               |            |          |              |          |          |               |
| 23:00 - 23:30       |          |          |               |            |          |              |          |          |               |
| 23:30 - 24:00       |          |          |               |            |          |              |          |          |               |
| <b>Total Rates:</b> |          |          | <b>10.165</b> |            |          | <b>9.973</b> |          |          | <b>20.138</b> |

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

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

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

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

#### Parameter summary

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 178 - 2000 (units: sqm) |
| Survey date range:                            | 01/01/00 - 04/10/18     |
| Number of weekdays (Monday-Friday):           | 13                      |
| Number of Saturdays:                          | 0                       |
| Number of Sundays:                            | 0                       |
| Surveys automatically removed from selection: | 1                       |
| Surveys manually removed from selection:      | 0                       |

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |          |              | DEPARTURES |          |              | TOTALS   |          |              |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
|                     | No. Days | Ave. GFA | Trip Rate    | No. Days   | Ave. GFA | Trip Rate    | No. Days | Ave. GFA | Trip Rate    |
| 00:00 - 00:30       |          |          |              |            |          |              |          |          |              |
| 00:30 - 01:00       |          |          |              |            |          |              |          |          |              |
| 01:00 - 01:30       |          |          |              |            |          |              |          |          |              |
| 01:30 - 02:00       |          |          |              |            |          |              |          |          |              |
| 02:00 - 02:30       |          |          |              |            |          |              |          |          |              |
| 02:30 - 03:00       |          |          |              |            |          |              |          |          |              |
| 03:00 - 03:30       |          |          |              |            |          |              |          |          |              |
| 03:30 - 04:00       |          |          |              |            |          |              |          |          |              |
| 04:00 - 04:30       |          |          |              |            |          |              |          |          |              |
| 04:30 - 05:00       |          |          |              |            |          |              |          |          |              |
| 05:00 - 05:30       |          |          |              |            |          |              |          |          |              |
| 05:30 - 06:00       |          |          |              |            |          |              |          |          |              |
| 06:00 - 06:30       |          |          |              |            |          |              |          |          |              |
| 06:30 - 07:00       |          |          |              |            |          |              |          |          |              |
| 07:00 - 07:30       | 12       | 1192     | 0.000        | 12         | 1192     | 0.000        | 12       | 1192     | 0.000        |
| 07:30 - 08:00       | 12       | 1192     | 0.014        | 12         | 1192     | 0.007        | 12       | 1192     | 0.021        |
| 08:00 - 08:30       | 13       | 1114     | 0.000        | 13         | 1114     | 0.000        | 13       | 1114     | 0.000        |
| 08:30 - 09:00       | 13       | 1114     | 0.014        | 13         | 1114     | 0.021        | 13       | 1114     | 0.035        |
| 09:00 - 09:30       | 13       | 1114     | 0.000        | 13         | 1114     | 0.000        | 13       | 1114     | 0.000        |
| 09:30 - 10:00       | 13       | 1114     | 0.007        | 13         | 1114     | 0.007        | 13       | 1114     | 0.014        |
| 10:00 - 10:30       | 13       | 1114     | 0.000        | 13         | 1114     | 0.000        | 13       | 1114     | 0.000        |
| 10:30 - 11:00       | 13       | 1114     | 0.000        | 13         | 1114     | 0.000        | 13       | 1114     | 0.000        |
| 11:00 - 11:30       | 13       | 1114     | 0.000        | 13         | 1114     | 0.000        | 13       | 1114     | 0.000        |
| 11:30 - 12:00       | 13       | 1114     | 0.000        | 13         | 1114     | 0.000        | 13       | 1114     | 0.000        |
| 12:00 - 12:30       | 13       | 1114     | 0.000        | 13         | 1114     | 0.000        | 13       | 1114     | 0.000        |
| 12:30 - 13:00       | 13       | 1114     | 0.014        | 13         | 1114     | 0.014        | 13       | 1114     | 0.028        |
| 13:00 - 13:30       | 13       | 1114     | 0.000        | 13         | 1114     | 0.000        | 13       | 1114     | 0.000        |
| 13:30 - 14:00       | 13       | 1114     | 0.007        | 13         | 1114     | 0.007        | 13       | 1114     | 0.014        |
| 14:00 - 14:30       | 13       | 1114     | 0.000        | 13         | 1114     | 0.000        | 13       | 1114     | 0.000        |
| 14:30 - 15:00       | 13       | 1114     | 0.000        | 13         | 1114     | 0.000        | 13       | 1114     | 0.000        |
| 15:00 - 15:30       | 13       | 1114     | 0.000        | 13         | 1114     | 0.000        | 13       | 1114     | 0.000        |
| 15:30 - 16:00       | 13       | 1114     | 0.007        | 13         | 1114     | 0.007        | 13       | 1114     | 0.014        |
| 16:00 - 16:30       | 13       | 1114     | 0.000        | 13         | 1114     | 0.000        | 13       | 1114     | 0.000        |
| 16:30 - 17:00       | 13       | 1114     | 0.000        | 13         | 1114     | 0.000        | 13       | 1114     | 0.000        |
| 17:00 - 17:30       | 13       | 1114     | 0.014        | 13         | 1114     | 0.014        | 13       | 1114     | 0.028        |
| 17:30 - 18:00       | 13       | 1114     | 0.000        | 13         | 1114     | 0.000        | 13       | 1114     | 0.000        |
| 18:00 - 18:30       | 12       | 1192     | 0.000        | 12         | 1192     | 0.000        | 12       | 1192     | 0.000        |
| 18:30 - 19:00       | 12       | 1192     | 0.000        | 12         | 1192     | 0.000        | 12       | 1192     | 0.000        |
| 19:00 - 19:30       |          |          |              |            |          |              |          |          |              |
| 19:30 - 20:00       |          |          |              |            |          |              |          |          |              |
| 20:00 - 20:30       |          |          |              |            |          |              |          |          |              |
| 20:30 - 21:00       |          |          |              |            |          |              |          |          |              |
| 21:00 - 21:30       |          |          |              |            |          |              |          |          |              |
| 21:30 - 22:00       |          |          |              |            |          |              |          |          |              |
| 22:00 - 22:30       |          |          |              |            |          |              |          |          |              |
| 22:30 - 23:00       |          |          |              |            |          |              |          |          |              |
| 23:00 - 23:30       |          |          |              |            |          |              |          |          |              |
| 23:30 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>0.077</b> |            |          | <b>0.077</b> |          |          | <b>0.154</b> |

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

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |          |              | DEPARTURES |          |              | TOTALS   |          |              |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
|                     | No. Days | Ave. GFA | Trip Rate    | No. Days   | Ave. GFA | Trip Rate    | No. Days | Ave. GFA | Trip Rate    |
| 00:00 - 00:30       |          |          |              |            |          |              |          |          |              |
| 00:30 - 01:00       |          |          |              |            |          |              |          |          |              |
| 01:00 - 01:30       |          |          |              |            |          |              |          |          |              |
| 01:30 - 02:00       |          |          |              |            |          |              |          |          |              |
| 02:00 - 02:30       |          |          |              |            |          |              |          |          |              |
| 02:30 - 03:00       |          |          |              |            |          |              |          |          |              |
| 03:00 - 03:30       |          |          |              |            |          |              |          |          |              |
| 03:30 - 04:00       |          |          |              |            |          |              |          |          |              |
| 04:00 - 04:30       |          |          |              |            |          |              |          |          |              |
| 04:30 - 05:00       |          |          |              |            |          |              |          |          |              |
| 05:00 - 05:30       |          |          |              |            |          |              |          |          |              |
| 05:30 - 06:00       |          |          |              |            |          |              |          |          |              |
| 06:00 - 06:30       |          |          |              |            |          |              |          |          |              |
| 06:30 - 07:00       |          |          |              |            |          |              |          |          |              |
| 07:00 - 07:30       | 12       | 1192     | 0.007        | 12         | 1192     | 0.000        | 12       | 1192     | 0.007        |
| 07:30 - 08:00       | 12       | 1192     | 0.028        | 12         | 1192     | 0.000        | 12       | 1192     | 0.028        |
| 08:00 - 08:30       | 13       | 1114     | 0.062        | 13         | 1114     | 0.000        | 13       | 1114     | 0.062        |
| 08:30 - 09:00       | 13       | 1114     | 0.041        | 13         | 1114     | 0.000        | 13       | 1114     | 0.041        |
| 09:00 - 09:30       | 13       | 1114     | 0.007        | 13         | 1114     | 0.000        | 13       | 1114     | 0.007        |
| 09:30 - 10:00       | 13       | 1114     | 0.014        | 13         | 1114     | 0.014        | 13       | 1114     | 0.028        |
| 10:00 - 10:30       | 13       | 1114     | 0.021        | 13         | 1114     | 0.014        | 13       | 1114     | 0.035        |
| 10:30 - 11:00       | 13       | 1114     | 0.007        | 13         | 1114     | 0.007        | 13       | 1114     | 0.014        |
| 11:00 - 11:30       | 13       | 1114     | 0.007        | 13         | 1114     | 0.007        | 13       | 1114     | 0.014        |
| 11:30 - 12:00       | 13       | 1114     | 0.000        | 13         | 1114     | 0.000        | 13       | 1114     | 0.000        |
| 12:00 - 12:30       | 13       | 1114     | 0.007        | 13         | 1114     | 0.007        | 13       | 1114     | 0.014        |
| 12:30 - 13:00       | 13       | 1114     | 0.007        | 13         | 1114     | 0.021        | 13       | 1114     | 0.028        |
| 13:00 - 13:30       | 13       | 1114     | 0.021        | 13         | 1114     | 0.014        | 13       | 1114     | 0.035        |
| 13:30 - 14:00       | 13       | 1114     | 0.007        | 13         | 1114     | 0.007        | 13       | 1114     | 0.014        |
| 14:00 - 14:30       | 13       | 1114     | 0.007        | 13         | 1114     | 0.007        | 13       | 1114     | 0.014        |
| 14:30 - 15:00       | 13       | 1114     | 0.021        | 13         | 1114     | 0.014        | 13       | 1114     | 0.035        |
| 15:00 - 15:30       | 13       | 1114     | 0.007        | 13         | 1114     | 0.007        | 13       | 1114     | 0.014        |
| 15:30 - 16:00       | 13       | 1114     | 0.000        | 13         | 1114     | 0.021        | 13       | 1114     | 0.021        |
| 16:00 - 16:30       | 13       | 1114     | 0.021        | 13         | 1114     | 0.048        | 13       | 1114     | 0.069        |
| 16:30 - 17:00       | 13       | 1114     | 0.021        | 13         | 1114     | 0.021        | 13       | 1114     | 0.042        |
| 17:00 - 17:30       | 13       | 1114     | 0.007        | 13         | 1114     | 0.048        | 13       | 1114     | 0.055        |
| 17:30 - 18:00       | 13       | 1114     | 0.000        | 13         | 1114     | 0.028        | 13       | 1114     | 0.028        |
| 18:00 - 18:30       | 12       | 1192     | 0.000        | 12         | 1192     | 0.021        | 12       | 1192     | 0.021        |
| 18:30 - 19:00       | 12       | 1192     | 0.000        | 12         | 1192     | 0.000        | 12       | 1192     | 0.000        |
| 19:00 - 19:30       |          |          |              |            |          |              |          |          |              |
| 19:30 - 20:00       |          |          |              |            |          |              |          |          |              |
| 20:00 - 20:30       |          |          |              |            |          |              |          |          |              |
| 20:30 - 21:00       |          |          |              |            |          |              |          |          |              |
| 21:00 - 21:30       |          |          |              |            |          |              |          |          |              |
| 21:30 - 22:00       |          |          |              |            |          |              |          |          |              |
| 22:00 - 22:30       |          |          |              |            |          |              |          |          |              |
| 22:30 - 23:00       |          |          |              |            |          |              |          |          |              |
| 23:00 - 23:30       |          |          |              |            |          |              |          |          |              |
| 23:30 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>0.320</b> |            |          | <b>0.306</b> |          |          | <b>0.626</b> |

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |          |               | DEPARTURES |          |               | TOTALS   |          |               |
|---------------------|----------|----------|---------------|------------|----------|---------------|----------|----------|---------------|
|                     | No. Days | Ave. GFA | Trip Rate     | No. Days   | Ave. GFA | Trip Rate     | No. Days | Ave. GFA | Trip Rate     |
| 00:00 - 00:30       |          |          |               |            |          |               |          |          |               |
| 00:30 - 01:00       |          |          |               |            |          |               |          |          |               |
| 01:00 - 01:30       |          |          |               |            |          |               |          |          |               |
| 01:30 - 02:00       |          |          |               |            |          |               |          |          |               |
| 02:00 - 02:30       |          |          |               |            |          |               |          |          |               |
| 02:30 - 03:00       |          |          |               |            |          |               |          |          |               |
| 03:00 - 03:30       |          |          |               |            |          |               |          |          |               |
| 03:30 - 04:00       |          |          |               |            |          |               |          |          |               |
| 04:00 - 04:30       |          |          |               |            |          |               |          |          |               |
| 04:30 - 05:00       |          |          |               |            |          |               |          |          |               |
| 05:00 - 05:30       |          |          |               |            |          |               |          |          |               |
| 05:30 - 06:00       |          |          |               |            |          |               |          |          |               |
| 06:00 - 06:30       |          |          |               |            |          |               |          |          |               |
| 06:30 - 07:00       |          |          |               |            |          |               |          |          |               |
| 07:00 - 07:30       | 12       | 1192     | 0.105         | 12         | 1192     | 0.021         | 12       | 1192     | 0.126         |
| 07:30 - 08:00       | 12       | 1192     | 0.531         | 12         | 1192     | 0.056         | 12       | 1192     | 0.587         |
| 08:00 - 08:30       | 13       | 1114     | 1.105         | 13         | 1114     | 0.048         | 13       | 1114     | 1.153         |
| 08:30 - 09:00       | 13       | 1114     | 1.477         | 13         | 1114     | 0.131         | 13       | 1114     | 1.608         |
| 09:00 - 09:30       | 13       | 1114     | 1.132         | 13         | 1114     | 0.262         | 13       | 1114     | 1.394         |
| 09:30 - 10:00       | 13       | 1114     | 0.663         | 13         | 1114     | 0.366         | 13       | 1114     | 1.029         |
| 10:00 - 10:30       | 13       | 1114     | 0.732         | 13         | 1114     | 0.490         | 13       | 1114     | 1.222         |
| 10:30 - 11:00       | 13       | 1114     | 0.552         | 13         | 1114     | 0.407         | 13       | 1114     | 0.959         |
| 11:00 - 11:30       | 13       | 1114     | 0.483         | 13         | 1114     | 0.407         | 13       | 1114     | 0.890         |
| 11:30 - 12:00       | 13       | 1114     | 0.552         | 13         | 1114     | 0.580         | 13       | 1114     | 1.132         |
| 12:00 - 12:30       | 13       | 1114     | 0.380         | 13         | 1114     | 0.601         | 13       | 1114     | 0.981         |
| 12:30 - 13:00       | 13       | 1114     | 0.421         | 13         | 1114     | 0.442         | 13       | 1114     | 0.863         |
| 13:00 - 13:30       | 13       | 1114     | 0.387         | 13         | 1114     | 0.407         | 13       | 1114     | 0.794         |
| 13:30 - 14:00       | 13       | 1114     | 0.642         | 13         | 1114     | 0.366         | 13       | 1114     | 1.008         |
| 14:00 - 14:30       | 13       | 1114     | 0.387         | 13         | 1114     | 0.435         | 13       | 1114     | 0.822         |
| 14:30 - 15:00       | 13       | 1114     | 0.283         | 13         | 1114     | 0.373         | 13       | 1114     | 0.656         |
| 15:00 - 15:30       | 13       | 1114     | 0.331         | 13         | 1114     | 0.552         | 13       | 1114     | 0.883         |
| 15:30 - 16:00       | 13       | 1114     | 0.276         | 13         | 1114     | 0.380         | 13       | 1114     | 0.656         |
| 16:00 - 16:30       | 13       | 1114     | 0.249         | 13         | 1114     | 0.849         | 13       | 1114     | 1.098         |
| 16:30 - 17:00       | 13       | 1114     | 0.214         | 13         | 1114     | 1.146         | 13       | 1114     | 1.360         |
| 17:00 - 17:30       | 13       | 1114     | 0.242         | 13         | 1114     | 1.450         | 13       | 1114     | 1.692         |
| 17:30 - 18:00       | 13       | 1114     | 0.069         | 13         | 1114     | 0.718         | 13       | 1114     | 0.787         |
| 18:00 - 18:30       | 12       | 1192     | 0.049         | 12         | 1192     | 0.287         | 12       | 1192     | 0.336         |
| 18:30 - 19:00       | 12       | 1192     | 0.014         | 12         | 1192     | 0.147         | 12       | 1192     | 0.161         |
| 19:00 - 19:30       |          |          |               |            |          |               |          |          |               |
| 19:30 - 20:00       |          |          |               |            |          |               |          |          |               |
| 20:00 - 20:30       |          |          |               |            |          |               |          |          |               |
| 20:30 - 21:00       |          |          |               |            |          |               |          |          |               |
| 21:00 - 21:30       |          |          |               |            |          |               |          |          |               |
| 21:30 - 22:00       |          |          |               |            |          |               |          |          |               |
| 22:00 - 22:30       |          |          |               |            |          |               |          |          |               |
| 22:30 - 23:00       |          |          |               |            |          |               |          |          |               |
| 23:00 - 23:30       |          |          |               |            |          |               |          |          |               |
| 23:30 - 24:00       |          |          |               |            |          |               |          |          |               |
| <b>Total Rates:</b> |          |          | <b>11.276</b> |            |          | <b>10.921</b> |          |          | <b>22.197</b> |

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |          |               | DEPARTURES |          |               | TOTALS   |          |               |
|---------------------|----------|----------|---------------|------------|----------|---------------|----------|----------|---------------|
|                     | No. Days | Ave. GFA | Trip Rate     | No. Days   | Ave. GFA | Trip Rate     | No. Days | Ave. GFA | Trip Rate     |
| 00:00 - 00:30       |          |          |               |            |          |               |          |          |               |
| 00:30 - 01:00       |          |          |               |            |          |               |          |          |               |
| 01:00 - 01:30       |          |          |               |            |          |               |          |          |               |
| 01:30 - 02:00       |          |          |               |            |          |               |          |          |               |
| 02:00 - 02:30       |          |          |               |            |          |               |          |          |               |
| 02:30 - 03:00       |          |          |               |            |          |               |          |          |               |
| 03:00 - 03:30       |          |          |               |            |          |               |          |          |               |
| 03:30 - 04:00       |          |          |               |            |          |               |          |          |               |
| 04:00 - 04:30       |          |          |               |            |          |               |          |          |               |
| 04:30 - 05:00       |          |          |               |            |          |               |          |          |               |
| 05:00 - 05:30       |          |          |               |            |          |               |          |          |               |
| 05:30 - 06:00       |          |          |               |            |          |               |          |          |               |
| 06:00 - 06:30       |          |          |               |            |          |               |          |          |               |
| 06:30 - 07:00       |          |          |               |            |          |               |          |          |               |
| 07:00 - 07:30       | 12       | 1192     | 0.028         | 12         | 1192     | 0.014         | 12       | 1192     | 0.042         |
| 07:30 - 08:00       | 12       | 1192     | 0.070         | 12         | 1192     | 0.021         | 12       | 1192     | 0.091         |
| 08:00 - 08:30       | 13       | 1114     | 0.166         | 13         | 1114     | 0.014         | 13       | 1114     | 0.180         |
| 08:30 - 09:00       | 13       | 1114     | 0.428         | 13         | 1114     | 0.069         | 13       | 1114     | 0.497         |
| 09:00 - 09:30       | 13       | 1114     | 0.345         | 13         | 1114     | 0.207         | 13       | 1114     | 0.552         |
| 09:30 - 10:00       | 13       | 1114     | 0.469         | 13         | 1114     | 0.249         | 13       | 1114     | 0.718         |
| 10:00 - 10:30       | 13       | 1114     | 0.497         | 13         | 1114     | 0.345         | 13       | 1114     | 0.842         |
| 10:30 - 11:00       | 13       | 1114     | 0.587         | 13         | 1114     | 0.614         | 13       | 1114     | 1.201         |
| 11:00 - 11:30       | 13       | 1114     | 0.442         | 13         | 1114     | 0.635         | 13       | 1114     | 1.077         |
| 11:30 - 12:00       | 13       | 1114     | 0.559         | 13         | 1114     | 0.690         | 13       | 1114     | 1.249         |
| 12:00 - 12:30       | 13       | 1114     | 0.649         | 13         | 1114     | 1.574         | 13       | 1114     | 2.223         |
| 12:30 - 13:00       | 13       | 1114     | 1.339         | 13         | 1114     | 1.408         | 13       | 1114     | 2.747         |
| 13:00 - 13:30       | 13       | 1114     | 1.319         | 13         | 1114     | 1.346         | 13       | 1114     | 2.665         |
| 13:30 - 14:00       | 13       | 1114     | 1.477         | 13         | 1114     | 0.815         | 13       | 1114     | 2.292         |
| 14:00 - 14:30       | 13       | 1114     | 0.642         | 13         | 1114     | 0.497         | 13       | 1114     | 1.139         |
| 14:30 - 15:00       | 13       | 1114     | 0.387         | 13         | 1114     | 0.400         | 13       | 1114     | 0.787         |
| 15:00 - 15:30       | 13       | 1114     | 0.345         | 13         | 1114     | 0.352         | 13       | 1114     | 0.697         |
| 15:30 - 16:00       | 13       | 1114     | 0.449         | 13         | 1114     | 0.393         | 13       | 1114     | 0.842         |
| 16:00 - 16:30       | 13       | 1114     | 0.214         | 13         | 1114     | 0.421         | 13       | 1114     | 0.635         |
| 16:30 - 17:00       | 13       | 1114     | 0.152         | 13         | 1114     | 0.407         | 13       | 1114     | 0.559         |
| 17:00 - 17:30       | 13       | 1114     | 0.138         | 13         | 1114     | 0.283         | 13       | 1114     | 0.421         |
| 17:30 - 18:00       | 13       | 1114     | 0.041         | 13         | 1114     | 0.242         | 13       | 1114     | 0.283         |
| 18:00 - 18:30       | 12       | 1192     | 0.014         | 12         | 1192     | 0.070         | 12       | 1192     | 0.084         |
| 18:30 - 19:00       | 12       | 1192     | 0.000         | 12         | 1192     | 0.049         | 12       | 1192     | 0.049         |
| 19:00 - 19:30       |          |          |               |            |          |               |          |          |               |
| 19:30 - 20:00       |          |          |               |            |          |               |          |          |               |
| 20:00 - 20:30       |          |          |               |            |          |               |          |          |               |
| 20:30 - 21:00       |          |          |               |            |          |               |          |          |               |
| 21:00 - 21:30       |          |          |               |            |          |               |          |          |               |
| 21:30 - 22:00       |          |          |               |            |          |               |          |          |               |
| 22:00 - 22:30       |          |          |               |            |          |               |          |          |               |
| 22:30 - 23:00       |          |          |               |            |          |               |          |          |               |
| 23:00 - 23:30       |          |          |               |            |          |               |          |          |               |
| 23:30 - 24:00       |          |          |               |            |          |               |          |          |               |
| <b>Total Rates:</b> |          |          | <b>10.757</b> |            |          | <b>11.115</b> |          |          | <b>21.872</b> |

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

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

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

| Time Range          | ARRIVALS |          |              | DEPARTURES |          |              | TOTALS   |          |              |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
|                     | No. Days | Ave. GFA | Trip Rate    | No. Days   | Ave. GFA | Trip Rate    | No. Days | Ave. GFA | Trip Rate    |
| 00:00 - 00:30       |          |          |              |            |          |              |          |          |              |
| 00:30 - 01:00       |          |          |              |            |          |              |          |          |              |
| 01:00 - 01:30       |          |          |              |            |          |              |          |          |              |
| 01:30 - 02:00       |          |          |              |            |          |              |          |          |              |
| 02:00 - 02:30       |          |          |              |            |          |              |          |          |              |
| 02:30 - 03:00       |          |          |              |            |          |              |          |          |              |
| 03:00 - 03:30       |          |          |              |            |          |              |          |          |              |
| 03:30 - 04:00       |          |          |              |            |          |              |          |          |              |
| 04:00 - 04:30       |          |          |              |            |          |              |          |          |              |
| 04:30 - 05:00       |          |          |              |            |          |              |          |          |              |
| 05:00 - 05:30       |          |          |              |            |          |              |          |          |              |
| 05:30 - 06:00       |          |          |              |            |          |              |          |          |              |
| 06:00 - 06:30       |          |          |              |            |          |              |          |          |              |
| 06:30 - 07:00       |          |          |              |            |          |              |          |          |              |
| 07:00 - 07:30       | 12       | 1192     | 0.014        | 12         | 1192     | 0.000        | 12       | 1192     | 0.014        |
| 07:30 - 08:00       | 12       | 1192     | 0.077        | 12         | 1192     | 0.000        | 12       | 1192     | 0.077        |
| 08:00 - 08:30       | 13       | 1114     | 0.097        | 13         | 1114     | 0.000        | 13       | 1114     | 0.097        |
| 08:30 - 09:00       | 13       | 1114     | 0.318        | 13         | 1114     | 0.007        | 13       | 1114     | 0.325        |
| 09:00 - 09:30       | 13       | 1114     | 0.235        | 13         | 1114     | 0.014        | 13       | 1114     | 0.249        |
| 09:30 - 10:00       | 13       | 1114     | 0.200        | 13         | 1114     | 0.055        | 13       | 1114     | 0.255        |
| 10:00 - 10:30       | 13       | 1114     | 0.173        | 13         | 1114     | 0.104        | 13       | 1114     | 0.277        |
| 10:30 - 11:00       | 13       | 1114     | 0.104        | 13         | 1114     | 0.090        | 13       | 1114     | 0.194        |
| 11:00 - 11:30       | 13       | 1114     | 0.249        | 13         | 1114     | 0.242        | 13       | 1114     | 0.491        |
| 11:30 - 12:00       | 13       | 1114     | 0.138        | 13         | 1114     | 0.179        | 13       | 1114     | 0.317        |
| 12:00 - 12:30       | 13       | 1114     | 0.124        | 13         | 1114     | 0.117        | 13       | 1114     | 0.241        |
| 12:30 - 13:00       | 13       | 1114     | 0.076        | 13         | 1114     | 0.152        | 13       | 1114     | 0.228        |
| 13:00 - 13:30       | 13       | 1114     | 0.124        | 13         | 1114     | 0.145        | 13       | 1114     | 0.269        |
| 13:30 - 14:00       | 13       | 1114     | 0.062        | 13         | 1114     | 0.117        | 13       | 1114     | 0.179        |
| 14:00 - 14:30       | 13       | 1114     | 0.138        | 13         | 1114     | 0.117        | 13       | 1114     | 0.255        |
| 14:30 - 15:00       | 13       | 1114     | 0.131        | 13         | 1114     | 0.097        | 13       | 1114     | 0.228        |
| 15:00 - 15:30       | 13       | 1114     | 0.048        | 13         | 1114     | 0.124        | 13       | 1114     | 0.172        |
| 15:30 - 16:00       | 13       | 1114     | 0.104        | 13         | 1114     | 0.110        | 13       | 1114     | 0.214        |
| 16:00 - 16:30       | 13       | 1114     | 0.021        | 13         | 1114     | 0.152        | 13       | 1114     | 0.173        |
| 16:30 - 17:00       | 13       | 1114     | 0.048        | 13         | 1114     | 0.262        | 13       | 1114     | 0.310        |
| 17:00 - 17:30       | 13       | 1114     | 0.000        | 13         | 1114     | 0.249        | 13       | 1114     | 0.249        |
| 17:30 - 18:00       | 13       | 1114     | 0.000        | 13         | 1114     | 0.069        | 13       | 1114     | 0.069        |
| 18:00 - 18:30       | 12       | 1192     | 0.007        | 12         | 1192     | 0.014        | 12       | 1192     | 0.021        |
| 18:30 - 19:00       | 12       | 1192     | 0.000        | 12         | 1192     | 0.000        | 12       | 1192     | 0.000        |
| 19:00 - 19:30       |          |          |              |            |          |              |          |          |              |
| 19:30 - 20:00       |          |          |              |            |          |              |          |          |              |
| 20:00 - 20:30       |          |          |              |            |          |              |          |          |              |
| 20:30 - 21:00       |          |          |              |            |          |              |          |          |              |
| 21:00 - 21:30       |          |          |              |            |          |              |          |          |              |
| 21:30 - 22:00       |          |          |              |            |          |              |          |          |              |
| 22:00 - 22:30       |          |          |              |            |          |              |          |          |              |
| 22:30 - 23:00       |          |          |              |            |          |              |          |          |              |
| 23:00 - 23:30       |          |          |              |            |          |              |          |          |              |
| 23:30 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>2.488</b> |            |          | <b>2.416</b> |          |          | <b>4.904</b> |

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |          |               | DEPARTURES |          |               | TOTALS   |          |               |
|---------------------|----------|----------|---------------|------------|----------|---------------|----------|----------|---------------|
|                     | No. Days | Ave. GFA | Trip Rate     | No. Days   | Ave. GFA | Trip Rate     | No. Days | Ave. GFA | Trip Rate     |
| 00:00 - 00:30       |          |          |               |            |          |               |          |          |               |
| 00:30 - 01:00       |          |          |               |            |          |               |          |          |               |
| 01:00 - 01:30       |          |          |               |            |          |               |          |          |               |
| 01:30 - 02:00       |          |          |               |            |          |               |          |          |               |
| 02:00 - 02:30       |          |          |               |            |          |               |          |          |               |
| 02:30 - 03:00       |          |          |               |            |          |               |          |          |               |
| 03:00 - 03:30       |          |          |               |            |          |               |          |          |               |
| 03:30 - 04:00       |          |          |               |            |          |               |          |          |               |
| 04:00 - 04:30       |          |          |               |            |          |               |          |          |               |
| 04:30 - 05:00       |          |          |               |            |          |               |          |          |               |
| 05:00 - 05:30       |          |          |               |            |          |               |          |          |               |
| 05:30 - 06:00       |          |          |               |            |          |               |          |          |               |
| 06:00 - 06:30       |          |          |               |            |          |               |          |          |               |
| 06:30 - 07:00       |          |          |               |            |          |               |          |          |               |
| 07:00 - 07:30       | 12       | 1192     | 0.154         | 12         | 1192     | 0.035         | 12       | 1192     | 0.189         |
| 07:30 - 08:00       | 12       | 1192     | 0.706         | 12         | 1192     | 0.077         | 12       | 1192     | 0.783         |
| 08:00 - 08:30       | 13       | 1114     | 1.429         | 13         | 1114     | 0.062         | 13       | 1114     | 1.491         |
| 08:30 - 09:00       | 13       | 1114     | 2.264         | 13         | 1114     | 0.207         | 13       | 1114     | 2.471         |
| 09:00 - 09:30       | 13       | 1114     | 1.719         | 13         | 1114     | 0.483         | 13       | 1114     | 2.202         |
| 09:30 - 10:00       | 13       | 1114     | 1.346         | 13         | 1114     | 0.683         | 13       | 1114     | 2.029         |
| 10:00 - 10:30       | 13       | 1114     | 1.422         | 13         | 1114     | 0.953         | 13       | 1114     | 2.375         |
| 10:30 - 11:00       | 13       | 1114     | 1.249         | 13         | 1114     | 1.118         | 13       | 1114     | 2.367         |
| 11:00 - 11:30       | 13       | 1114     | 1.180         | 13         | 1114     | 1.291         | 13       | 1114     | 2.471         |
| 11:30 - 12:00       | 13       | 1114     | 1.249         | 13         | 1114     | 1.450         | 13       | 1114     | 2.699         |
| 12:00 - 12:30       | 13       | 1114     | 1.160         | 13         | 1114     | 2.299         | 13       | 1114     | 3.459         |
| 12:30 - 13:00       | 13       | 1114     | 1.843         | 13         | 1114     | 2.023         | 13       | 1114     | 3.866         |
| 13:00 - 13:30       | 13       | 1114     | 1.850         | 13         | 1114     | 1.912         | 13       | 1114     | 3.762         |
| 13:30 - 14:00       | 13       | 1114     | 2.188         | 13         | 1114     | 1.305         | 13       | 1114     | 3.493         |
| 14:00 - 14:30       | 13       | 1114     | 1.174         | 13         | 1114     | 1.056         | 13       | 1114     | 2.230         |
| 14:30 - 15:00       | 13       | 1114     | 0.821         | 13         | 1114     | 0.884         | 13       | 1114     | 1.705         |
| 15:00 - 15:30       | 13       | 1114     | 0.732         | 13         | 1114     | 1.035         | 13       | 1114     | 1.767         |
| 15:30 - 16:00       | 13       | 1114     | 0.828         | 13         | 1114     | 0.904         | 13       | 1114     | 1.732         |
| 16:00 - 16:30       | 13       | 1114     | 0.504         | 13         | 1114     | 1.470         | 13       | 1114     | 1.974         |
| 16:30 - 17:00       | 13       | 1114     | 0.435         | 13         | 1114     | 1.836         | 13       | 1114     | 2.271         |
| 17:00 - 17:30       | 13       | 1114     | 0.387         | 13         | 1114     | 2.030         | 13       | 1114     | 2.417         |
| 17:30 - 18:00       | 13       | 1114     | 0.110         | 13         | 1114     | 1.056         | 13       | 1114     | 1.166         |
| 18:00 - 18:30       | 12       | 1192     | 0.070         | 12         | 1192     | 0.391         | 12       | 1192     | 0.461         |
| 18:30 - 19:00       | 12       | 1192     | 0.014         | 12         | 1192     | 0.196         | 12       | 1192     | 0.210         |
| 19:00 - 19:30       |          |          |               |            |          |               |          |          |               |
| 19:30 - 20:00       |          |          |               |            |          |               |          |          |               |
| 20:00 - 20:30       |          |          |               |            |          |               |          |          |               |
| 20:30 - 21:00       |          |          |               |            |          |               |          |          |               |
| 21:00 - 21:30       |          |          |               |            |          |               |          |          |               |
| 21:30 - 22:00       |          |          |               |            |          |               |          |          |               |
| 22:00 - 22:30       |          |          |               |            |          |               |          |          |               |
| 22:30 - 23:00       |          |          |               |            |          |               |          |          |               |
| 23:00 - 23:30       |          |          |               |            |          |               |          |          |               |
| 23:30 - 24:00       |          |          |               |            |          |               |          |          |               |
| <b>Total Rates:</b> |          |          | <b>24.834</b> |            |          | <b>24.756</b> |          |          | <b>49.590</b> |

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.

CORA IHT WILMSLOW ROAD MANCHESTER

Licence No: 662801

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

MULTI-MODAL Servicing Vehicles

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |          |              | DEPARTURES |          |              | TOTALS   |          |              |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
|                     | No. Days | Ave. GFA | Trip Rate    | No. Days   | Ave. GFA | Trip Rate    | No. Days | Ave. GFA | Trip Rate    |
| 00:00 - 00:30       |          |          |              |            |          |              |          |          |              |
| 00:30 - 01:00       |          |          |              |            |          |              |          |          |              |
| 01:00 - 01:30       |          |          |              |            |          |              |          |          |              |
| 01:30 - 02:00       |          |          |              |            |          |              |          |          |              |
| 02:00 - 02:30       |          |          |              |            |          |              |          |          |              |
| 02:30 - 03:00       |          |          |              |            |          |              |          |          |              |
| 03:00 - 03:30       |          |          |              |            |          |              |          |          |              |
| 03:30 - 04:00       |          |          |              |            |          |              |          |          |              |
| 04:00 - 04:30       |          |          |              |            |          |              |          |          |              |
| 04:30 - 05:00       |          |          |              |            |          |              |          |          |              |
| 05:00 - 05:30       |          |          |              |            |          |              |          |          |              |
| 05:30 - 06:00       |          |          |              |            |          |              |          |          |              |
| 06:00 - 06:30       |          |          |              |            |          |              |          |          |              |
| 06:30 - 07:00       |          |          |              |            |          |              |          |          |              |
| 07:00 - 07:30       | 12       | 1192     | 0.000        | 12         | 1192     | 0.000        | 12       | 1192     | 0.000        |
| 07:30 - 08:00       | 12       | 1192     | 0.007        | 12         | 1192     | 0.000        | 12       | 1192     | 0.007        |
| 08:00 - 08:30       | 13       | 1114     | 0.014        | 13         | 1114     | 0.007        | 13       | 1114     | 0.021        |
| 08:30 - 09:00       | 13       | 1114     | 0.014        | 13         | 1114     | 0.000        | 13       | 1114     | 0.014        |
| 09:00 - 09:30       | 13       | 1114     | 0.007        | 13         | 1114     | 0.035        | 13       | 1114     | 0.042        |
| 09:30 - 10:00       | 13       | 1114     | 0.000        | 13         | 1114     | 0.000        | 13       | 1114     | 0.000        |
| 10:00 - 10:30       | 13       | 1114     | 0.021        | 13         | 1114     | 0.021        | 13       | 1114     | 0.042        |
| 10:30 - 11:00       | 13       | 1114     | 0.000        | 13         | 1114     | 0.000        | 13       | 1114     | 0.000        |
| 11:00 - 11:30       | 13       | 1114     | 0.000        | 13         | 1114     | 0.000        | 13       | 1114     | 0.000        |
| 11:30 - 12:00       | 13       | 1114     | 0.000        | 13         | 1114     | 0.000        | 13       | 1114     | 0.000        |
| 12:00 - 12:30       | 13       | 1114     | 0.000        | 13         | 1114     | 0.000        | 13       | 1114     | 0.000        |
| 12:30 - 13:00       | 13       | 1114     | 0.007        | 13         | 1114     | 0.007        | 13       | 1114     | 0.014        |
| 13:00 - 13:30       | 13       | 1114     | 0.000        | 13         | 1114     | 0.000        | 13       | 1114     | 0.000        |
| 13:30 - 14:00       | 13       | 1114     | 0.000        | 13         | 1114     | 0.000        | 13       | 1114     | 0.000        |
| 14:00 - 14:30       | 13       | 1114     | 0.000        | 13         | 1114     | 0.000        | 13       | 1114     | 0.000        |
| 14:30 - 15:00       | 13       | 1114     | 0.000        | 13         | 1114     | 0.000        | 13       | 1114     | 0.000        |
| 15:00 - 15:30       | 13       | 1114     | 0.007        | 13         | 1114     | 0.007        | 13       | 1114     | 0.014        |
| 15:30 - 16:00       | 13       | 1114     | 0.000        | 13         | 1114     | 0.000        | 13       | 1114     | 0.000        |
| 16:00 - 16:30       | 13       | 1114     | 0.007        | 13         | 1114     | 0.007        | 13       | 1114     | 0.014        |
| 16:30 - 17:00       | 13       | 1114     | 0.007        | 13         | 1114     | 0.007        | 13       | 1114     | 0.014        |
| 17:00 - 17:30       | 13       | 1114     | 0.000        | 13         | 1114     | 0.000        | 13       | 1114     | 0.000        |
| 17:30 - 18:00       | 13       | 1114     | 0.000        | 13         | 1114     | 0.000        | 13       | 1114     | 0.000        |
| 18:00 - 18:30       | 12       | 1192     | 0.000        | 12         | 1192     | 0.000        | 12       | 1192     | 0.000        |
| 18:30 - 19:00       | 12       | 1192     | 0.000        | 12         | 1192     | 0.000        | 12       | 1192     | 0.000        |
| 19:00 - 19:30       |          |          |              |            |          |              |          |          |              |
| 19:30 - 20:00       |          |          |              |            |          |              |          |          |              |
| 20:00 - 20:30       |          |          |              |            |          |              |          |          |              |
| 20:30 - 21:00       |          |          |              |            |          |              |          |          |              |
| 21:00 - 21:30       |          |          |              |            |          |              |          |          |              |
| 21:30 - 22:00       |          |          |              |            |          |              |          |          |              |
| 22:00 - 22:30       |          |          |              |            |          |              |          |          |              |
| 22:30 - 23:00       |          |          |              |            |          |              |          |          |              |
| 23:00 - 23:30       |          |          |              |            |          |              |          |          |              |
| 23:30 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>0.091</b> |            |          | <b>0.091</b> |          |          | <b>0.182</b> |

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.

---

## APPENDIX E – TRAVEL PLAN



**Schroders Ltd.**

**Floors 6, 7 and 8**

**City Tower, Manchester**

**Travel Plan**

**May 2018**

# Contents

|           |                                                       |           |
|-----------|-------------------------------------------------------|-----------|
| <b>1.</b> | <b>Executive Summary .....</b>                        | <b>3</b>  |
| 1.1.      | BREEAM Credit Assessment.....                         | 3         |
| <b>2.</b> | <b>Introduction.....</b>                              | <b>4</b>  |
| 2.1.      | Development Proposal.....                             | 4         |
| 2.2.      | Scope of the Travel Plan.....                         | 4         |
| 2.3.      | Motivation and Objectives.....                        | 5         |
| 2.4.      | Policy .....                                          | 5         |
| <b>3.</b> | <b>BREEAM Transport Requirements.....</b>             | <b>9</b>  |
| <b>4.</b> | <b>Site Location and Accessibility .....</b>          | <b>10</b> |
| 4.1.      | Site location .....                                   | 10        |
| 4.2.      | Car Parking Restrictions .....                        | 11        |
| 4.3.      | Access to the Site by Non-Car Modes.....              | 11        |
| 4.4.      | Cycle infrastructure.....                             | 13        |
| 4.5.      | Public Transport .....                                | 17        |
| 4.6.      | Metrolink & Mainline Train .....                      | 17        |
| 4.7.      | Bus.....                                              | 21        |
| 4.8.      | Car Clubs .....                                       | 21        |
| 4.9.      | Mode Share Data .....                                 | 22        |
| <b>5.</b> | <b>Travel Plan - Objectives &amp; Targets.....</b>    | <b>23</b> |
| 5.1.      | The Focus of the Travel Plan .....                    | 23        |
| 5.2.      | Objectives.....                                       | 23        |
| 5.3.      | Targets.....                                          | 23        |
| <b>6.</b> | <b>Travel Plan - Measures &amp; Initiatives .....</b> | <b>24</b> |
| 6.1.      | Travel Plan Coordinator (TPC) .....                   | 24        |
| 6.2.      | Information Packs.....                                | 25        |
| 6.3.      | Marketing and Promotion.....                          | 25        |
| 6.4.      | Promotion of Public Transport Use.....                | 26        |
| 6.5.      | Car Facilities .....                                  | 26        |
| 6.6.      | Promotion of Cycling.....                             | 26        |
| 6.7.      | Promotion of Sustainable Deliveries .....             | 27        |

|            |                                                                 |           |
|------------|-----------------------------------------------------------------|-----------|
| <b>7.</b>  | <b>Travel Plan - Monitoring and Review .....</b>                | <b>28</b> |
| 7.1.       | Targets.....                                                    | 28        |
| 7.2.       | Monitoring.....                                                 | 28        |
| <b>8.</b>  | <b>Travel Plan – Timescales for Action Implementation .....</b> | <b>29</b> |
| <b>9.</b>  | <b>BREEAM Assessment.....</b>                                   | <b>30</b> |
| <b>10.</b> | <b>Appendices .....</b>                                         | <b>31</b> |
| 10.1.      | APPENDIX I – Occupancy Table – All Floors.....                  | 31        |
| 10.2.      | APPENDIX II – Floorplan – Cycle Hub .....                       | 32        |
| 10.3.      | APPENDIX III – Floorplan – Floor 6.....                         | 33        |
| 10.4.      | APPENDIX IV – Floorplan – Floor 7 .....                         | 34        |
| 10.5.      | APPENDIX V – Floorplan – Floor 8 .....                          | 35        |

## NOTICE

This document and its contents are intended solely for the information of MHBC LLP as the project manager and Schroders as the client, in relation to the BREEAM assessment for City Tower, Piccadilly Plaza, Manchester, M1 4BT. Verte Ltd. assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

## Document History

| Job Number: v149 |                     | Doc Ref: City Tower Phase 3, Manchester - Travel Plan |            |             |
|------------------|---------------------|-------------------------------------------------------|------------|-------------|
| Revision         | Purpose description | Originated                                            | Authorised | Date        |
| A                | Final               | LJ                                                    | RM         | 01 May 2018 |
| B                |                     |                                                       |            |             |
| C                |                     |                                                       |            |             |
| D                |                     |                                                       |            |             |
| E                |                     |                                                       |            |             |

# 1. Executive Summary

Verte have been appointed by MHBC LLP to provide a Travel Plan for City Tower, Piccadilly Plaza, Manchester, M1 4BT.

The refurbishment works at this site comprise of fitting out the 6<sup>th</sup>, 7<sup>th</sup> and 8<sup>th</sup> floors of City Tower, Manchester to grade A office specification with new electrical, mechanical and domestic services.

As the development constitutes part of a larger site, plans and details for the entire property have been used for all aspects including cycle spaces and facilities.

The development uses the GMAL rating system developed by Transport for Greater Manchester – where City Tower is in the highest rating level – 8 out of 8; this is due to the proximity of Piccadilly Gardens Metrolink Station, Manchester Piccadilly mainline train station with its regular high-speed and suburban commuter services. In addition, the site is close to many bus stops and stations that operate in the area. The location is well serviced for public amenity with many retail options in the basement and surrounding area, as well as clearly marked pedestrian infrastructure. Indeed, a 'Cycle Hub' is located in the basement of the property, which has provision for in excess of 200 cycle spaces, as well as showers and lockers. It is therefore envisaged that a high percentage of occupants will walk, cycle or use public transport to access the property.

As the 6<sup>th</sup>, 7<sup>th</sup> and 8<sup>th</sup> floors are not currently occupied, a specific travel survey has not been carried out, which is discussed in the relevant section of the report.

The main recommendations within this Travel Plan are to ensure that the Travel Plan and recommendations are provided to the building management/ future occupants for implementation, particularly with regard to the appointment of a Travel Plan Coordinator (TPC). The developer should provide written confirmation to the BREEAM assessor that this will be the case.

## 1.1. BREEAM Credit Assessment

This Travel Plan should aid this as the property will achieve the following BREEAM 2014 credits:

| Issue ID                        | Issue Name                   | No. Credits Awarded |
|---------------------------------|------------------------------|---------------------|
| Tra01                           | Public transport solutions   | 3                   |
| Tra02                           | Proximity to amenities       | 1                   |
| Tra03                           | Cyclist facilities           | 0                   |
| Tra04                           | Maximum car parking capacity | N/a                 |
| Tra05                           | Travel Plan                  | 1                   |
| Total Number of Credits Awarded |                              | 6                   |

## 2. Introduction

Verte have been appointed by MHBC LLP to provide a Travel Plan for the refurbishment of the 6<sup>th</sup>, 7<sup>th</sup> and 8<sup>th</sup> floors of City Tower, Piccadilly Plaza, Manchester, M1 4BT in support of the requirements for BREEAM 2014 Offices.

City Tower is a 30-storey property situated in the Piccadilly Gardens area of Manchester, England. It has the highest office space currently available in Manchester, standing 107 metres tall. City Tower was completed in 1965. The building comprises of a ground floor mall area with entrances to the building, basement car parking, ground floor entrance, car deck level 2 parking and 28 floors of office space. The Tower also houses Manchester's main radio transmitting station – this is on the roof.

### 2.1. Development Proposal

The refurbishment works comprise of stripping and fitting out the 6<sup>th</sup>, 7<sup>th</sup> and 8<sup>th</sup> floors of City Tower, Manchester to grade A office specification.

### 2.2. Scope of the Travel Plan

This Travel Plan proposes a range of measures, initiatives and strategies which can be implemented or considered for implementation by the Travel Plan Coordinator (TPC) to encourage the use of sustainable modes of travel for employees at the site or people visiting the property.

The document has also been developed to satisfy the BREEAM 2014 - Tra5 requirements and presents how the Travel Plan will be managed, delivered and monitored. It has been prepared in line with the Department for Transport (DfT) 'Guidance on Travel Planning' (March 2008) and BREEAM 2014 – Tra5 Requirements.

This Travel Plan is intended to be a 'live' document and will be updated and amended as more detail on the operation of the development is agreed.

The remainder of this Plan is structured as follows:

- Section 3 - Illustrates the BREEAM Transport credits available
- Section 4 - Outlines the location and accessibility of the site,
- Section 5 - Provides the objectives and targets of the Travel Plan,
- Section 6 - Sets out the suggested measures that will be implemented by the Travel Plan,
- Section 7 - Outlines a Travel Plan Monitoring Review Programme,
- Section 8 - Provides the timescales for implementing Travel Plan Actions.
- Section 9 - Illustrates the BREEAM Transport credits achieved
- Section 10 - Provides supporting documentation

## 2.3. Motivation and Objectives

The prime motivation of setting up the plan is to promote a range of measures that will help to reduce journeys made as the single occupant of a private vehicle and encourage an increased use of public transport, walking, cycling and car sharing.

Additionally, the development is targeting a BREEAM rating and this Travel Plan will form the basis of the transport section assessment. This will be discussed in a later section.

The aims/objectives of developing a Travel Plan for this development are as follows:

- To effectively manage the travel behaviour for staff, residents and where possible visitors, capitalising on the opportunities of the development's location in terms of high public transport accessibility;
- To develop a strategy for the ongoing management, coordination and marketing of the Travel Plan ensuring it remains a 'live' document; and
- To satisfy the BREEAM Tra5 requirements relating to the development of a Travel Plan.

## 2.4. Policy

Government policy is increasingly focused on aiming to reduce the reliance on private vehicles as a method of tackling congestion, improving air quality whilst promoting walking and cycling as way of improving the quality of life and health of those in the surrounding area.

### 2.4.1. National Policy

#### National Planning Policy Framework (NPPF)

The NPPF<sup>1</sup> sets out the Government's planning policies for England and how these are expected to be applied. Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.

Chapter 4 – 'Promoting Sustainable Transport' sets out central Government national transport policy:

*"Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel."*

Developments should be inherently located and designed where practical to:

- Accommodate the efficient delivery of goods and supplies;

---

<sup>1</sup> The 'National Planning Policy Framework (NPPF)' – Department for Communities and Local Government – March 2012

- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts, which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and, where appropriate, establishing home zones;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the needs of people with disabilities via all modes of transport.

Paragraph 36 of the NPPF states that:

*“A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.”*

## 2.4.2. Regional Policy

### Greater Manchester's Third Local Transport Plan 2011/12 - 2015/16

This regional planning document<sup>2</sup> develops the national policy approach in putting emphasis on achieving a sustainable city.

An effective transport network is an essential catalyst to realise the potential of Greater Manchester as it connects people to places in a sustainable manner – places where they can work, study, shop, relax, and access public services. In summary, the Local Transport Plan emphasises the below:

- Drive growth through private sector-led investment strategies.
- Aim to develop sustainable transport approaches which link people and skills to jobs and opportunities,
- bring public and private resources together to deliver much-needed infrastructure.
  - This includes Accelerated Development Zones (ADZ), where a concentrated 'offer' is developed to support a key economic growth point that already benefits from distinctive features such as business clustering.

In Section 2.2 of this document it is stated that there will not be making any proposals for congestion charging or workplace parking charging, instead the *“...focus will be on a high quality, targeted investment in public transport and other sustainable modes, alongside measures to maximise the efficiency across road and public transport systems.”*

---

<sup>2</sup> Greater Manchester's Third Local Transport Plan 2011/12 – 2015/16 – February 2011

### Transport for Sustainable Communities: A Guide for Developers<sup>3</sup>

This publication, by Transport for Greater Manchester (TfGM) offers a source of guidance on sustainable transport and is intended to supplement the statutory policies set out in the NPPF 2012. Two of the TfGM's five main objectives are to:

- Ensure that carbon emissions from transport are reduced in line with UK Government targets in order to minimise the impacts of climate change
- Ensure that the transport system facilitates active, healthy lifestyles and a reduction in the number of casualties; and that other health impacts are minimised

In this document, in Chapter 3, Transport Principles for Sustainable Development, it states:

*"To maximise the sustainability of a new development, the following five transport principles should be followed:*

- *Maximise accessibility*
- *Reduce the need to travel by car*
- *Make the best use of existing furniture*
- *Design for active travel".*

#### 2.4.3. Local Policy

Local Area Implementation Plans have been prepared for each of the ten District areas in Greater Manchester. These have been prepared locally, taking into account the priorities in each District as set out in their Sustainable Community Strategies.

#### The Local Transport Plan for Manchester<sup>4</sup>

The City Tower is located in Central Manchester district, whose Local Transport Plan document states:

*"The long term congestion strategy remains to reduce the need to travel through integrating land use planning with transport investment to increase accessibility by sustainable travel options and encourage a change in travel behaviour by supporting interventions to encourage people to choose sustainable travel modes, whenever practical."*

The key aims of Manchester City Council's strategy in this document are provided below:

- Car parking and pricing strategies discouraging commuter parking, particularly when investments have been made in public transport;
- Reduce the need to travel through integrating transport with land use planning, locating development in accessible locations;

---

<sup>3</sup> Transport for Sustainable Communities: A Guide for Developers – Transport for Greater Manchester – Mar 2013

<sup>4</sup> The Local Transport Plan for Manchester – Manchester City Council – Apr 2012

- Policies and investment in public transport systems, ticketing and information;
- Policies and investment to support more walking and cycling for shorter journeys, particular journey to work and education; and
- Investments in activities and intervention around smarter travel choices.

### 3. BREEAM Transport Requirements

This development is being assessed under BREEAM 2014 and the relevant transport credits are listed below in *Table 1*.

Table 1: BREEAM Transport Credits Available

| Issue ID | Issue name                   | Credit summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|----------|------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Tra01    | Public transport solutions   | <p>Split into 2 parts:</p> <ul style="list-style-type: none"> <li>- Accessibility Index (AI) – <b>up to three credits</b> (offices) <ul style="list-style-type: none"> <li>- Using the BREEAM AI tool, the number of transport nodes in the immediate vicinity of the site is assessed:</li> </ul> </li> <li>- Alternative transport index – up to an <b>additional two credits</b></li> </ul> <p>Up to a maximum of 5 credits are available from a combination of the above criteria</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Tra02    | Proximity to amenities       | <p><b>One credit</b> is available:</p> <p>Where the building is located within close proximity and accessible to the following amenities: grocery shop or food outlet, post box and cash machine.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Tra03    | Cyclist Facilities           | <p><b>One credit</b> - Cycle storage (excluding sheltered housing, care homes, supported living facilities and prison building types)</p> <ol style="list-style-type: none"> <li>1. Compliant cycle storage spaces that meet the minimum levels are installed.</li> </ol> <p><b>One credit</b> - Cyclist facilities (excluding sheltered housing, care homes and supported living facilities, student residents, key accommodation, transport hub and MOD residential and prison building types)</p> <ol style="list-style-type: none"> <li>2. Criterion 1 has been achieved.</li> <li>3. At least two of the following types of compliant cyclist facilities have been provided for all building users: <ol style="list-style-type: none"> <li>a. Showers</li> <li>b. Changing facilities</li> <li>c. Lockers</li> <li>d. Drying spaces.</li> </ol> </li> </ol> <p><b>One credit</b> - Cycle storage and cyclist facilities (sheltered housing, care homes and supported living facilities and prison building types only)</p> <ol style="list-style-type: none"> <li>4. Where criteria 1 to 3 have been met for cycle space and cycle facilities requirements.</li> </ol> |
| Tra04    | Maximum car parking capacity | <p>If there is a change of use, <b>two credits</b> are available based on the following criteria for Business – Office and Industrial:</p> <p>Max parking capacity 1 space per x building users where x is 4,5,6 depending on the buildings Accessibility Index (AI)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

|       |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Tra05 | Travel Plan | <p><b>One credit</b> is available based on the following:</p> <ol style="list-style-type: none"> <li>1. A travel plan has been developed as part of the feasibility and design stages.</li> <li>2. A site specific travel assessment/statement has been undertaken to ensure the travel plan is structured to meet the needs of the particular site and covers the following (as a minimum): <ol style="list-style-type: none"> <li>a. Where relevant, existing travel patterns and opinions of existing building or site users towards cycling and walking so that constraints and opportunities can be identified.</li> <li>b. Travel patterns and transport impact of future building users.</li> <li>c. Current local environment for walkers and cyclists (accounting for visitors who may be accompanied by young children).</li> <li>d. Disabled access (accounting for varying levels of disability and visual impairment).</li> <li>e. Public transport links serving the site.</li> <li>f. Current facilities for cyclists.</li> </ol> </li> <li>3. The travel plan includes a package of measures to encourage the use of sustainable modes of transport and movement of people and goods during the building's operation and use.</li> <li>4. If the occupier is known, they must be involved in the development of the travel plan and they must confirm that the travel plan will be implemented post refurbishment or fit-out and be supported by the building's management in operation.</li> </ol> |
|-------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## 4. Site Location and Accessibility

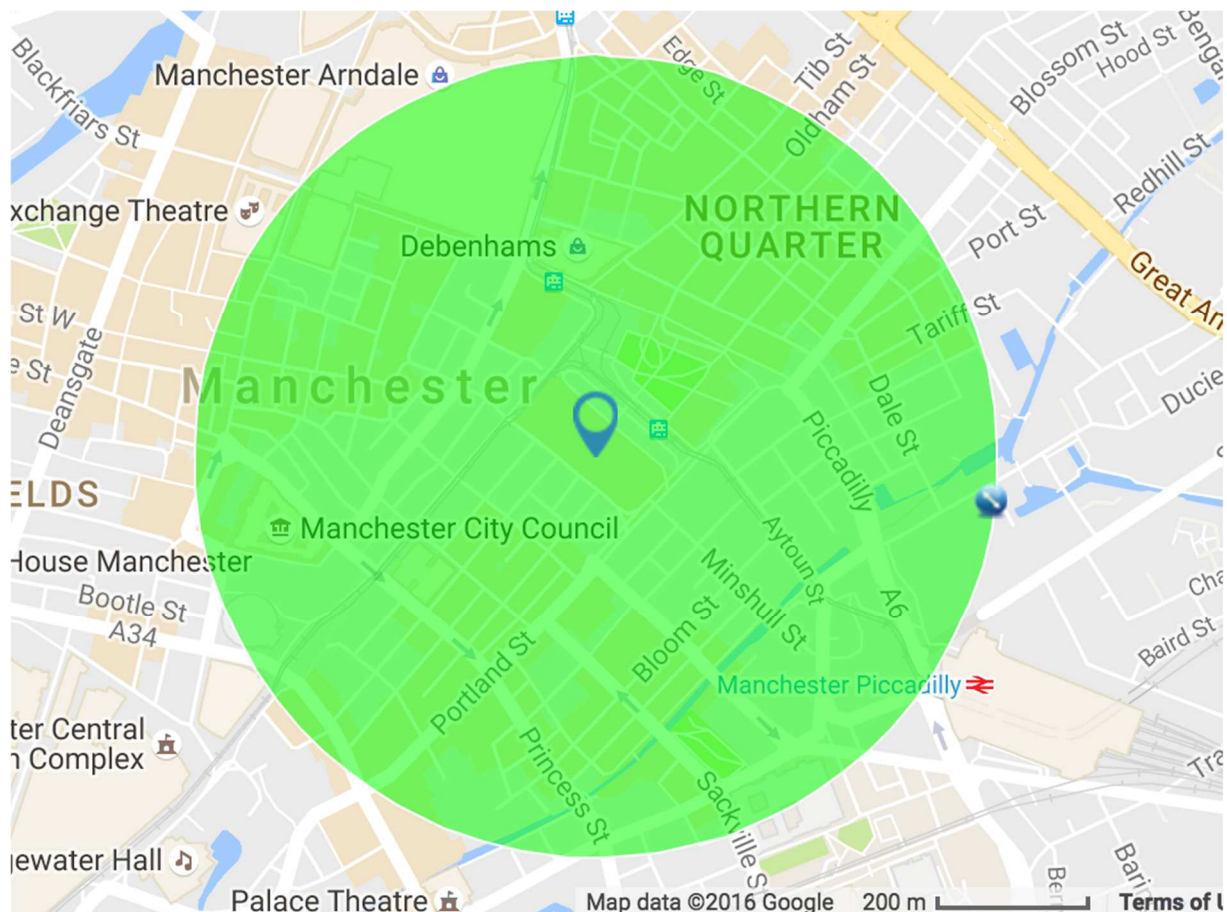
### 4.1. Site location

City Tower is a 107M high property situated in the Piccadilly Gardens area of the Manchester Central Business District (CBD). The postcode is M1 4BT.

The closest Metrolink (tram) station is Piccadilly Gardens, 87 metres from the property on Parker St. There are also 6 bus stations in and around this location, 4 of these being on Parker St itself.

The closest mainline train station is Manchester Piccadilly (which provides long distance train services to London and beyond) is 550M from the property and also provides the closest Metroshuttle (free of charge bus) service (see *Figure 1* below illustrating the transport options within 600 metres from the property).

Figure 1: Location of City Tower, Manchester M1 4BT



## 4.2. Car Parking Restrictions

The centre the city is covered by a Controlled Parking Zone (CPZ) which has 4 zones. The City Tower is located in Zone 2 and therefore has a maximum stay of 2 hours. The CPZ is operational Monday to Sunday between 08:00 – 20:00 excluding Bank Holidays; during these times motorists must pay to park in pay and display bays and are forbidden to park on single or double yellow lines.

## 4.3. Access to the Site by Non-Car Modes

### 4.3.1. Pedestrian Infrastructure

#### Getting Manchester Moving<sup>5</sup>

Manchester City Council have been encouraging the use of transport that does not include driving private motor vehicles in the last few years. As part of this, the council in conjunction with Manchester City Hospital, have developed the guidance document entitled 'Getting Manchester Moving' which primarily aims to encourage

---

<sup>5</sup> Getting Manchester Moving - Manchester City Council & Manchester City Hospital – May 2008

walking in and around the city centre. In addition, a walk called The Green Corridor has been promoted and infrastructure around the city improved to encourage its use.

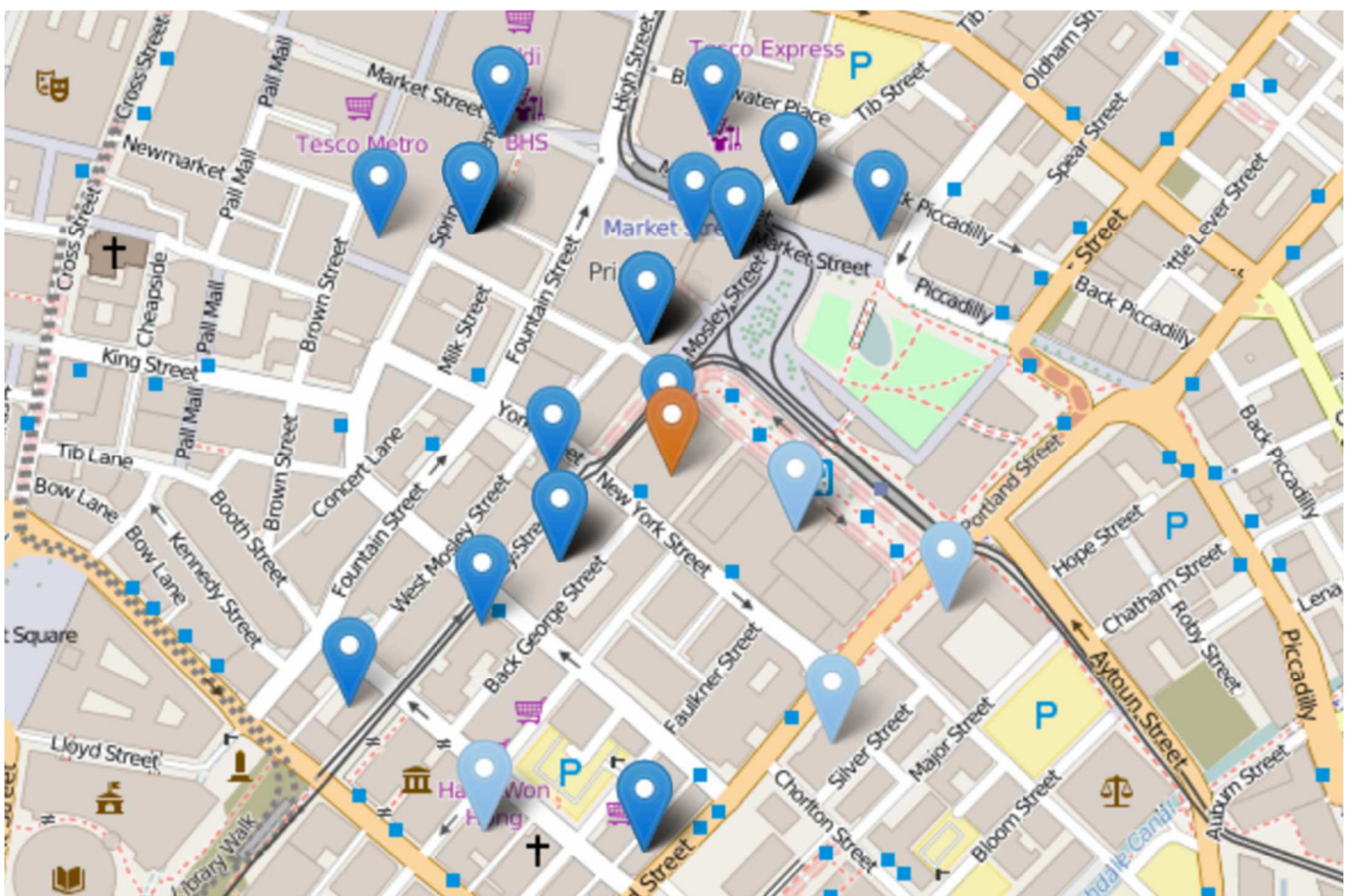
There is a great deal of pedestrian infrastructure close by the site, with the Piccadilly Gardens being just opposite. Footways are well maintained near the site.

Pedestrian routes provide access to all local tram, bus and mainline rail stations. Access to Manchester Piccadilly gives scope for interchange between services to London and beyond.

#### 4.3.2. Proximity to Local Amenities

As can be seen by Figures 2a and 2b below, the site benefits from a wide range of amenities within easy walking distance including shops, banks, bars and food service outlets

Figure 2a: Proximity to local amenities: ATM<sup>6</sup>

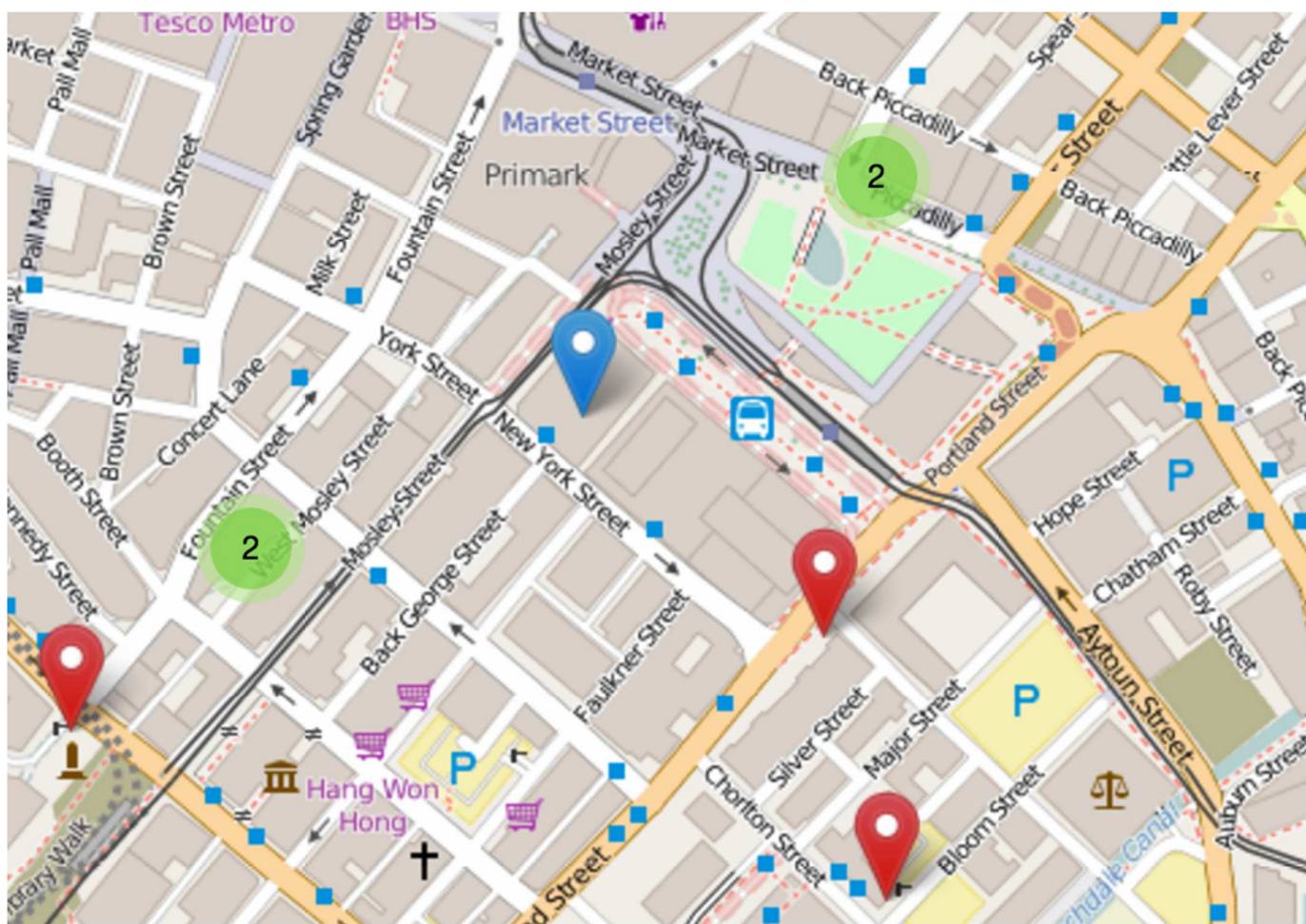


The closest ATM is located in the basement of City Tower itself, in the Tesco (operated by the Royal Bank of Scotland).

---

<sup>6</sup> Source: Dracos Maps  
<http://dracos.co.uk/made/nearest-cash-machine/>

Figure 2b: Proximity to local amenities: Post boxes<sup>7</sup>



The closest post boxes are either 160 metres to the South East, on the intersection of Portland St and Minshull St, or the same distance to Piccadilly.

#### 4.4. Cycle infrastructure

There has been a big push to encourage cycling in the region by Transport for Greater Manchester (TfGM) in recent years. The improvements so far have included<sup>8</sup>:

- 60km of largely segregated cycle lanes built since 2013.
- Around 9,000 people enjoying free adult bike training sessions.
- The construction of Cycle Hubs at bus, train and Metrolink stops, with more on the way in 2016.
- Working with 11 schools and colleges to promote cycling to pupils and staff

The next steps for TfGM are<sup>9</sup>:

---

<sup>7</sup> Source: Dracos Maps

<http://dracos.co.uk/made/nearest-postbox/>

<sup>8</sup> <http://cycling.tfgm.com/Pages/Cycle-City.aspx>

<sup>9</sup> Ibid

- A further 45km of new or improved cycle lanes to be completed by 2018.
- Four Cycle Friendly District Centres to focus investment on cycle routes and parking.
- Build more cycle and ride facilities and transport interchanges.
- Work to improve facilities in and around more schools and colleges, meaning we'll eventually have helped pupils and staff at more than 20 educational sites since 2013.

#### 4.4.1. Cycle Hubs

Cycle Hubs, located near public transport centres, are the ideal place for people to park their bike. The Hubs provide secure and sheltered bicycle parking, protected by CCTV and swipe card entry. City Tower benefits from a Cycle Hub being located in the basement of the building, which includes 200 cycle spaces, showers and drying facilities.

The image below illustrates the route to and from the City Tower Hub, and Appendix II provides a detailed plan of the City Tower Cycle Hub.

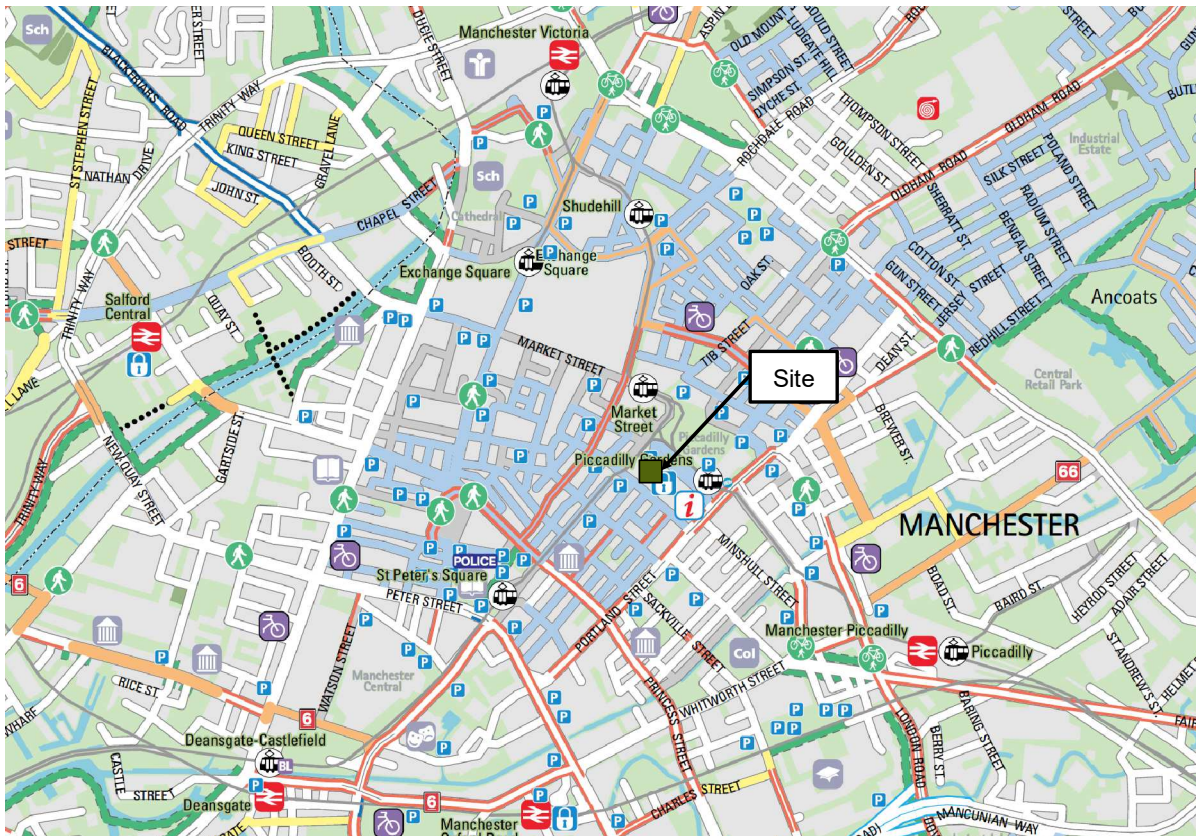
Figure 3a: Cycle Hub Map<sup>10</sup>



<sup>10</sup> Source: Transport for Greater Manchester: <http://cycling.tfgm.com/Pages/pdfs/City-Tower-Cycle-Hub-location.pdf>

Figure 3b: Greater Manchester Cycle Map<sup>11</sup>

The map below shows all the cycle routes in the central Manchester area and local points of interest.

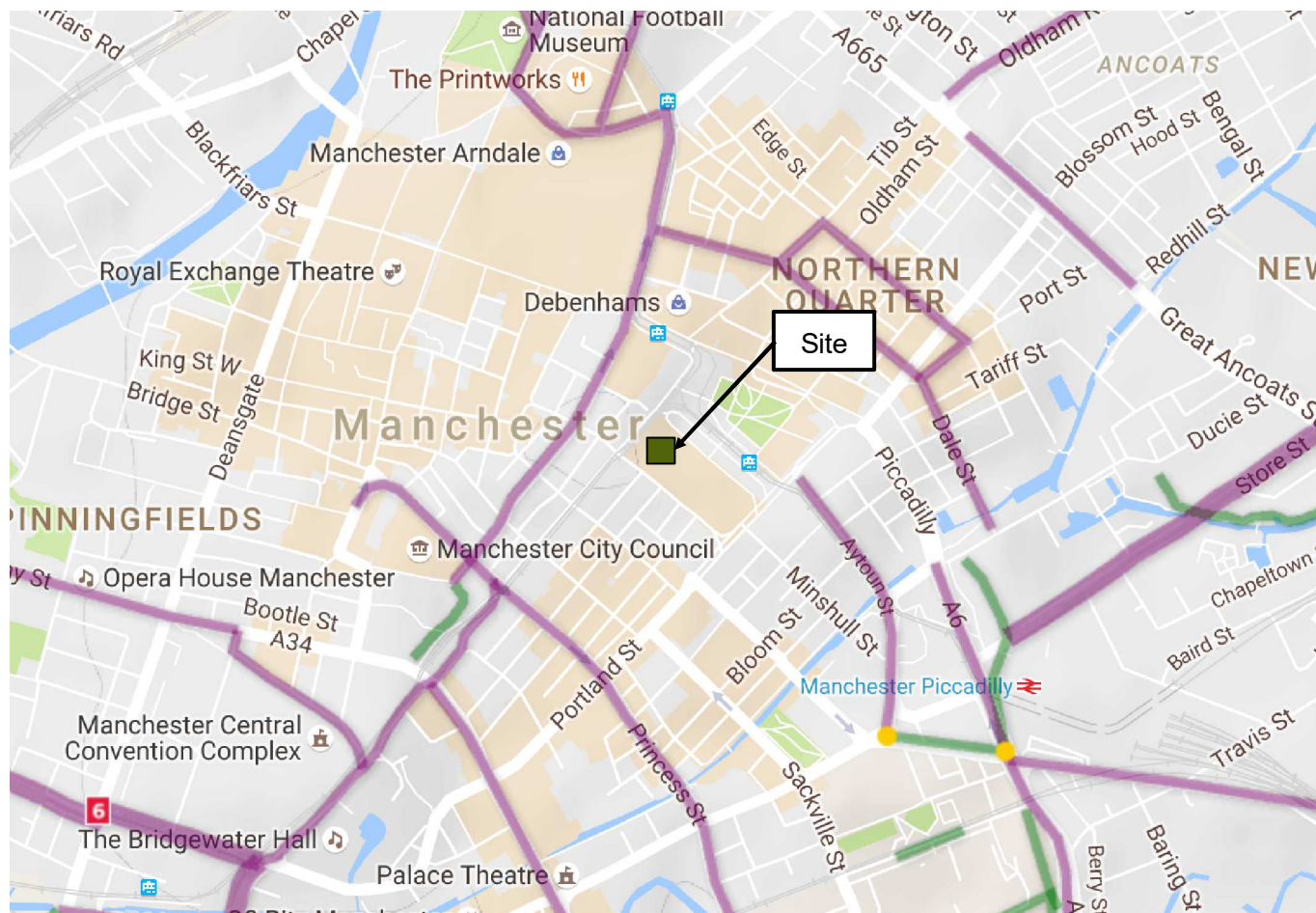


In the above image roads designated as traffic free routes are green, light blue denotes roads with a 20mph speed limit, the purple cycle boxes are cycle shops and the blue and white padlock signs illustrate cycle hubs. There is a cycle hub underneath City Tower.

Figure 3b overleaf illustrates that there are two on-road cycle routes (purple lines) within 150M of the site – on Aytoun St and Fountain St. This enables access to the Cycle Hub in the basement of City Tower. The closest traffic free route is Dulcie St, 400M south, towards Manchester Piccadilly Station.

<sup>11</sup> Source: Transport for Greater Manchester – Better by Cycle: <http://tfgm.pindarcreative.co.uk/>

Figure 3c: Manchester Cycle Map – National Cycle Network<sup>12</sup>



<sup>12</sup> Source: Sustrans

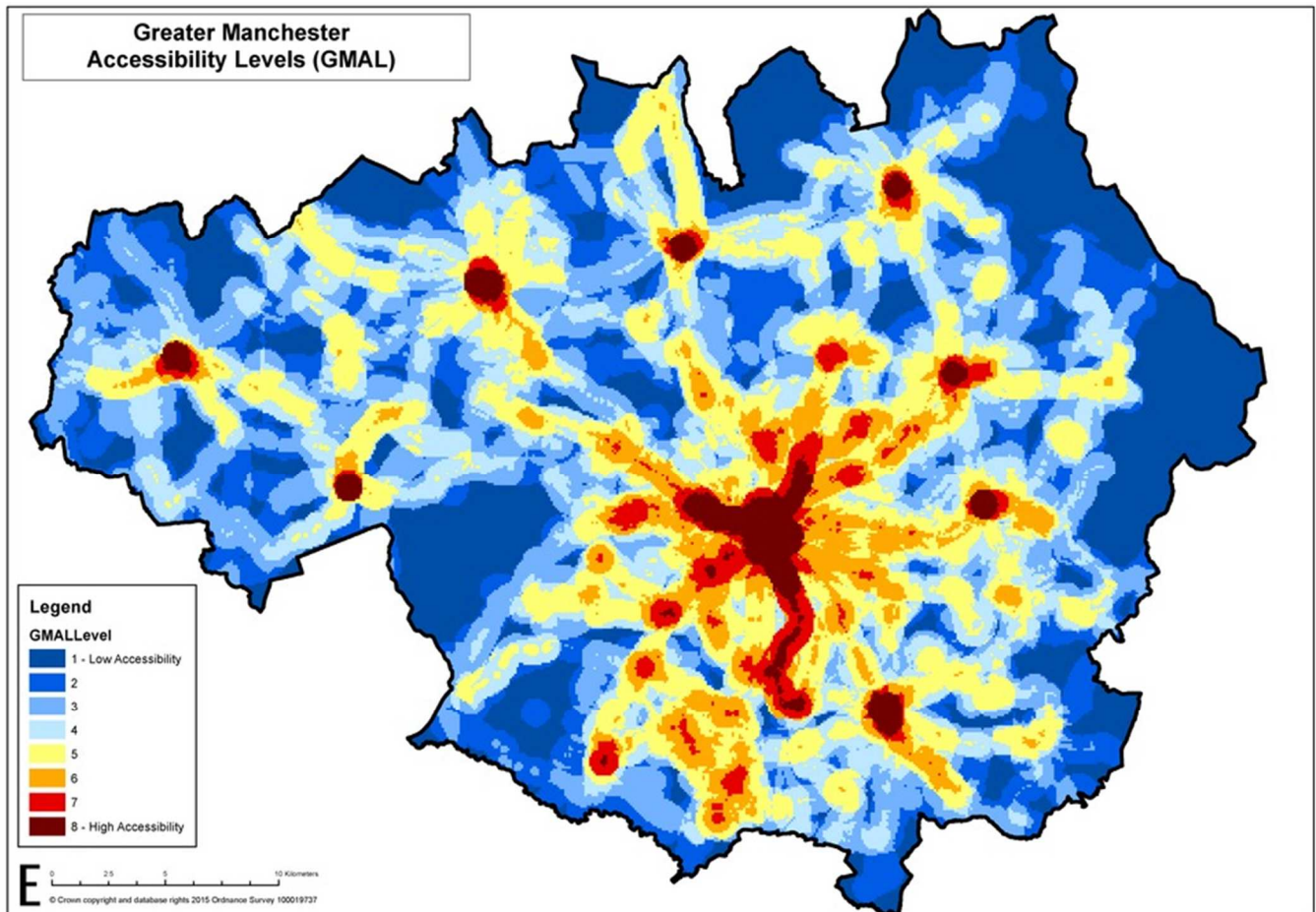
<http://www.sustrans.org.uk/ncn/map>

## 4.5. Public Transport

The site is ideally located in respect of accessibility by public transport. According to Greater Manchester's Accessibility Levels (GMAL), which represents the accessibility from locations to the public transport network, taking into account walk access time and service availability (similar to the Public Transport Accessibility Level (PTAL) used by Transport for London).

The site scores the highest possible accessibility level – 8 out of a maximum of 8, classed as "High". The GMAL map of Greater Manchester is illustrated in *Figure 4* below:

Figure 4: GMAL map illustrating GMAL accessibility level<sup>13</sup>



## 4.6. Metrolink & Mainline Train

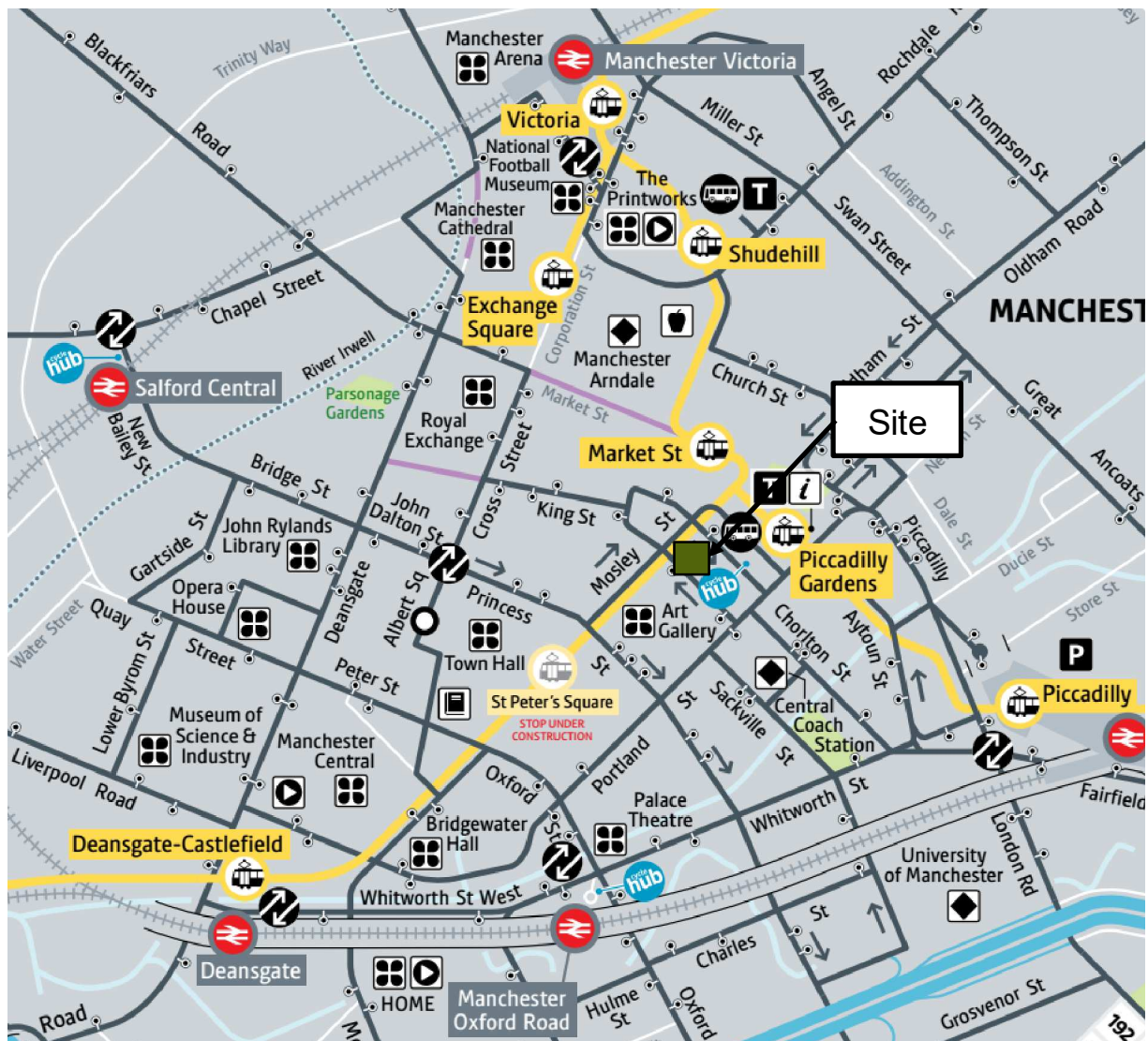
As stated previously, the property is located within 100M of the closest Metrolink service, Piccadilly Gardens and within 300M of the next closest, Market St. In addition to this, the closest mainline train station is Manchester Piccadilly (see *Figure 5* overleaf):

---

<sup>13</sup> Source: Greater Manchester Spatial Framework

[https://gmsf-consult.objective.co.uk/portal/options\\_consultation/strategic\\_options?pointId=d308981e1807](https://gmsf-consult.objective.co.uk/portal/options_consultation/strategic_options?pointId=d308981e1807)

Figure 5: Map Illustrating closest Metrolink stations and lines<sup>14</sup>



<sup>14</sup> Source: Transport for Greater Manchester

[http://www.tfgm.com/journey\\_planning/Documents/PDFMaps/Network-maps/Manchester-North.pdf](http://www.tfgm.com/journey_planning/Documents/PDFMaps/Network-maps/Manchester-North.pdf)

#### 4.6.1. Greater Manchester Accessibility Levels (GMALs)

When assessing the distance, service, direction and frequency of Metrolink, walking and mainline train services, the data that informs the GMAL model has been downloaded and interpreted.

The GMAL model takes the following into account:

- Walking time from the point-of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services

The GMAL level of the site is 8, meaning the site has a 'high' level of accessibility to public transport – this is the maximum rating that can be achieved.

The details of the location distances, scores and travel times to certain regional destinations are listed in the tables overleaf – reproduced from the GMAL calculator datasets<sup>15</sup>.

Table 2: Breakdown of GMAL rating

| GMAL Criteria      | City Tower | Maximum Achievable | City Tower - %<br>Maximum Achievable |
|--------------------|------------|--------------------|--------------------------------------|
| Bus Score          | 121        | 125                | 97%                                  |
| Rail Score         | 20         | 36                 | 56%                                  |
| Metro Score        | 12         | 13                 | 88%                                  |
| GMAL Score         | 153        | 159                | 96%                                  |
| Overall GMAL Level | 8          | 8                  | 100%                                 |

Table 3: Travel time to specific locations in and around Manchester

| Location                    | Time to Location (Mins) |
|-----------------------------|-------------------------|
| Manchester Market<br>Street | 5                       |

---

<sup>15</sup> Greater Manchester Spatial Framework

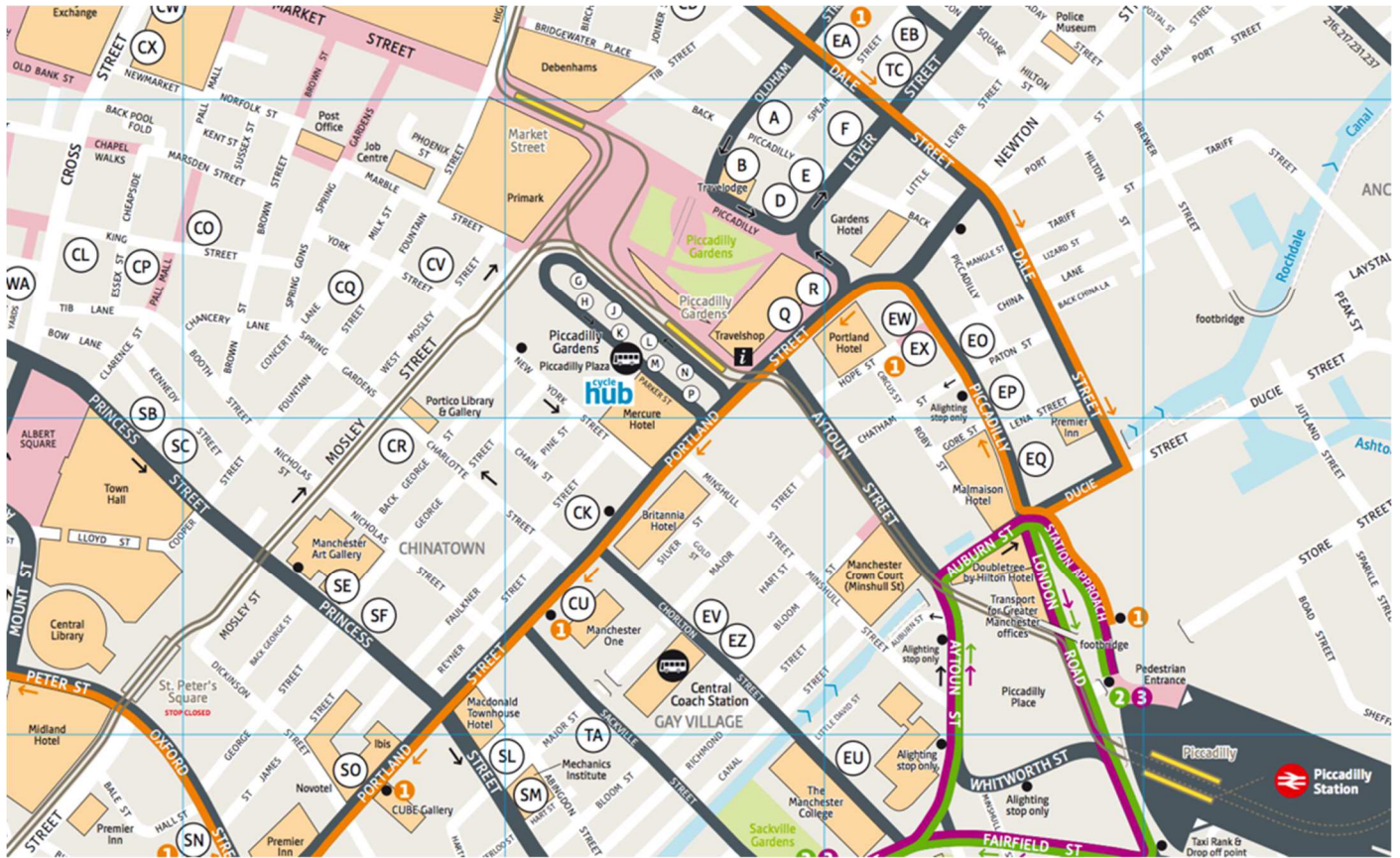
[https://gmsf-consult.objective.co.uk/portal/options\\_consultation/strategic\\_options?pointId=d308981e1807](https://gmsf-consult.objective.co.uk/portal/options_consultation/strategic_options?pointId=d308981e1807)

|                           |    |
|---------------------------|----|
| Manchester Oxford Road    | 10 |
| Manchester Spinningfields | 10 |
| Altrincham                | 30 |
| Ashton                    | 30 |
| Trafford Centre           | 30 |
| Bolton                    | 35 |
| Bury                      | 35 |
| Manchester Airport        | 35 |
| Oldham                    | 40 |
| Rochdale                  | 40 |
| Wigan                     | 50 |

## 4.7. Bus

There are a total of 8 bus stops within 100M of the property.

Figure 6 below illustrates the proximity of the site to local bus stops and the closest Metrolink bus shuttle – No 1.

Figure 6: Proximity to bus stops<sup>16</sup>

## 4.8. Car Clubs

Via undertaking a desktop review, it was found that the closest car club parking bays are operated by Enterprise Car Club. This company operates 3 vehicles within 200M of the site – the closest of these being Fountain St, then Tib St and Bloom St.

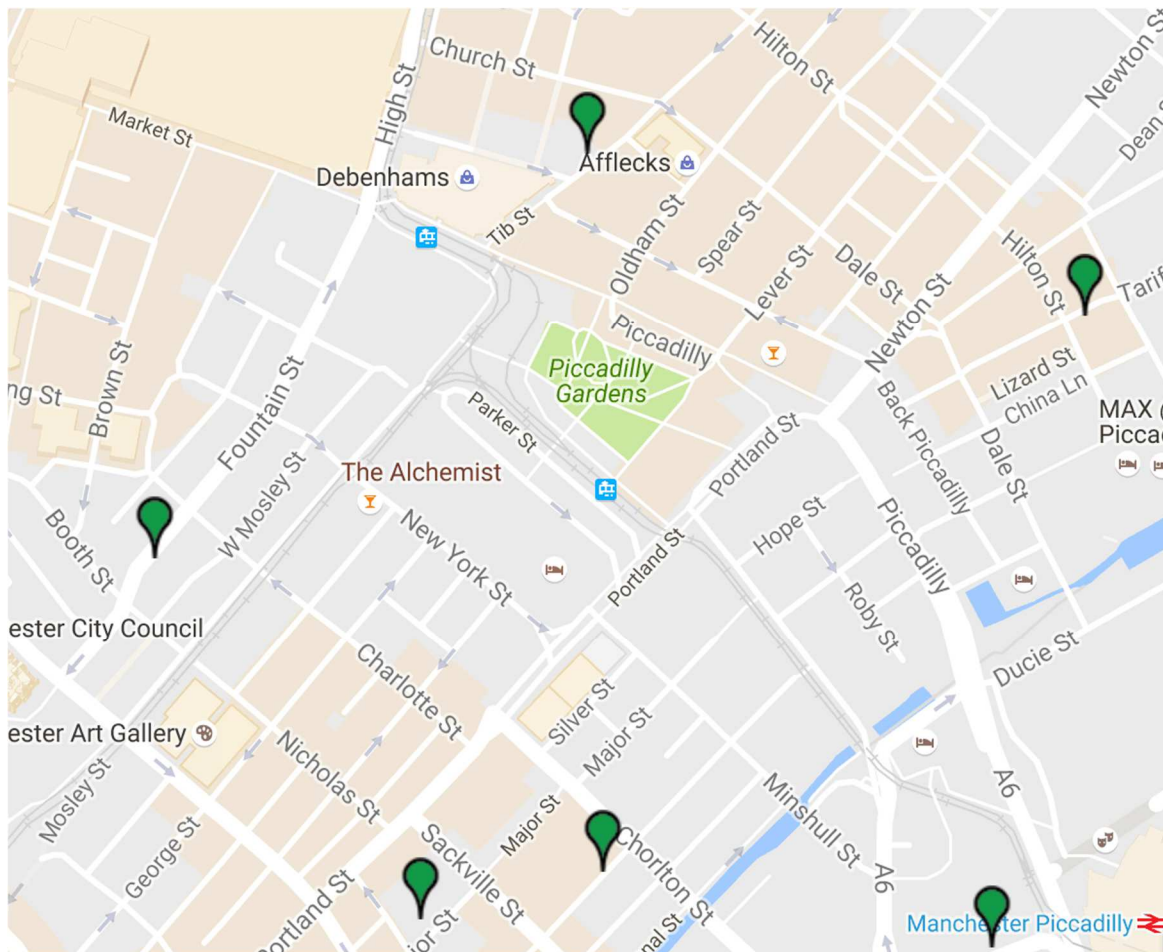
Car Clubs provide an easily accessible vehicle to their members for short term hire, as and when needed. They offer a lower fixed cost alternative to car ownership, as membership fees are typically lower than the annual cost of road tax, and once this fee is paid, car usage is on a low cost pay as you drive basis. This will provide access to a range of efficient, reliable cars without the hassle of private car ownership.

Figure 7 below illustrates the closest car parking spaces to the site

<sup>16</sup> Source: Transport for Greater Manchester.

[http://www.tfgm.com/journey\\_planning/Documents/PDFMaps/City-Centre-Map.pdf](http://www.tfgm.com/journey_planning/Documents/PDFMaps/City-Centre-Map.pdf)

Figure 7: Car parking spaces within 300M of the site<sup>17</sup>



#### 4.9. Mode Share Data

As the assessed offices are not currently occupied, a travel survey for existing users has not been carried out for the development. It is anticipated that a leasehold arrangement will be put in place and that surveys will be undertaken once the building has been occupied.

<sup>17</sup> Source: Enterprise Cars: <https://www.enterpriseclub.co.uk/vehicles/postcode/M1%204BT/>

## 5. Travel Plan - Objectives & Targets

### 5.1. The Focus of the Travel Plan

This Travel Plan is primarily focused on staff as there is a far greater success rate with this target group. The majority of measures proposed are therefore intended to encourage staff to vary or minimise their reliance on private car travel. It is recognised that there is the potential to influence visitor travel behaviour to a degree.

The measures aimed at visitors are directed towards increasing awareness of alternatives to private car use through the display and promotion of information on notice boards and leaflets. It is worth noting however, that given the nature of the commercial element of the site, it is not envisaged that many customers will travel to the site via non-car modes of travel.

### 5.2. Objectives

There are a number of objectives that the implementation of the Travel Plan is intended to help fulfil. These include:

- to influence travel behaviour of employees;
- to generate fewer staff single-occupancy car trips than would otherwise be the case, by influencing a modal shift in travel to the facility;
- to encourage safe and viable alternatives for accessing the facility;
- to reduce the need for unnecessary journeys by employees;
- a reduction in overall vehicle mileage; and
- to help improve the health of staff and visitors.

### 5.3. Targets

Travel Plans are evolving documents that need to remain adaptable to changing working practices and local conditions, therefore the plan targets will be set annually for five years after full occupation of the site. These targets however, will be reviewed to track progress and to enable amendments if necessary.

As this site is currently unoccupied and no travel surveys were therefore undertaken for present occupants, an accurate picture of the likely travel plans for staff for the proposed site uses is not currently available.

The targets will therefore be set by the Travel Plan Co-ordinator following the initial staff travel survey. This will be undertaken following full occupation of the site and is envisaged to be no longer than 3 months after occupation. As per the BREEAM requirements of 'Tra 05' (as outlined in Table 1), the initiatives and measures outlined within this Travel Plan will be tailored to meet the requirements of staff further to the results of the travel surveys that will be undertaken.

## 6. Travel Plan - Measures & Initiatives

Initial measures could be implemented prior to full occupation to encourage employees and visitors to take up environmentally sustainable travel choices from the outset.

BREEAM requires consideration of all types of travel relevant to the building users, including staff (commuter journeys and business travel), visitors and personnel who make deliveries and/or collections to and from the development. These groups may have different travel patterns and it is important to provide Travel Plan measures, which are targeted to their needs.

The following measures could be considered at the outset. Following the baseline survey, the measures would be reviewed and finalised in the full Travel Plan.

### 6.1. Travel Plan Coordinator (TPC)

Successful implementation of the travel plan is in part related to the level of commitment of the applicant to the process. Implementation of the travel plan will necessitate some financial costs which may be borne by the occupying organisation and/ or developer, depending on the strategy set out within the travel plan.

It is important that discussions about the costs associated with the implementation of the travel plan (i.e. the funding of the management, measures and ongoing monitoring) occur in the initial stages of the planning process.

The Travel Plan Coordinator (TPC) will be responsible for the travel plan, including implementation, monitoring and progress reporting, and is the main point of contact for the travel plan. The TPC should ideally have knowledge and experience of sustainable travel initiatives and be supported by senior management. In some cases, a consultancy can be commissioned to undertake this role. However, it is recommended that the responsibility is given to someone involved in the day to day running of site as soon as reasonably possible. Previous experience has shown that it is vital that the TPC is briefed by the author of the travel plan as to its implementation, and the handover procedure for this will be articulated within the action plan.

The TPC should ensure readily available information, be aware of changes to transport by liaising with the relevant services and all stakeholders. The TPC would be responsible for the following:

- Ensuring that all building users are aware of the Travel Plan objectives;
- Raising awareness and promoting the availability of public transport, cycling and walking travel information. This will be produced electronically and made available to all staff via the occupier's intranet as well as to visitors via their website. This is particularly important for new staff as part of induction in order to establish sustainable travel patterns from the outset;
- Implement the various marketing and promotional measures and campaigns;

- Update information on walking, cycling and public transport as they arise;
- Monitor usage of cycle parking provision to ensure adequate spaces are always available to occupants;
- Undertake the monitoring of travel patterns and travel demand, reviewing the Travel Plan measures accordingly.

## 6.2. Information Packs

All new employees could be issued with an information pack from which they can make informed decisions about the travel mode they select. These could be produced as hard copies and include details on all travel options available, as well as services and amenities provided locally. The provision of such information is essential in fostering sustainable travel habits early, before employees settle into unsustainable habits when a sustainable alternative may be more suitable.

The information packs could include:

- The aims and objectives of the Travel Plan, for example the benefits to the environment of reduced car use and the health benefits of walking and cycling;
- Information on travel planning website services such as journey planners, to raise awareness of transport options, and alternatives in case of delays or cancellations;
- Maps showing the pedestrian and cycle routes to the site, as well as destinations of local facilities with routes and journey times by walking, cycling and public transport;
- Train and bus service maps and timetables to highlight the services available;

## 6.3. Marketing and Promotion

Several marketing measures could be implemented to ensure that all building users are aware of their role in achieving the aims of the Travel Plan and help to encourage new employees to use sustainable travel alternatives.

- Website: Information on the location of the office and transport links, including local buses and Rail stations and cycling routes, could be provided on the company website. Information on the purpose of the Travel Plan would be provided along with the strategies and measures implemented. This would encourage visitors, new members of staff (and potentially interviewees seeking employment) to use sustainable modes of transport.
- Intranet: In addition to the company website, travel information could also be provided on the intranet which would be accessible by staff. This would provide more targeted information, such as cycle facilities and promotional events.
- Notice boards: These could be in the entrance foyers and clearly displayed to staff and visitors. This would provide travel information and updates on improvements and any proposed measures. The notice boards would keep employees and visitors up-to-date with changes in the travel options available which

would keep them travelling by sustainable modes and to encourage others to use such modes either for the first time or on a more regular basis.

- Forum meetings: Six monthly Travel Plan forum meetings or staff meetings could be held within the development in which transport matters can be discussed and any suggested improvements implemented by the TPC. These meetings should be more regular during the early stages of occupation to help identify the perceived barriers to travelling by certain modes and ways to overcome such barriers at the outset.

## **6.4.Promotion of Public Transport Use**

The following initiatives could be considered to assist building users to use the public transport network:

- Route maps: Public transport information, including bus route maps and timetables, could be made available to all staff in key areas to highlight the services available. This would assist in informing staff of the most efficient way to travel to meetings and other business-related journeys.
- Travel Planning Service: The TPC could provide information to staff about online journey planners to raise awareness of transport options, and alternatives in case of delays or cancellations.
- Interest-free season ticket loans: The TPC could investigate the feasibility of offering interest-free season ticket loans to staff. This would reduce the financial burden of travelling by public transport.

## **6.5.Car Facilities**

The main source of carbon emissions from travel to the site is related to commuter transport. To minimise this need to travel to the development site by private car and particularly single occupancy use, opportunities for travel by alternative and more sustainable travel modes should be taken.

The proposals for the development of City Tower do not include any car parking spaces and so the scope excludes personal car use.

## **6.6.Promotion of Cycling**

Cycling is the quickest form of transport for many journeys in Central Manchester, especially on congested routes. One of the key advantages of cycling is a greater certainty of journey time, which cannot be achieved by other vehicular modes on a congested network. A few measures could be introduced to promote and encourage cycling:

- Cycle parking: 202 cycle parking spaces are installed on-site.
  - Visitors who plan to cycle to the office could contact the TPC to make arrangements to use the cycle store.

- Cycle parking: lighting will be provided in line with the appropriate Code for Lighting recommendations for circulation space. If any external cycle parking is included in the future this will be provided in accordance with BS5489 Part 1, as per BREEAM criteria.
- Cycle storage: it is anticipated that vertical type cycle racks will be installed, which provide secure, fixed structures for locking each bike. Access to the bike store will be restricted to the office staff.
- Details of the location and number of cycle racks are included in the Appendix – ‘Floor Plan – Basement’, also highlighting all cycle stores and facilities.
- Cyclist facilities: two large shower rooms that house 12 showers adjacent to the cycle store, which will encourage employees to cycle to work. A bicycle shop and training area has also been provided.
  - 80 lockers will be included in total, with 4 distinct privacy areas and storage rooms
- Bikes4Work scheme: Staff could be offered interest free loans to purchase a bicycle free of tax.
- Bicycle Users Group: A bicycle users group for employees could be set up to provide a useful forum to bring together cyclists within the development so that they can share best practice, information and organise promotional events. This forum could also encourage experienced cyclists to become a ‘buddy’ for new or less confident cyclists.
- Promotional events: The TPC could promote and organise events to encourage staff to cycle to work. These could include service and repair sessions, free breakfasts for cyclists and promoting National Bike Week.

## 6.7. Promotion of Sustainable Deliveries

A baseline survey will collect information on the delivery patterns and the following measures could be implemented if required:

- Consolidating deliveries: The TPC could discuss with the delivery operators on the feasibility of consolidating deliveries which would involve combining and reducing the number of vehicle trips.
- Green vehicles: Hybrid, electric and other low carbon emission vehicles are less harmful to the environment. Delivery and collection companies, which use green vehicles, could be used.

## 7. Travel Plan - Monitoring and Review

A Travel Plan usually commences with a review of the baseline travel patterns at the time of its initiation, focusing both on travel arrangements of building users and on the existing infrastructure and systems. This information helps define a starting point against which the Travel Plan's success is measured as part of the ongoing review process.

The Travel Plan will be adopted within the first 6 months of occupation. A Travel Plan Coordinator will be appointed prior to occupation to ensure there are measures in place before the new buildings are occupied to allow sustainable travel patterns to be adopted from the outset.

### 7.1. Targets

Since this Travel Plan is being produced for a refurbishment project, it is not possible to set final targets at this stage. Once the initial baseline travel survey has been undertaken, the full modal split will be known and the targets for modal shift can be set and appropriate measures implemented if deemed necessary.

### 7.2. Monitoring

For the duration of the Travel Plan Coordinators appointment a monitoring survey will be undertaken on a regular basis. The responses to the survey will be collated and analysed by the TPC, who will then report the results to Travel Plan officer for the area. If the survey indicates the plan is failing to meet objectives it will be amended as necessary and alternative strategies implemented.

The baseline survey should be conducted at six months after occupation or at 75% capacity whichever comes first. Further surveys and reviews should be conducted one, three and five years after initial occupation. In each review the Travel Plan should be updated including but not limited to:

- Targets
- Modal split survey comparison
- Action plan and initiatives
- Uptake of cycle provisions

The following monitoring should be undertaken on years one, three and five following the baseline survey:

- Undertake an employee questionnaire to understand travel patterns and behaviour;
- Monitor the level of usage of cycle parking to establish demand, and if exceeded, explore provision of additional parking;
- Monitoring demand for motorcycle parking;
- Recording comments received from employees related to the operation and implications of the Travel Plan;

- Reviewing the results of the questionnaires (to be sent to all employees periodically from the implementation of this Travel Plan).

## 8. Travel Plan – Timescales for Action Implementation

The Travel Plan should be considered a continuous process by adapting and evolving as sustainable transport practices develop and the needs of tenants change, as well as taking into consideration existing and future travel patterns. The above suggested recommendations have been inherently formulated so that appropriate considerations can be made throughout the occupancy of the building. The Travel Plan demonstrates long-term commitment to sustainable transport efforts and commitment to maintaining BREEAM standards.

Table 5: **Suggested** Timescales for Implementation of Travel Plan Actions & Dates

| Action                                                                | Responsibility | Target Date        |
|-----------------------------------------------------------------------|----------------|--------------------|
| Appoint a Transport Plan Coordinator (TPC)                            | Occupier       | On occupation      |
| Undertake Baseline Surveys                                            | TPC            | Within 3 months    |
| Finalise Measures and Produce Full Travel Plan                        | TPC            | Within 6 months    |
| Issue Information packs                                               | TPC            | Induction Packs    |
| Provide Cycle Parking                                                 | Occupier       | Construction       |
| Provide Showers and Lockers                                           | Occupier       | Construction       |
| Set up Bicycle Users Group                                            | TPC            | Within 12 months   |
| Consider offering interest-free loans for season tickets and bicycles | Occupier       | Within 12 months   |
| Promote sustainable practices for deliveries, if required             | TPC            | Within 12 months   |
| Survey                                                                | TPC            | At year 1, 3 and 5 |
| Review Travel Plan Measures                                           | TPC            | Within 6 months    |

## 9. BREEAM Assessment

Following the collation of the information above it is possible to assess the development characteristics against the BREEAM criteria. These are summarised in *Table 6* below.

Table 6: BREEAM Credit Assessment

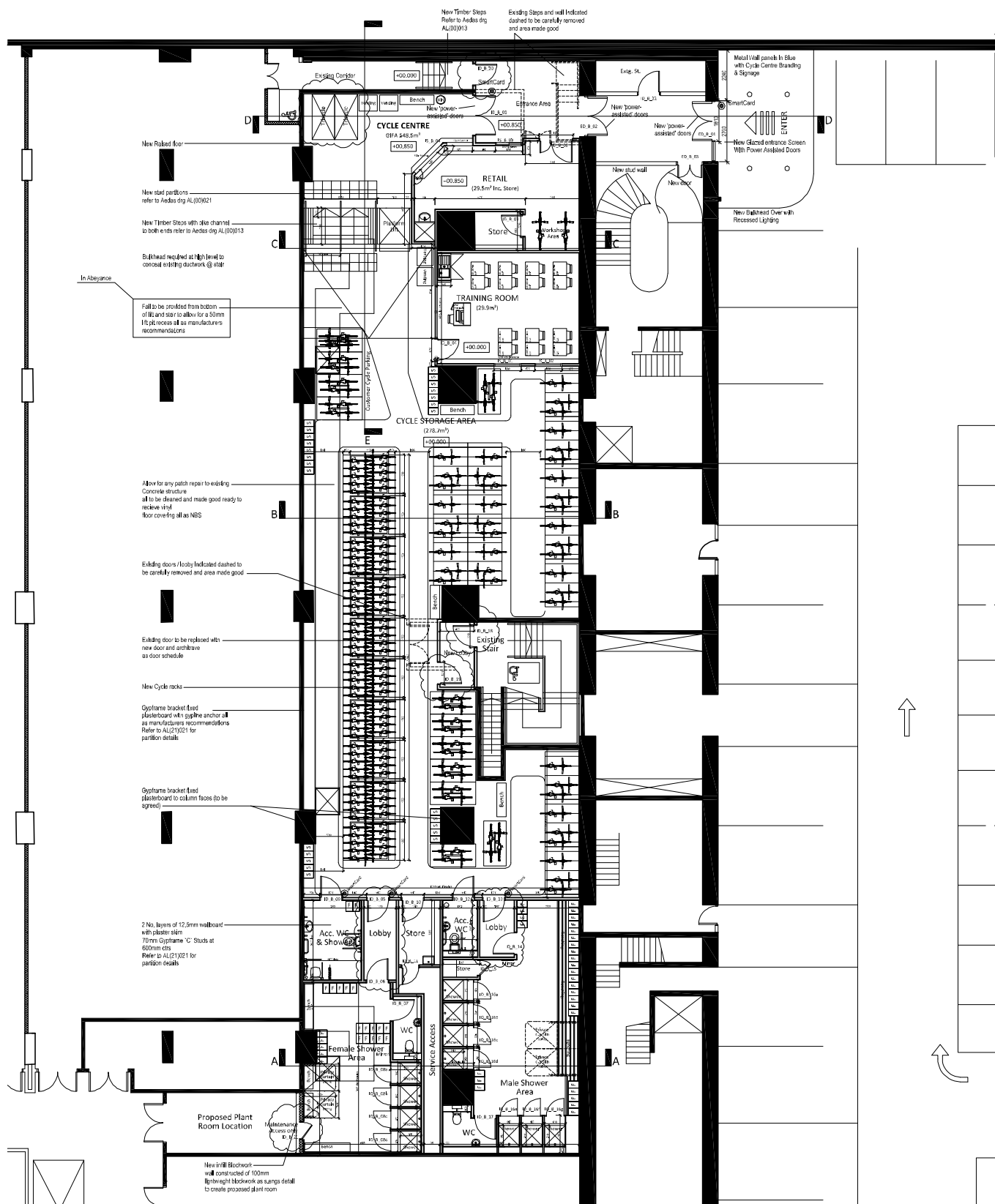
| Issue ID | Issue name                   | Credits Awarded          | Credit summary                                                                                                                                                                                                                                                                                                                                                            |
|----------|------------------------------|--------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Tra01    | Public transport solutions   | <b>3 credits awarded</b> | <p>Following the analysis of the site and based on the information collated and illustrated in <i>Figures 2-7</i> and <i>5 Tables 2 and 3</i> it is possible to confirm that for:</p> <p>Accessibility Index: 3 credits can be awarded</p> <p>The PTAL rating for the site indicates an Accessibility Index of &gt;8 which allows the award of the maximum 3 credits.</p> |
| Tra02    | Proximity to amenities       | <b>1 credit awarded</b>  | Based on the information illustrated in <i>Figures 2a and 2b</i> , it is possible to confirm that 1 credit can be awarded for the location of the relevant amenities within 500m. (Bank, Post Box, Food Outlet)                                                                                                                                                           |
| Tra03    | Cyclist Facilities           | <b>0 Credits</b>         | Although there are cyclist facilities provided in the building, there is a sign up and fee is required by any future tenant. As it cannot be confirmed that a future tenant will sign up to these facilities these two credits cannot be awarded.                                                                                                                         |
| Tra04    | Maximum car parking capacity | N/a                      | Only applicable if change of use.                                                                                                                                                                                                                                                                                                                                         |
| Tra05    | Travel Plan                  | <b>1 credit awarded</b>  | If the recommendations in this Travel Plan are implemented with regards to the inclusion of cycle provision and a signed letter from the developer that the Plan will be distributed to all occupants for implementation, then the credit can be awarded                                                                                                                  |

## 10. Appendices

### 10.1. APPENDIX I – Occupancy Table – All Floors

| Floor No | Total Occupancy | 75% Total Occupancy |
|----------|-----------------|---------------------|
| 1        | 0               | 0                   |
| 2        | 120             | 90                  |
| 3        | 120             | 90                  |
| 4        | 110             | 83                  |
| 5        | 140             | 105                 |
| 6        | 150             | 113                 |
| 7        | 150             | 113                 |
| 8        | 150             | 113                 |
| 9        | 150             | 113                 |
| 10       | 150             | 113                 |
| 11       | 140             | 105                 |
| 12       | 100             | 75                  |
| 13       | 100             | 75                  |
| 14       | 100             | 75                  |
| 15       | 140             | 105                 |
| 16       | 120             | 90                  |
| 17       | 120             | 90                  |
| 18       | 120             | 90                  |
| 19       | 120             | 90                  |
| 20       | 140             | 105                 |
| 21       | 150             | 113                 |
| 22       | 120             | 90                  |
| 23       | 144             | 108                 |
| 24       | 100             | 75                  |
| 25       | 120             | 90                  |
| 26       | 120             | 90                  |
| 27       | 120             | 90                  |
| 28       | 150             | 113                 |
| 29       | 30              | 23                  |

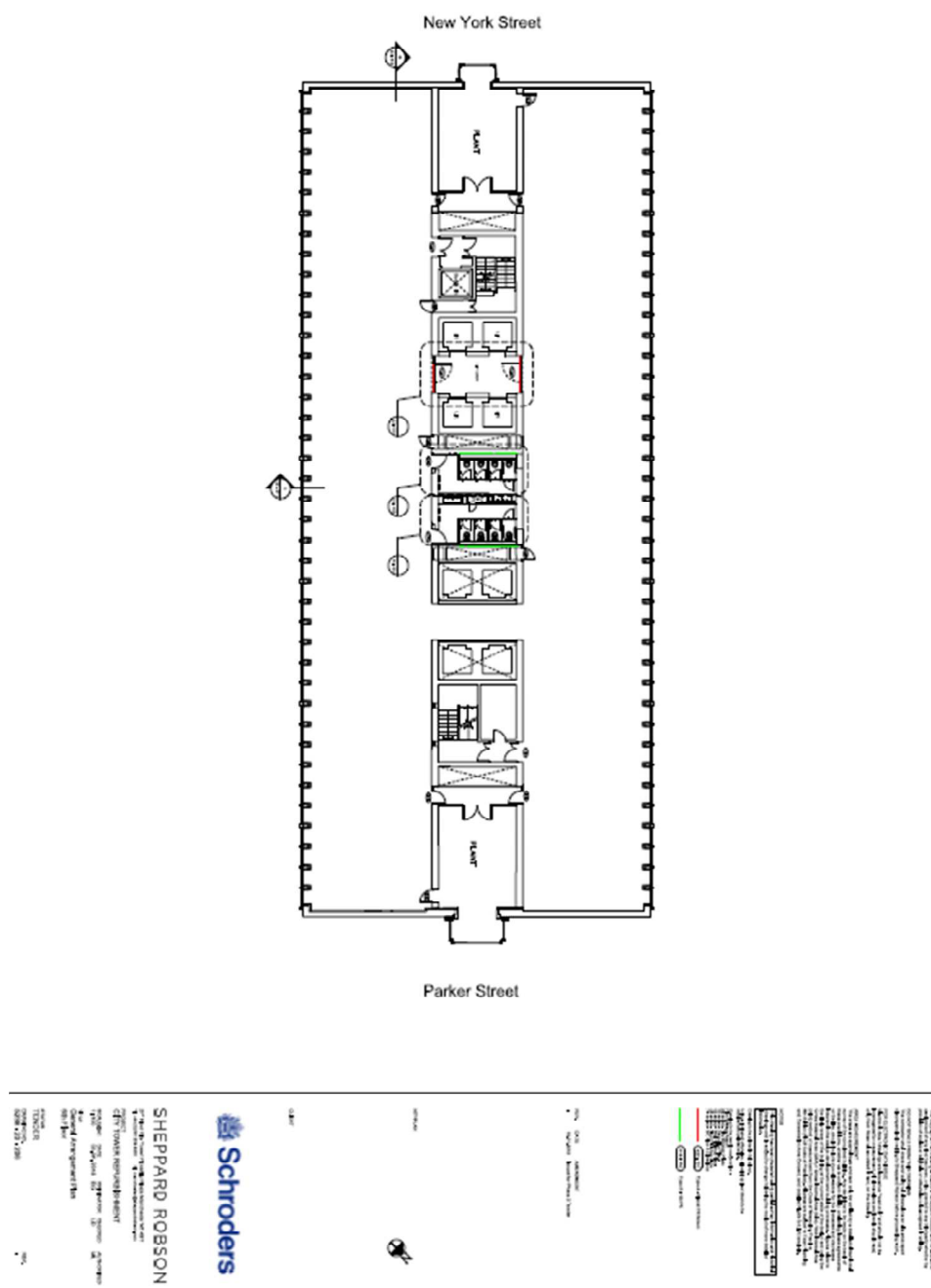
## 10.2. APPENDIX II – Floorplan – Cycle Hub



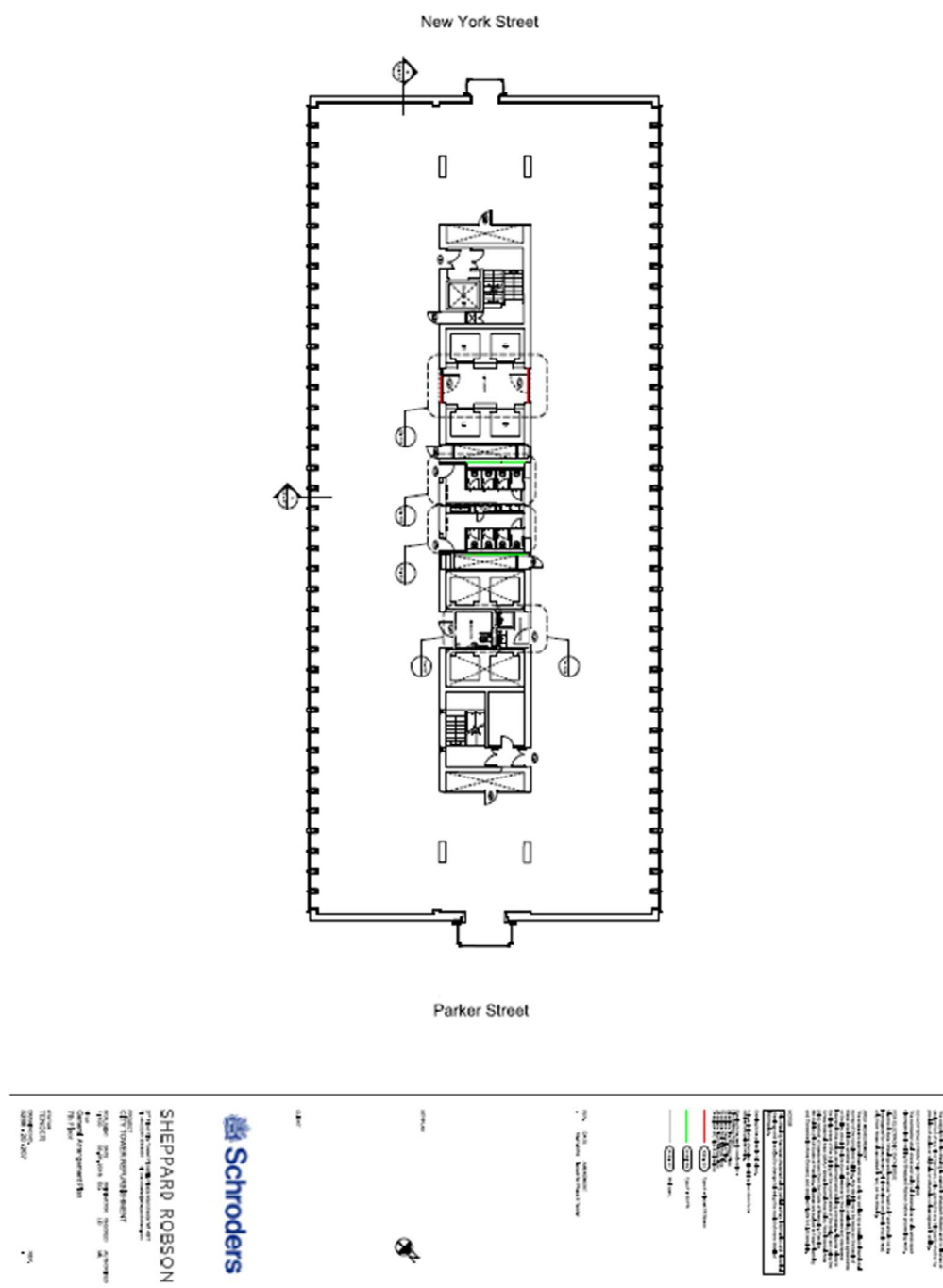
Proposed Plan Layout

Scale 1:100

### 10.3. APPENDIX III – Floorplan – Floor 6



#### 10.4. APPENDIX IV – Floorplan – Floor 7



## 10.5. APPENDIX V – Floorplan – Floor 8

