

102-104 Market Street
Manchester City Centre
Transport Statement
241015/SK22492/TS01(-02)

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK22492	TS	00	First Draft – Text Only Issue	L Speers	LGS	11/10/2024
SK22492	TS	01	Final	L Speers	LGS	15/10/2024

1 Introduction

- 1.1 SK has been appointed to prepare a Transport Statement (TS) that reviews the implications of a change of use application to convert the upper floors of 102-104 Market Street/2 Fountain Street in Manchester city centre from commercial office space (Use Class E) into nine flats (Use Class C3).

2 Baseline Situation

Site Location

- 2.1 The site location is shown on Figure 2.1.
- 2.2 The site sits in the central retail core of the city centre and is bounded to the north by Market Street, to the east by Fountain Street, and to the south and west by commercial premises.
- 2.3 The site, for the purposes of the change of use application, is the ground floor entrance area located on Fountain Street (accessed from two locations on the street) and the upper floors of the building (1st – 3rd). The site does not include the ground floor retail unit that is accessed from Market Street and is occupied by EE.

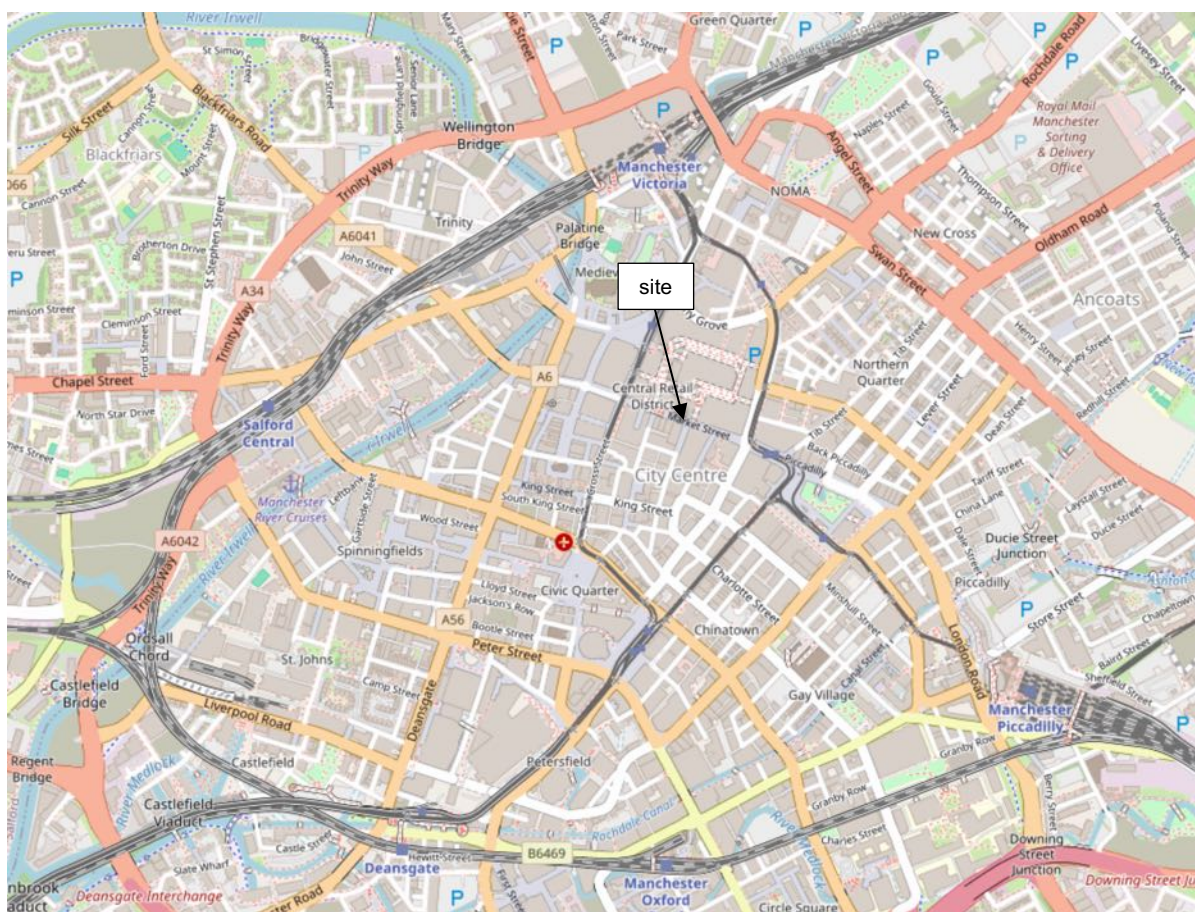


Figure 2.1: Site Location

[source: [OpenStreetMap Foundation](#) licensed under the [Open Database License](#)]

Local Transport Network

- 2.4 The entrances to the site are provided from Fountain Street which is a single carriageway route that operates one-way northbound for vehicles between Booth Street and Market Street. There are various side road junctions along Fountain Street that provide access to roads such as Spring

Gardens, York Street and Marble Street. In the vicinity of the site the footways on both sides of the road are in excess of 2m wide and a northbound cycle route is marked on the carriageway.

- 2.5 Market Street, located to the north of the site, is the main pedestrianised street in the city centre. The pedestrian zone is located to the west of Fountain Street and provides a continuous traffic free facility west towards Cross Street. To the east of Fountain Street, Market Street is mainly pedestrianised with tram lines through the centre serving Market Street tram stop. Travelling east on Market Street provides access to Piccadilly Gardens and Piccadilly bus and tram interchange.
- 2.6 Just to the north of the site outside EE a controlled crossing is in place. A further controlled crossing is provided across the tram lines outside the former Debenham's building.
- 2.7 The roads surrounding the site are subject to a 20mph speed limit.

Traffic Regulation Order Review

- 2.8 The site sits in Zone 1 of the City Centre Parking Zone which operates between 8am and 8pm (Monday to Sunday). Outside the site on Fountain Street double yellow Traffic Regulation Order (TRO) controls are in place restricting parking at all times.
- 2.9 Circa 45m to the south of the site on Fountain Street three disabled parking bays are in place on the eastern carriageway edge. South of the junction with Marble Street, seven Pay & Display parking spaces are provided. On Marble Street (W) 17 motorcycle parking spaces are in place.
- 2.10 In the vicinity of the site on Market Street parking is prohibited at all times.
- 2.11 In terms of loading, double kerb blips are in place on Fountain Street restricting loading on the site frontage. A loading bay is in place on Phoenix Street and a loading area is provided on Market Street in front of EE, 35m and 20m from the site respectively. Loading is only permitted on the Market Street area between 8am and 10am and 6pm and 7pm.

Active Travel Routes

- 2.12 Figure 2.2 shows an extract of TfGM's [active travel map](#) to allow an understanding of routes close to the site.¹
- 2.13 As noted earlier, the site is well served by existing pedestrian routes with above 2m wide footways in place on Fountain Street and access to the main pedestrian area of the city centre located a short walk away on Market Street. Controlled crossings are provided across Fountain Street, just to the north of the site, and across the tram lines close to the former Debenham's building.
- 2.14 Figure 2.1 shows that Fountain Street has a marked cycle route this route provides connections to the wider network, including 20mph streets that create a suitable environment for pedestrians and cyclists.
- 2.15 Figure 2.1 also shows that cycle parking is provided across this area of the city.

¹ <https://tfgm.pindarcreative.co.uk>

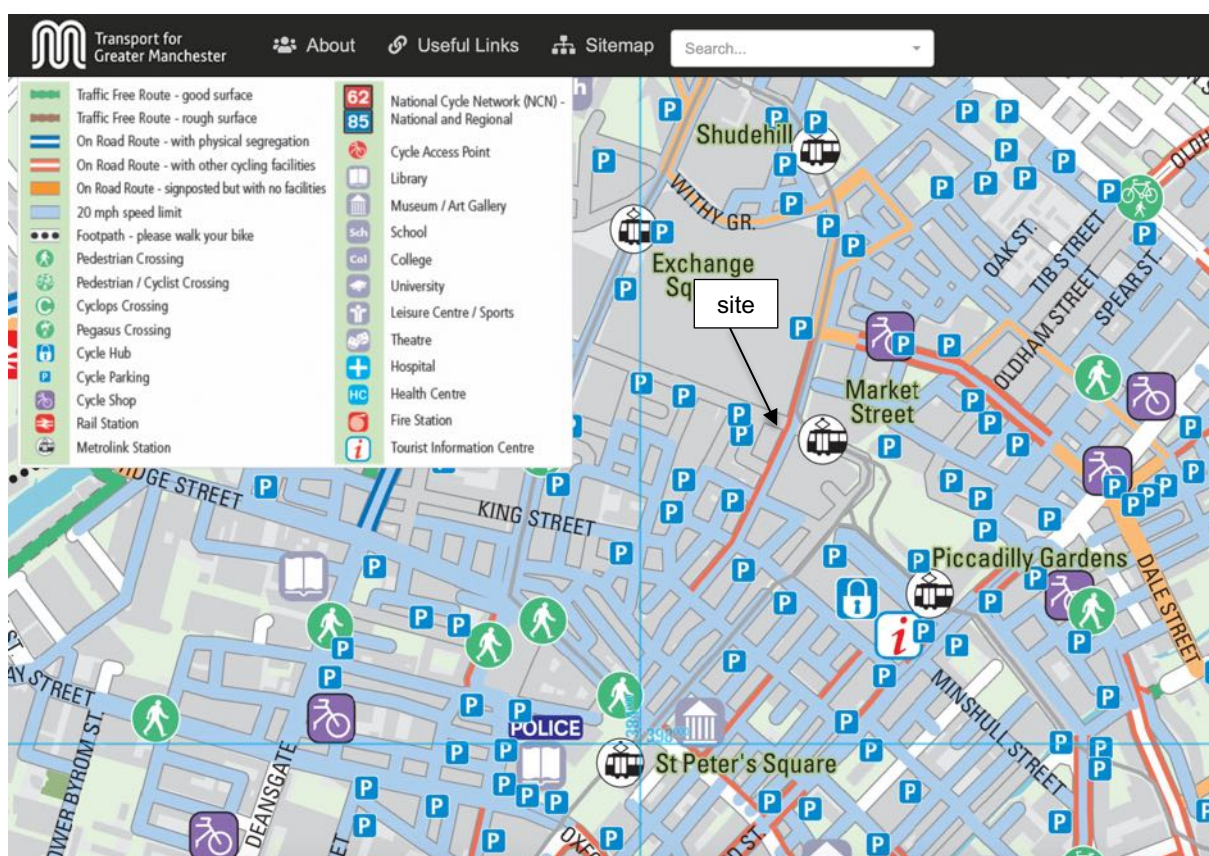


Figure 2.2: Cycle Network
[source: Transport for Greater Manchester]

Public Transport Routes

- 2.16 Figure 2.3 shows an extract of TfGM's [public transport network map](#) for the local area.²
- 2.17 The nearest public transport node to the site is 50m away at the Market Street tram stop. The tram network allows access to the site seven days a week from a variety of locations across the Greater Manchester region, including connections to key interchanges such as Deansgate-Castlefield, Manchester Victoria and Manchester Piccadilly.
- 2.18 The nearest bus stops to the site are located 300m away at Piccadilly Gardens, which is one of the main bus interchanges in the city centre. Buses serving the interchange allow connections to destinations all over the city and the region.
- 2.19 Access can also be gained to Piccadilly train station, which is 800m from the site. Piccadilly train station is served by trains connecting to local, regional and national destinations.

² <https://tfgm.com/maps>

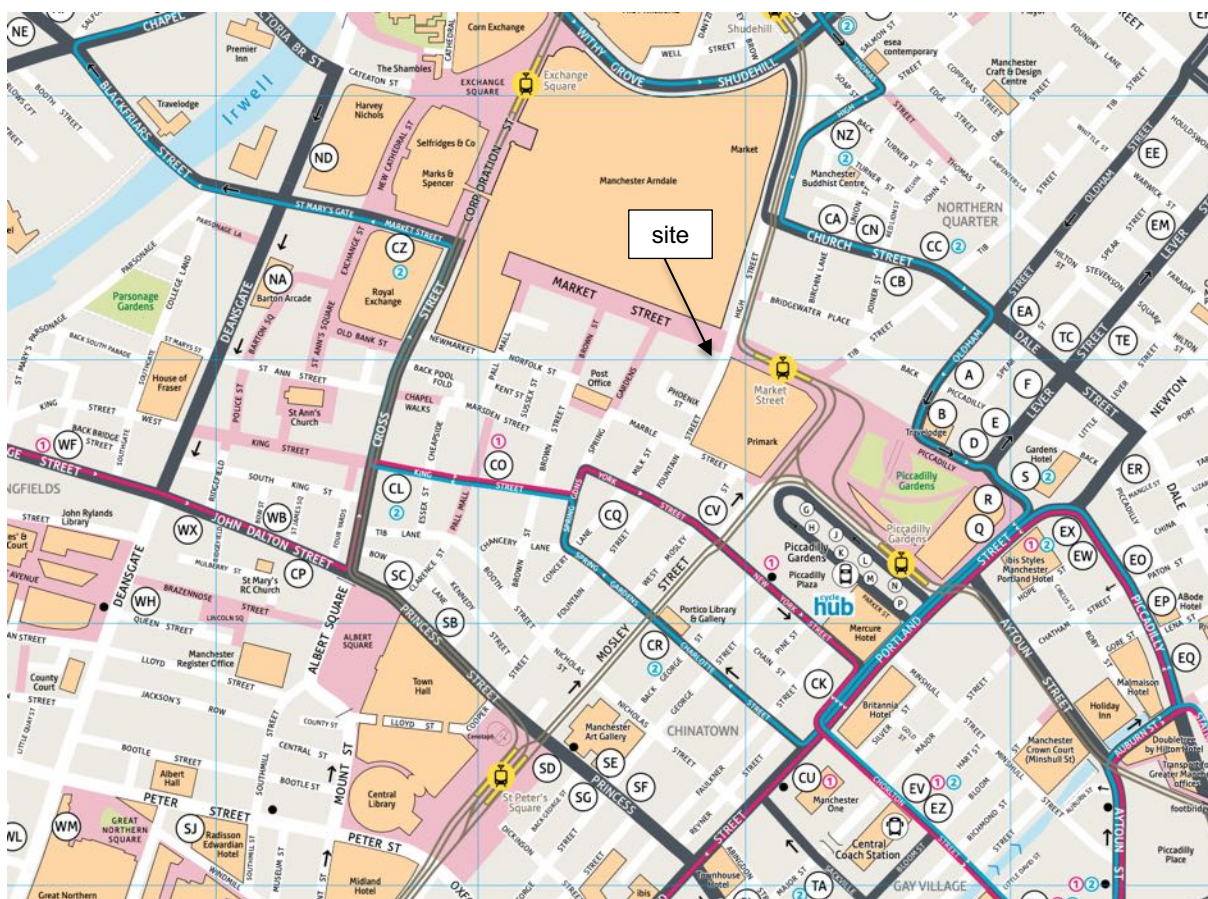


Figure 2.3: Public Transport Network
[source: Transport for Greater Manchester]

3 Existing & Proposed Site Uses

Existing Site Use

- 3.1 The current permitted use of the site is office space (Use Class E). The office space has a floor area of circa 700sqm. The office space is currently unoccupied.
- 3.2 Pedestrian entrance to the site is provided from two doors located next to each other on Fountain Street.
- 3.3 The site is car free with no on-site car parking or vehicle access point.
- 3.4 Given the TRO controls outside the site on Fountain Street, the deliveries and refuse collection associated with the site is focused on the loading bay to the south of the site on Phoenix Street or the loading area outside EE on Market Street.

Consented Site Use (Lapsed)

- 3.5 In 2016 a change of use application was submitted to convert the same area of the building from office to six apartments (ref: 111842/FO/2016/C1). The proposal retained the pedestrian entrance from the existing location on Fountain Street and provided a bin store within the entrance area. The proposal was car free with no on-site parking or requirement to provide any modifications to street parking bays to serve the development. Planning consent was granted in October 2016 and the permission has now lapsed.
- 3.6 In 2019 an application was submitted to discharge Condition 3 (Refuse), and this proposed the provision of a bin store in the entrance area. The submission documentation shows that it was agreed with MCC's Environmental Health Officer that 140l and 360l bins would be used at the development.

- 3.7 Condition 3 was discharged in 2022.
- 3.8 While the permission has lapsed, it does set a precedent for the conversion of the building to a residential land use and associated transport characteristics of the site being found acceptable by Manchester City Council (MCC).

Proposed Site Use

- 3.9 The change of use application seeks consent to change the use of the site from office space to nine apartments. The development layouts are attached as Appendix A.
- 3.10 The entrance to the building will be retained from the existing locations on Fountain Street.
- 3.11 Cycle parking will be provided within the building at a rate of one space per apartment. Cycle stands are already present on street in the local area, and these can be used by visitors and couriers.
- 3.12 No vehicle access or car parking is proposed at the site. Disabled parking spaces are provided a short walk (less than 50m) from the site on Fountain Street. Blue badge holders are also allowed to park without charge or limits on duration in Pay & Display bays nearby. The suitability of the site for car free development is established by the previous consent at the site.
- 3.13 The bin store will be located in the entrance area in line with the previous consented arrangements, as per the 2019 consented planning condition discharge (Refuse) .
- 3.14 Deliveries and servicing activity will be focused on the loading bay on Phoenix Street and loading area (time restricted) on Market Street. This is in line with the existing site arrangements and the previous consent.

4 Impact Assessment

Accessibility Assessment

- 4.1 One of the principal factors to be considered when assessing the suitability of a site for development is the proximity and connectivity of a site to other destinations on foot, cycle and by public transport. In the context of a hotel development, the access of the site to existing visitor destinations, employment areas and local services will allow people to use the facilities at the hotel or stay at the hotel as part of their visit.
- 4.2 Access to amenities is considered in terms of 10-minute walk times to local retail facilities, 15-minute walk times to other destinations such as leisure and recreation destinations and open space, and 25-minute walk times for commuting trips. Figure 4.1 shows walking time catchments from the site.

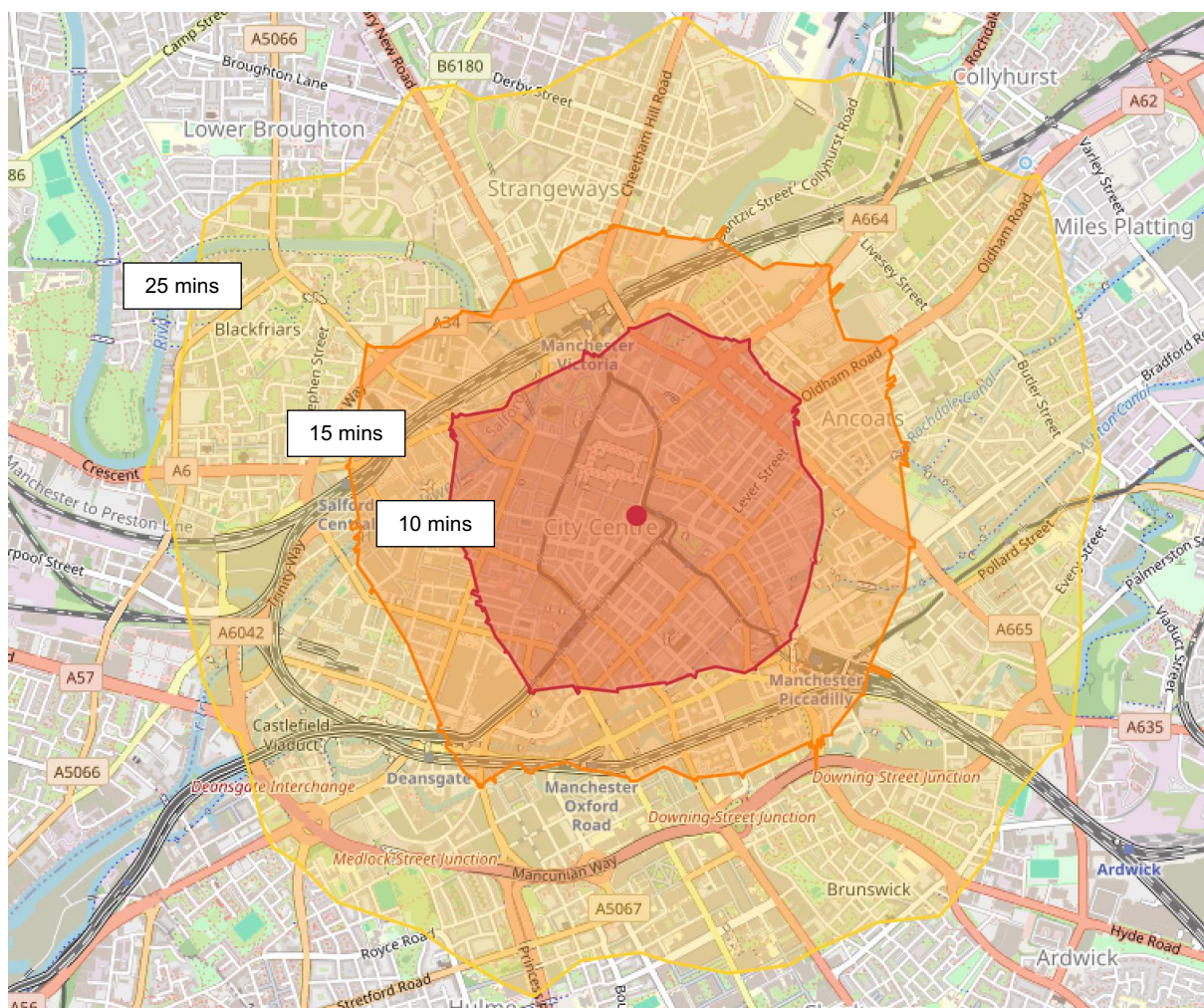


Figure 4.1: Walking Isochrone 3

[source: [ISO4app](#) and [OpenStreetMap Foundation](#) licensed under the [Open Database License](#)]

- 4.3 Figure 4.1 shows access can be gained to the Manchester Arndale, Piccadilly, Victoria, Exchange Square, St Peters Square, the Northern Quarter and New Cross within a 10-minute walk of the site. Access can be gained to City Centre Salford, Deansgate, Oxford Road and Ancoats within a 15-minute walk of the site. Castlefield, the University of Salford, and the universities in Manchester can all be accessed in a 25-minute walk of the site. The assessment confirms that the site is well located relation to local amenities, and retail, recreation, leisure and employment destinations.
- 4.4 A [Greater Manchester Accessibility Level](#) (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM.³ This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility usually found in the city centre.
- 4.5 The site has a GMAL of 8 (score 140.19). This is the highest level of accessibility in Greater Manchester and the score indicates an exceptional level.
- 4.6 The assessment confirms that the site is located to allow access by active and sustainable modes of travel.

³ <https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf>

Development Trip Generation

- 4.7 TRICS has been used to establish the development trip generation. The TRICS assessment is based on latest good practice.⁴ In line with best practice, all TRICS regions have been retained in the forecast, including Greater London given the exceptional level of accessibility of the site.
- 4.8 The assessment includes consideration of the total (person) trips that will be generated by the development and the vehicle trips that will be generated by the development. The site provides no car parking and in terms of vehicle trips it will generate traffic associated with delivery, refuse collection and taxi movements. The vehicle trip generation method is therefore limited to these types of modes.
- 4.9 The TRICS output is attached as Appendix B, with a summary provided in Table 4.1.

	Person Trip Rate (per dwelling)			Taxi Trip Rate (per dwelling)			LGV Trip Rate (per dwelling)			OGV Trip Rate (per dwelling)		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0.169	0.669	0.838	0	0	0	0	0.013	0.013	0	0	0
PM Peak Hour	0.438	0.263	0.701	0	0	0	0.006	0.006	0.012	0	0	0
	Person Trips			Taxi Trips			LGV Trips			OGV Trips		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	2	6	8	0	0	0	0	0	0	0	0	0
PM Peak Hour	4	2	6	0	0	0	0	0	0	0	0	0

Table 4.1: Peak Hour Trip Rates & Development Trips

Daily Service Trip Generation

- 4.10 Table 4.2 shows the daily service trip generation associated with taxi, LGV and OGV.

	Taxi Trip Rate (per dwelling)			LGV Trip Rate (per dwelling)			OGV Trip Rate (per dwelling)		
	In	Out	Total	In	Out	Total	In	Out	Total
Daily	0.12	0.12	0.24	0.081	0.109	0.19	0.012	0.012	0.024
	Taxi Trips			LGV Trips			OGV Trips		
	In	Out	Total	In	Out	Total	In	Out	Total
Daily	1	1	2	1	1	2	1	1	2

Table 4.2: Daily Service Trip Rates & Development Trips

Impact Assessment

- 4.11 Table 4.1 shows that the development will generate a minimal level of person trips in the AM and PM peak hours (maximum eight trips). The development will not generate any vehicle trips during the AM and PM peak hours and therefore will not have an impact on highway operation.
- 4.12 In terms of service trips, it is shown that the development will attract a total of three service vehicles per day (including taxis), equating to a total of six service trips. This is not a significant level of movement and can be accommodated in the existing loading areas serving this area of the city centre.
- 4.13 No baseline trip assessment is presented in this report to allow a robust assessment but should this be considered that the net effect of the development would be negligible.

Parking Assessment

- 4.14 The parking assessment reviews the suitability of the site to operate as car free development with no on-site car parking.

⁴ TRICS (2023), Good Practice Guide 2024

- 4.15 MCC does not maintain any parking standards for residential developments or city centre developments. Policy T2 of the Core Strategy advises that developments in the city centre should:

“... provide a level of car parking which reflects the highly accessible nature of the location.”⁵

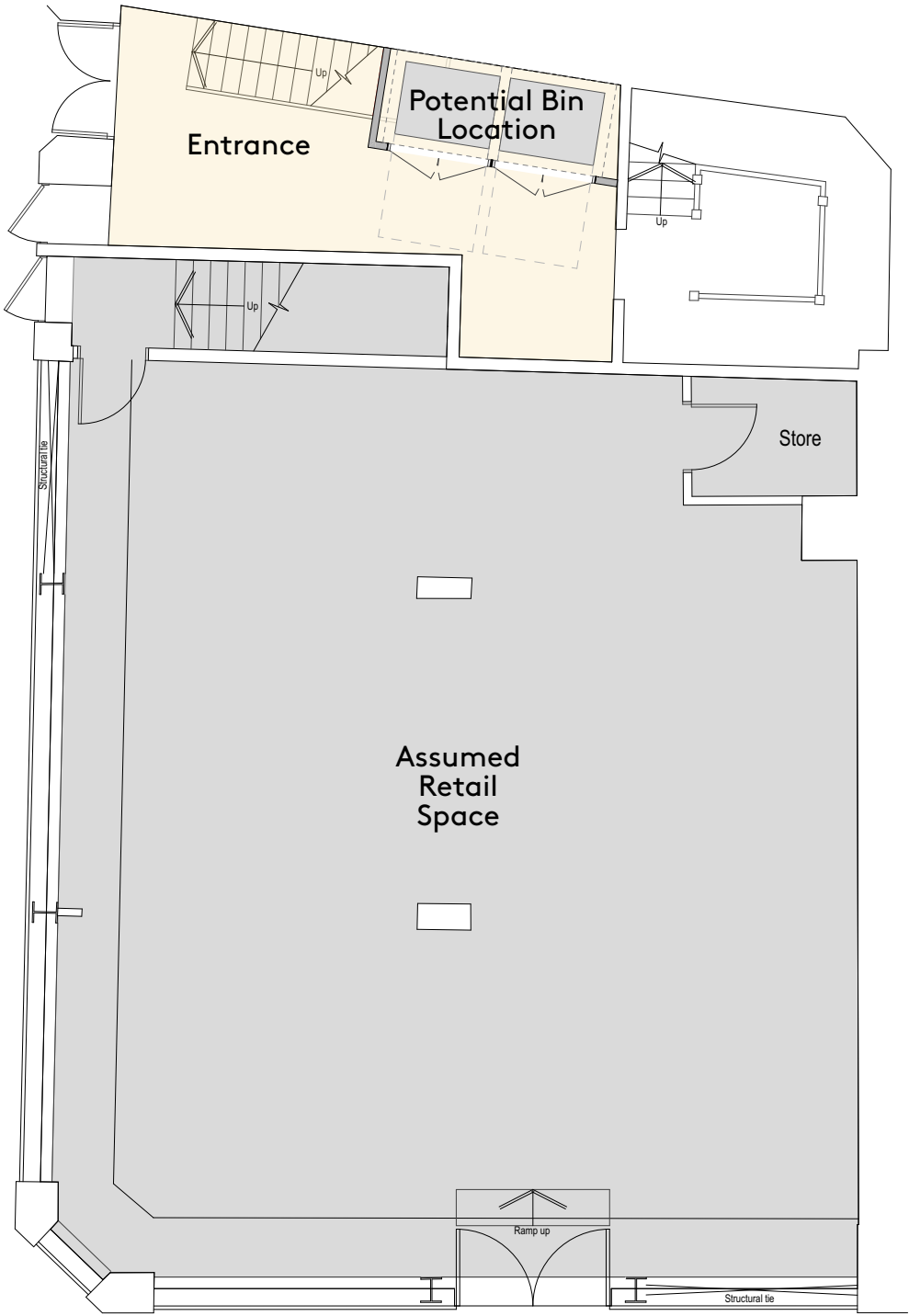
- 4.16 The accessibility assessment confirms that the site occupies a highly accessible location, with a GMAL of 8, the highest level in Greater Manchester. It therefore meets the first criteria for car free development.
- 4.17 The second criteria are the presence of street parking controls to remove opportunities for overspill street parking. The site sits in Zone 1 of the City Centre Parking Zone with parking controlled by Pay & Display bays and double yellow lines between 8am and 8pm (Monday to Sunday). The parking controls remove the practicability of a resident storing a car on street.
- 4.18 The site is already car free with no site parking. It is pertinent that MCC has considered the site suitable for car free living for the previous consented scheme at the site.

5 Conclusions

- 5.1 SK has prepared a TS that examines the implications of a change of use application at 102-104 Market Street/2 Fountain Street. The application seeks consent to change the use of the upper floors of the building from office to nine apartments.
- 5.2 The assessment confirms that the site occupies an accessible location which relates well to local amenities and is well served by active travel and public transport routes. The assessment confirms that the site has a GMAL of 8 which indicates an exceptional level of accessibility.
- 5.3 The entrance arrangements to the building will be retained as existing and in line with that found acceptable by MCC when a previous residential application was consented. The entrance is on Fountain Street and the assessment shows that the footways on Fountain Street are in excess of the 2m width required. Cycle parking is provided for residents at a rate of one space per dwelling. Visitor cycle parking is already available in the local area.
- 5.4 A bin store is provided in the entrance area, which is in line with the arrangement found acceptable by MCC when discharging the waste condition attached to the previous residential consent. Loading provision is available on Phoenix Street (loading bay) and Market Street (time restricted loading area) that can be used by service vehicles.
- 5.5 An impact assessment has been undertaken in line with standard appraisal methods using TRICS data. This shows that the development will not generate any traffic in the peak hours and will generate a minimal level of service movements across the day. Based on this it is concluded that the development will not have an impact on highway operation.
- 5.6 The development is car free, and the assessment concludes that the site occupies a suitable location for such living. This is in line with the existing site arrangements and the car free residential development previously consented.
- 5.7 Based on the above it is concluded that there are no transport or highways reasons on which to base a refusal of the change of use application.

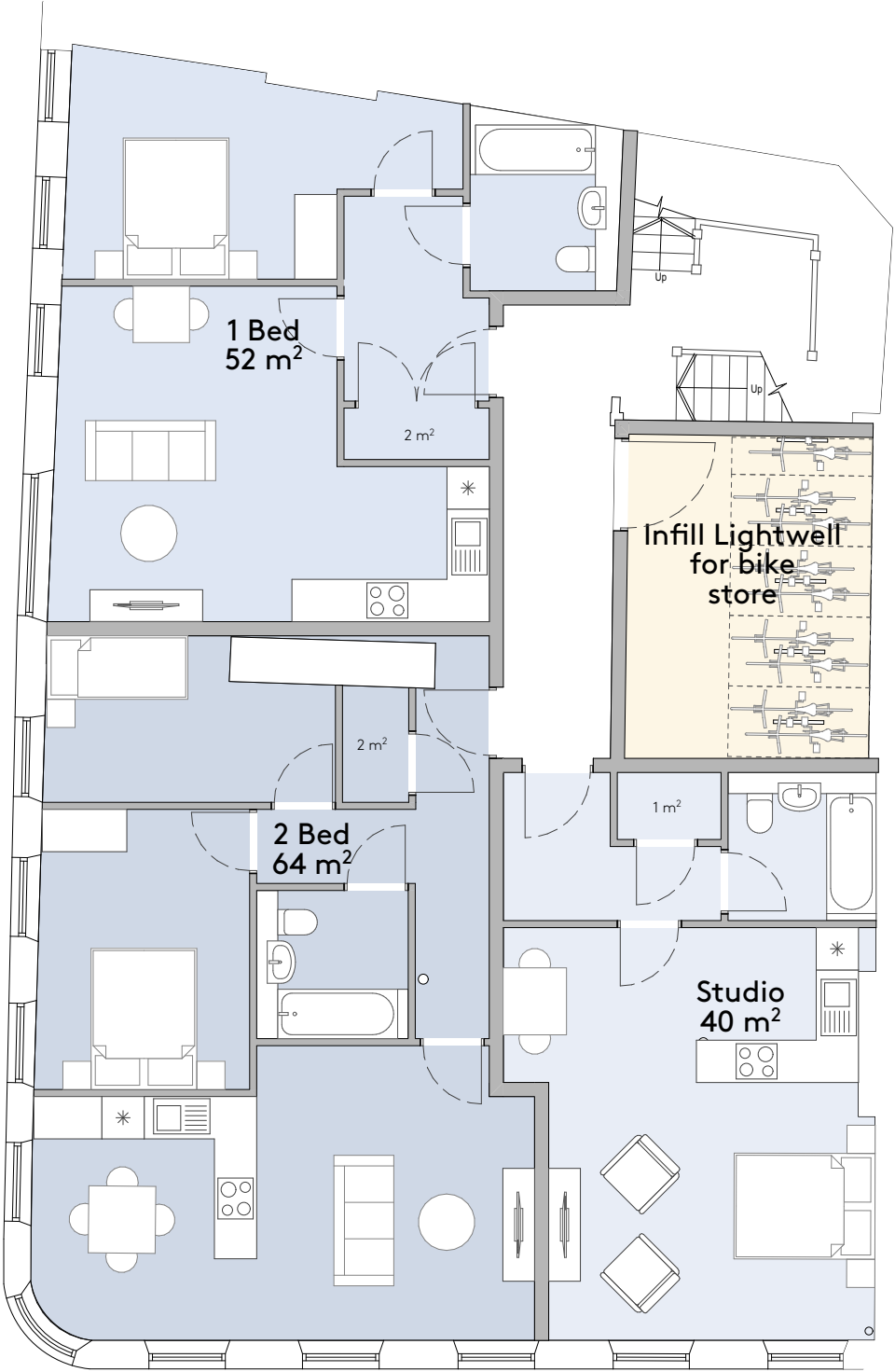
⁵ Manchester City Council (2012), Core Strategy

Appendix A



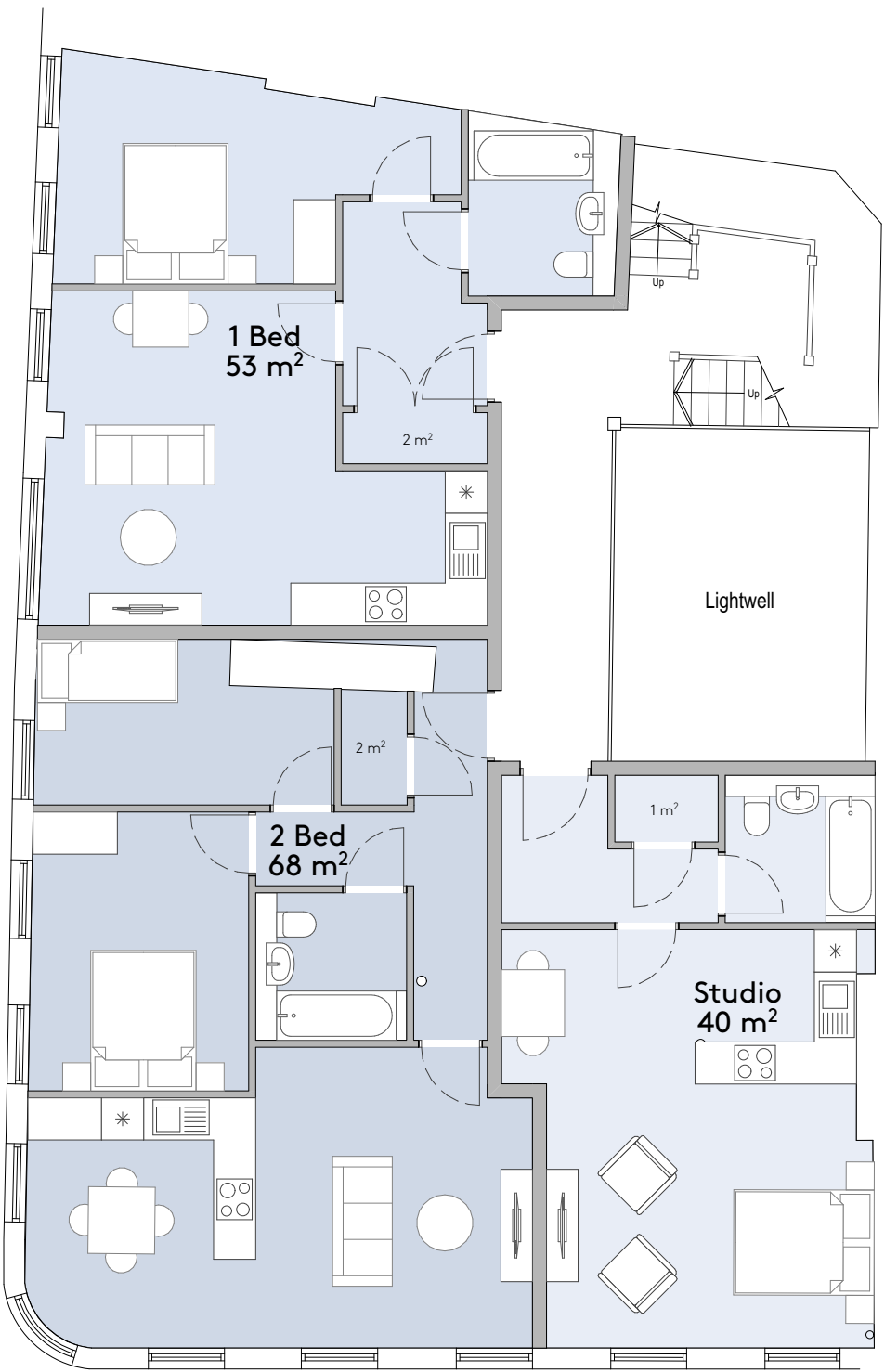
Proposed Ground Floor

Ackroyd Lowrie 23 Vyner Street, London E2 9DG Ph: 0203 770 9780 www.ackroydlowrie.com	NOTE DO NOT SCALE FROM THIS DRAWING. DO NOT USE ANY AREAS INDICATED FOR EITHER VALUATION, PURCHASE SALE OR ANY OTHER FORM OF LEGALLY BINDING CONTRACT. DO NOT REPRODUCE ANY PART OF THIS DRAWING WITHOUT PRIOR WRITTEN CONSENT. THIS DRAWING REMAINS THE COPYRIGHT OF ACKROYD LOWRIE LTD.	KEY Site boundary Existing structure Proposed structure 015m 1:100 N	LOCATION	ISSUE Rev. Date Comment 01 03/10/2024	PROJECT 1216 - Market Street CLIENT Schimmels				
					DRAWING NO. 1216- (16)-101	DRAWING Proposed Ground Floor Plan	REVISION 01		
					Drawn RR	Checked JM	Scale 1:100@A3	Current Stage Feasibility	Date 03/10/2024



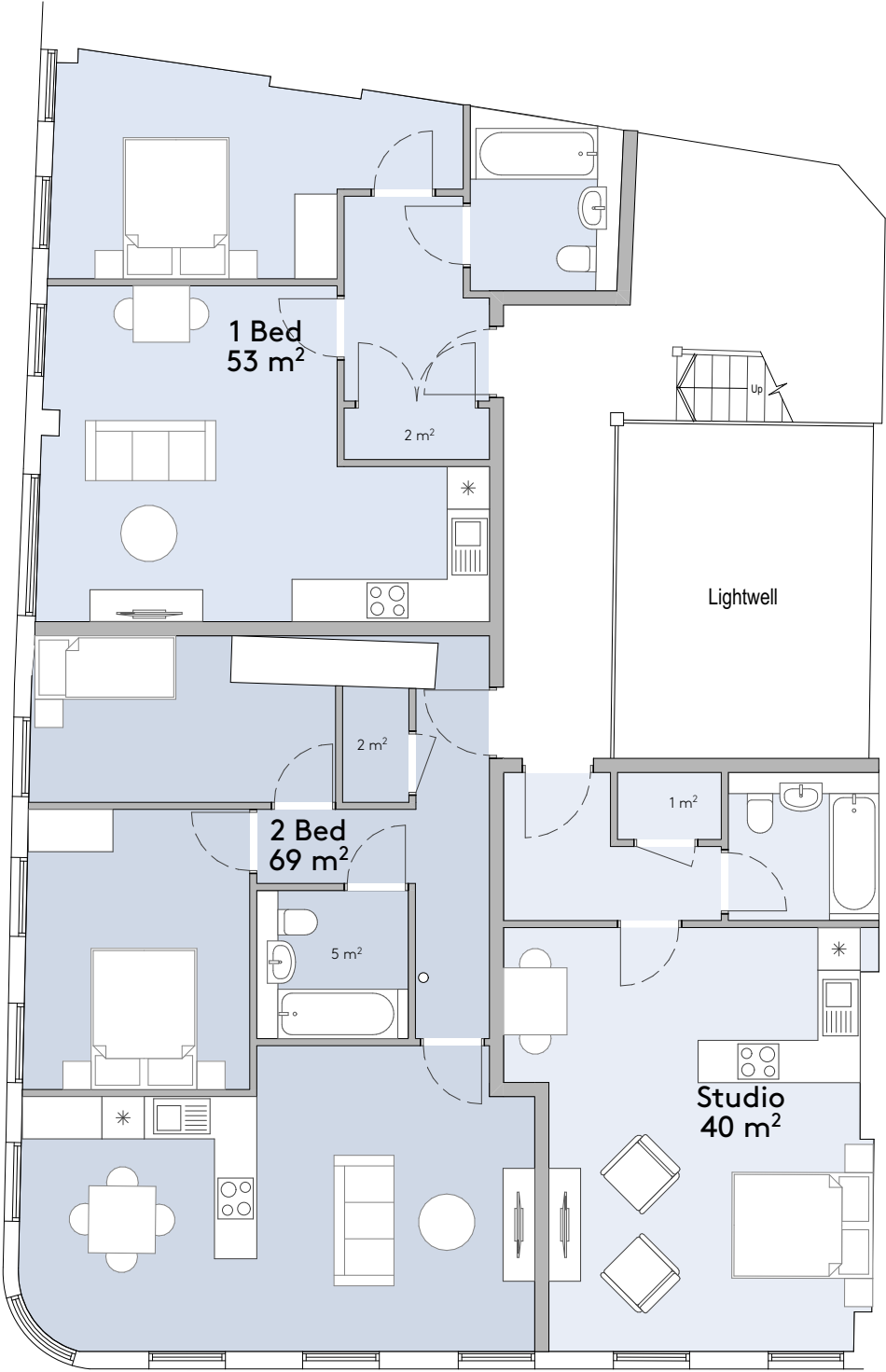
Proposed First Floor

Ackroyd Lowrie 23 Vyner Street, London E2 9DG Ph: 0203 770 9780 www.ackroydlowrie.com	NOTE DO NOT SCALE FROM THIS DRAWING. DO NOT USE ANY AREAS INDICATED FOR EITHER VALUATION, PURCHASE SALE OR ANY OTHER FORM OF LEGALLY BINDING CONTRACT. DO NOT REPRODUCE ANY PART OF THIS DRAWING WITHOUT PRIOR WRITTEN CONSENT. THIS DRAWING REMAINS THE COPYRIGHT OF ACKROYD LOWRIE LTD.	KEY — Site boundary Existing structure Proposed structure 015m 1:100 N	LOCATION	ISSUE Rev. Date Comment 01 03/10/2024	PROJECT 1216 - Market Street CLIENT Schimmels
	DRAWING NO. 1216-(16)-102	DRAWING Proposed First Floor plan	REVISION 01		
	Drawn RR	Checked JM	Scale 1:100@A3	Current Stage Feasibility	Date 03/10/2024



Proposed Second Floor

Ackroyd Lowrie 23 Vyner Street, London E2 9DG Ph: 0203 770 9780 www.ackroydlowrie.com	NOTE DO NOT SCALE FROM THIS DRAWING. DO NOT USE ANY AREAS INDICATED FOR EITHER VALUATION, PURCHASE SALE OR ANY OTHER FORM OF LEGALLY BINDING CONTRACT. DO NOT REPRODUCE ANY PART OF THIS DRAWING WITHOUT PRIOR WRITTEN CONSENT. THIS DRAWING REMAINS THE COPYRIGHT OF ACKROYD LOWRIE LTD.	KEY Site boundary Existing structure Proposed structure 015m 1:100 N	LOCATION	ISSUE Rev. Date Comment 01 03/10/2024	PROJECT 1216 - Market Street CLIENT Schimmels				
					DRAWING NO. 1216- (16)-103	DRAWING Proposed Second Floor Plan	REVISION 01		
					Drawn RR	Checked JM	Scale 1:100@A3	Current Stage Feasibility	Date 03/10/2024



Proposed Third Floor

Appendix B

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	IS ISLINGTON	2 days
	KI KINGSTON	1 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days
10	WALES	
	CO CONWY	1 days
14	LEINSTER	
	WX WEXFORD	1 days

Primary Filtering selection:

Parameter: No of Dwellings
 Actual Range: 14 to 46 (units:)
 Range Selected by User: 6 to 60 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/10/23

Selected survey days:

Monday 4 days
 Wednesday 1 days
 Thursday 1 days

Selected survey types:

Manual count 6 days
 Directional ATC Count 0 days

Selected Locations:

Town Centre 1
 Edge of Town Centre 5

Selected Location Sub Categories:

Residential Zone 3
 Built-Up Zone 3

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 10 days - Selected
 Servicing vehicles Excluded 2 days - Not Selected

Secondary Filtering selection:

Use Class:

C3 6 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 1 days
 10,001 to 15,000 1 days
 25,001 to 50,000 1 days
 50,001 to 100,000 2 days
 100,001 or More 1 days

Population within 5 miles:

25,001 to 50,000 1 days
 50,001 to 75,000 1 days
 250,001 to 500,000 1 days
 500,001 or More 3 days

Car ownership within 5 miles:

0.5 or Less 2 days
 0.6 to 1.0 2 days
 1.1 to 1.5 2 days

Travel Plan:

No 6 days

PTAL Rating:

No PTAL Present 3 days
 2 Poor 1 days
 6a Excellent 2 days

LIST OF SITES relevant to selection parameters

1	CO-03-C-01	BLOCKS OF FLATS	CONWY
	MOSTYN BROADWAY		
	LLANDUDNO		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	37	
	Survey date: MONDAY	26/03/18	Survey Type: MANUAL
2	IS-03-C-05	BLOCK OF FLATS	ISLINGTON
	LEVER STREET		
	FINSBURY		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	15	
	Survey date: WEDNESDAY	29/06/16	Survey Type: MANUAL
3	IS-03-C-06	BLOCK OF FLATS	ISLINGTON
	CALEDONIAN ROAD		
	HOLLOWAY		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	14	
	Survey date: MONDAY	27/06/16	Survey Type: MANUAL
4	KI-03-C-03	BLOCK OF FLATS	KINGSTON
	PORTSMOUTH ROAD		
	SURBITON		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	20	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
5	NG-03-C-03	BLOCK OF FLATS	NOTTINGHAM
	CANAL STREET		
	NOTTINGHAM		
	Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	46	
	Survey date: MONDAY	02/10/23	Survey Type: MANUAL
6	WX-03-C-01	BLOCKS OF FLATS	WEXFORD
	UPPER GEORGE'S STREET		
	WEXFORD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: THURSDAY	20/04/23	Survey Type: MANUAL

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
MA-03-C-01	covid
MS-03-C-04	covid
WF-03-C-02	covid
WF-03-C-05	covid

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	27	0.013	6	27	0.013	6	27	0.026
08:00 - 09:00	6	27	0.000	6	27	0.000	6	27	0.000
09:00 - 10:00	6	27	0.000	6	27	0.000	6	27	0.000
10:00 - 11:00	6	27	0.013	6	27	0.013	6	27	0.026
11:00 - 12:00	6	27	0.025	6	27	0.025	6	27	0.050
12:00 - 13:00	6	27	0.006	6	27	0.006	6	27	0.012
13:00 - 14:00	6	27	0.019	6	27	0.019	6	27	0.038
14:00 - 15:00	6	27	0.006	6	27	0.006	6	27	0.012
15:00 - 16:00	6	27	0.013	6	27	0.013	6	27	0.026
16:00 - 17:00	6	27	0.006	6	27	0.006	6	27	0.012
17:00 - 18:00	6	27	0.000	6	27	0.000	6	27	0.000
18:00 - 19:00	6	27	0.019	6	27	0.019	6	27	0.038
19:00 - 20:00	3	16	0.000	3	16	0.000	3	16	0.000
20:00 - 21:00	3	16	0.000	3	16	0.000	3	16	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.120			0.120			0.240

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	27	0.000	6	27	0.000	6	27	0.000
08:00 - 09:00	6	27	0.000	6	27	0.000	6	27	0.000
09:00 - 10:00	6	27	0.000	6	27	0.000	6	27	0.000
10:00 - 11:00	6	27	0.006	6	27	0.006	6	27	0.012
11:00 - 12:00	6	27	0.000	6	27	0.000	6	27	0.000
12:00 - 13:00	6	27	0.006	6	27	0.000	6	27	0.006
13:00 - 14:00	6	27	0.000	6	27	0.006	6	27	0.006
14:00 - 15:00	6	27	0.000	6	27	0.000	6	27	0.000
15:00 - 16:00	6	27	0.000	6	27	0.000	6	27	0.000
16:00 - 17:00	6	27	0.000	6	27	0.000	6	27	0.000
17:00 - 18:00	6	27	0.000	6	27	0.000	6	27	0.000
18:00 - 19:00	6	27	0.000	6	27	0.000	6	27	0.000
19:00 - 20:00	3	16	0.000	3	16	0.000	3	16	0.000
20:00 - 21:00	3	16	0.000	3	16	0.000	3	16	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.17

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	27	0.031	6	27	0.225	6	27	0.256
08:00 - 09:00	6	27	0.169	6	27	0.669	6	27	0.838
09:00 - 10:00	6	27	0.250	6	27	0.419	6	27	0.669
10:00 - 11:00	6	27	0.237	6	27	0.319	6	27	0.556
11:00 - 12:00	6	27	0.231	6	27	0.287	6	27	0.518
12:00 - 13:00	6	27	0.375	6	27	0.344	6	27	0.719
13:00 - 14:00	6	27	0.294	6	27	0.319	6	27	0.613
14:00 - 15:00	6	27	0.225	6	27	0.294	6	27	0.519
15:00 - 16:00	6	27	0.438	6	27	0.300	6	27	0.738
16:00 - 17:00	6	27	0.438	6	27	0.256	6	27	0.694
17:00 - 18:00	6	27	0.438	6	27	0.263	6	27	0.701
18:00 - 19:00	6	27	0.388	6	27	0.319	6	27	0.707
19:00 - 20:00	3	16	0.469	3	16	0.204	3	16	0.673
20:00 - 21:00	3	16	0.327	3	16	0.204	3	16	0.531
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.310			4.422			8.732

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	27	0.000	6	27	0.000	6	27	0.000
08:00 - 09:00	6	27	0.000	6	27	0.013	6	27	0.013
09:00 - 10:00	6	27	0.013	6	27	0.013	6	27	0.026
10:00 - 11:00	6	27	0.019	6	27	0.013	6	27	0.032
11:00 - 12:00	6	27	0.000	6	27	0.006	6	27	0.006
12:00 - 13:00	6	27	0.013	6	27	0.013	6	27	0.026
13:00 - 14:00	6	27	0.006	6	27	0.019	6	27	0.025
14:00 - 15:00	6	27	0.006	6	27	0.013	6	27	0.019
15:00 - 16:00	6	27	0.006	6	27	0.000	6	27	0.006
16:00 - 17:00	6	27	0.006	6	27	0.000	6	27	0.006
17:00 - 18:00	6	27	0.006	6	27	0.006	6	27	0.012
18:00 - 19:00	6	27	0.006	6	27	0.013	6	27	0.019
19:00 - 20:00	3	16	0.000	3	16	0.000	3	16	0.000
20:00 - 21:00	3	16	0.000	3	16	0.000	3	16	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.081			0.109			0.190