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TRANSPORT & INFRASTRUCTURE PLANNING

ID Manchester
Renold Building
Manchester
Transport Statement

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1. INTRODUCTION

Instruction

1.1 BWB Consulting (BWB) has been instructed by ID Manchester (the Client) to provide highways and transport advice and prepare a Transport Statement (TS) report to support an application for a proposed change of use from a university educational facility to an office development located at the Renold Building on Sackville Street in Manchester.

Background

1.2 The Renold Building falls within the site of the former University of Manchester Institute of Science and Technology (UMIST). The re-development of this building will form the first stage of a wider redevelopment project centred on the UMIST campus which is known as ID Manchester. The site is currently vacant.

1.3 A Scoping Note was produced for the site which was discussed with Manchester City Council (MCC) during a meeting held on 4th December 2023. The main issues that were raised by MCC were the zero parking proposed at the site and how future users at the site would utilise existing sustainable opportunities to access the development. The proposed change of use at the site was discussed and the proposed person trip rates were considered acceptable. A copy of the scoping note can be found within **Appendix 1**.

1.4 This Transport Statement aims to address any concerns that were raised by MCC during scoping discussion and provide confidence that the proposed development would not have a detrimental impact on the operation of local highway network.

1.5 A copy of the indicative site layout is included within **Appendix 2**.

Policy

1.6 The Government's sustainability objectives are embodied within paragraph 110 of The National Planning Policy Framework (NPPF – September 2023) which states that "*applications for development should:*

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

- *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations".*

Report Purpose

1.7 This TS has been produced in accordance with the advice contained in the NPPF. This TS considers the potential transport and highways impact of the proposals including the impact of the development generated person trips, the safety of the surrounding road network and the implications for public transport, pedestrian, and cyclist movements. As separate Framework Tavel Plan has also been produced in support of this planning application which should be read in conjunction with this TS.

1.8 This Transport Statement is therefore structured as follows:

- **Section 2: Existing Conditions** – Describes the local highway network and the existing sustainable travel facilities;
- **Section 3: Proposed Development** – Provides details of the proposed development, access arrangements, parking provision and how the site will be serviced;
- **Section 4: Trip Generation**– Quantifies the estimated multi-modal trip generation of the development proposals;
- **Section 4: Highway Impact** – Discusses the impact the proposed person trips has on the surrounding highway network.
- **Section 5: Summary and Conclusions** – Summarises the findings of the report and offers conclusions in relation to the proposed development impact.

2. EXISTING CONDITIONS

Site Location

2.1 The site is located at the Renold Building, which is accessed via Sackville Street within the City Centre of Manchester and falls within the UMIST campus. The existing building is formed of eight storeys which will be maintained within the development proposals, as will the building footprint.

2.2 **Figure 1** below displays the indicative location of the proposed development.

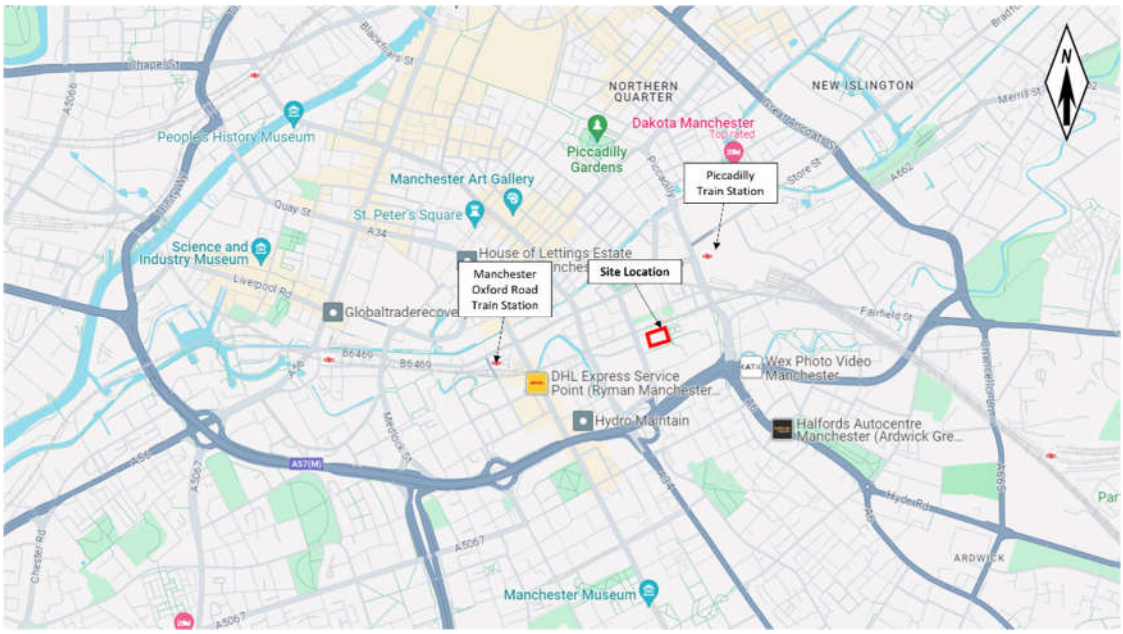


Figure 1: Site Location

Existing Use

2.3 As previously discussed, the Renold building forms part of the UMIST campus and was previously used for Science and Technology Lectures, seminars and exhibitions. The whole UMIST campus will be redeveloped, with the Renold Building being the first phase of the redevelopment. The site is currently vacant.

Local Highway Network

2.4 The proposed development site falls within the centre of Manchester and is surrounded by a number of key routes into/out of the city. This includes the A6 to the east of the site, the B6469 to the north, the A57 to the south of the site and the A34 to the west. The existing site is accessed via Sackville Street which is located approximately 50 metres to the west of the site.

Sackville Street

2.5 Sackville Street routes north to south to the west of the site, it measures approximately 7.4 metres wide with 3.0 metres wide footways on both sides of the carriageway. The

road is two way and has double yellow lines present on both sides of the carriageway to the north of its junction with Charles Street and routes under the railway line. To the south of its junction with Charles Street the carriageway is northbound only with a number of pay and display parking spaces on the western side and a segregated cycle lane with double yellow lines on the eastern side. Sackville Street is well lit throughout and is subject to a 20mph speed limit. It also provides vehicular access to the service road for the Renold Building.

A34

2.6 The A34 runs parallel to Sackville Street in the vicinity of the site where it has signal junctions with both Sackville Street and Charles Street. The width of the carriageway varies throughout with, lanes gained and lost on approaches to signal junctions. 3.0 metres wide footways are provided on both sides of the carriageway and the road is well lit throughout. There is a bus stop situated adjacent to the Hotel ibis Manchester. The road is subject to a 30mph speed limit. Further afield the A34 provides access to may residential areas to the south of the city including Handforth, Heald Green and Cheadle etc, it also provides access to the Alexandra Hospital and Manchester Royal Infirmary. 1.6km to the north of the site the A34 terminates at its signal controlled junction with Chapel Street.

B6469

2.7 The B6469 routes east to west from its signal junction with Chorlton Street and Fairfield Street to the east and its signal junction with Deansgate to the west. In the vicinity of the site the carriageway measures 11 metres and there are approximately 4.0 metres wide footways on both sides of the carriageway. There are double yellow lines on both sides of the carriageway and a number of signal junctions. The route is well lit and subject to a 20mph speed limit. There are service laybys and cycle hire on the corner of Venice Street and cycle storage stands located on the corner of Princess Street.

A6

2.8 The A6 routes southeast to northwest to the west of the site and it meets the A57 via a grade separated signal junction approximately 200 metres to the southeast of the site. The carriageway is typically two lanes in each direction in the vicinity of the site and measures 14.0 metres wide with a minimum of 3.0 metres wide footways on both sides of the carriageway. There are a number of bus stops along its length and it is subject to 30mph speed limit.

A57

2.9 The A57 is located 200 metres to the south of the site and provides the southern proportion of the city centre ring road. It routes between its junction with the A6 at the east and its junction with the A5063 and M602 to the west. Typically, there are two lanes which route in each direction which measure 6.8 metres wide. The route is well lit and there are bus stops present on both sides of the carriageway. In some locations there are 3.0 metres wide footway provided on both sides of the carriageway. As a proportion of the route is not at ground level there are sections where footways are not present. However, in these locations there are other roads which run parallel at ground level and do provide footways.

2.10 A detailed plan of the local highway network is shown in **Figure 2**.

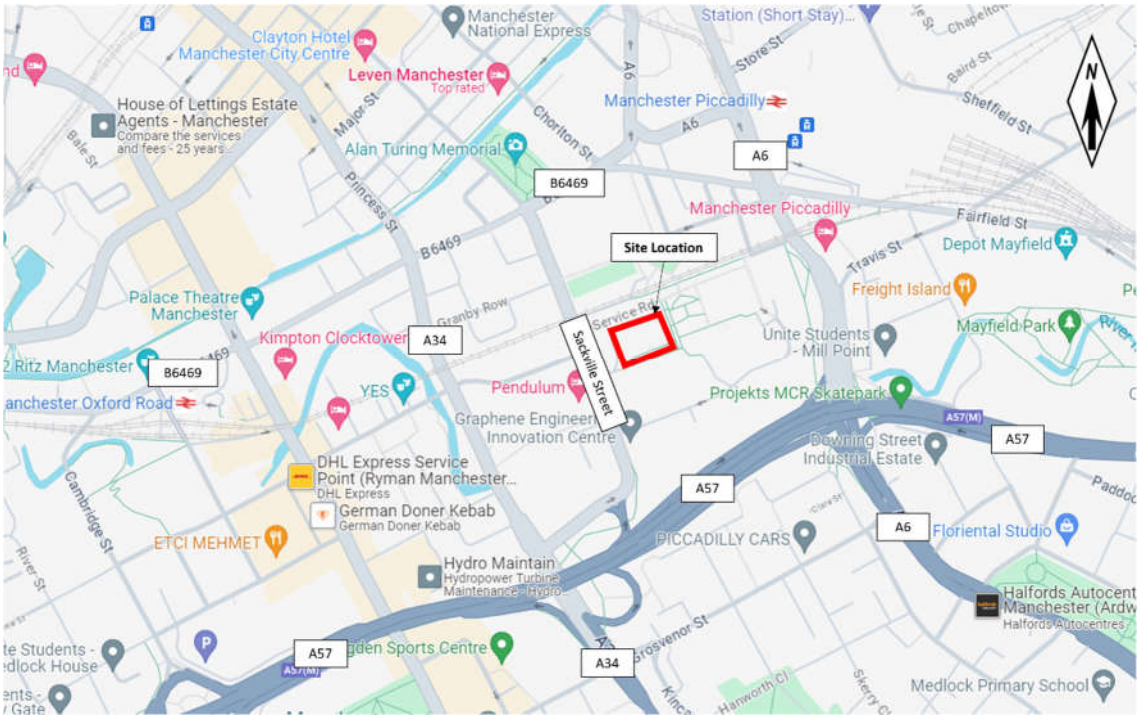


Figure 2: Local Highway Network

Sustainable Travel

Pedestrian Travel

2.11 The Guidelines for Providing for Journeys on Foot (GPJF) document describes acceptable walking distances for pedestrians without mobility impairment. GPJF suggests that the maximum walking distance for town centres is approximately 800m, commuting/schools is approximately 2km and for other facilities is approximately 1.2km.

2.12 GPJF states that an average walking speed of approximately 1.4m/s (5km's/hr) can be assumed. The walking distance thresholds for commuting and other facilities set out in the GPJF document (within table 3.2) are summarised below in **Table 1**.

Table 1: GPJF Acceptable Walking Distances Guidance Table

Journey Purpose	Suggested Acceptable Walking Distance (Metres)		
	Town Centres	Commuting/ School/ Sight-Seeing	Elsewhere
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

2.13 **Figure 3** identifies a 2km walking distance from the proposed development site.

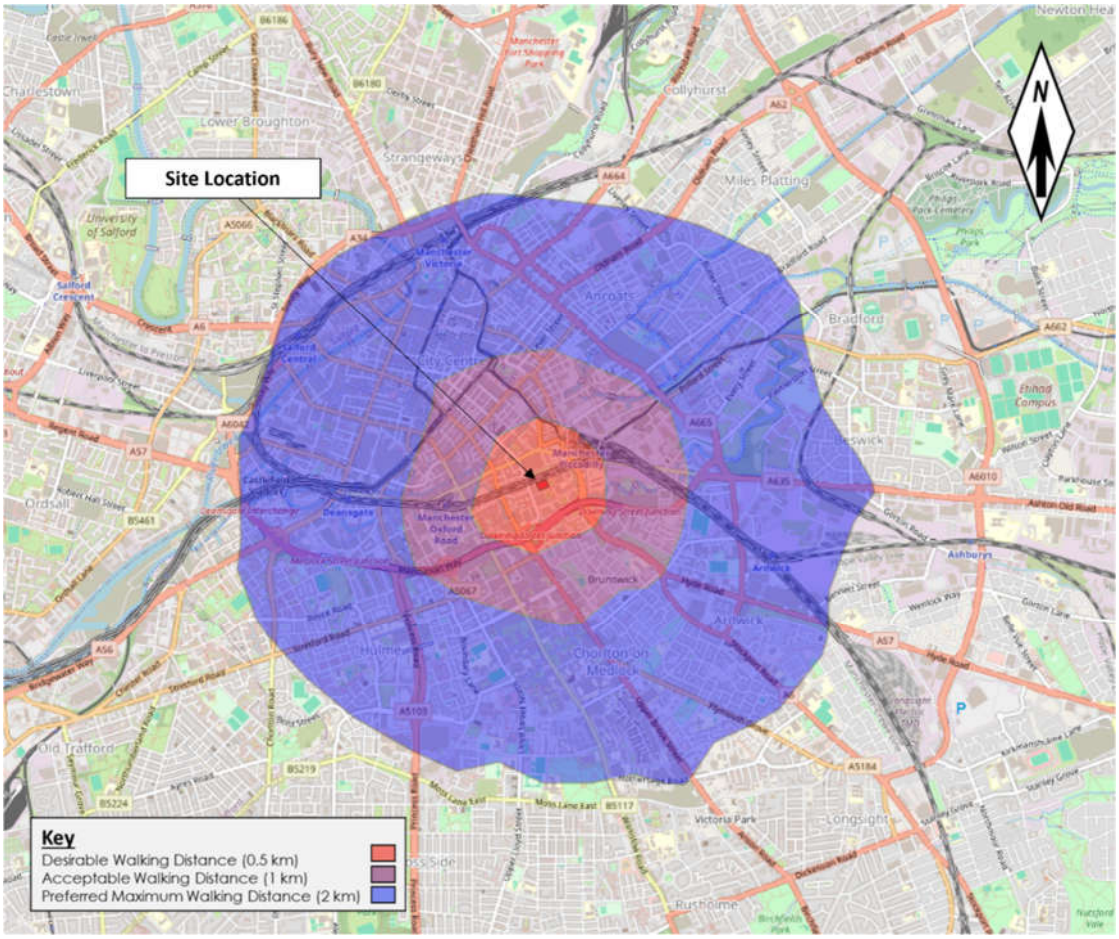


Figure 3: 2km Pedestrian Catchment

2.14 **Figure 3** shows that there are a large number of residential areas which are within the 2km preferred maximum walking distance for commuting. The following areas are included within the 2km; All of Manchester City Centre, Brunswick, Ancoats, Ardwick, Chorlton-on-Medlock, Hulme, Salford. There are also 5 train stations within walking distance of the site including; Manchester Piccadilly, Manchester Oxford Road, Manchester Victoria, Salford Central and Deansgate.

Cycle Travel

2.15 It is widely considered that cycling has the potential to substitute for short car trips, particularly those under 5km, and form part of a longer multi modal journey by public transport. Cycling is therefore an important journey to work mode that has the potential to substitute for short car journeys.

2.16 **Figure 4** shows a 5km cycling distance centred at the proposed development site.

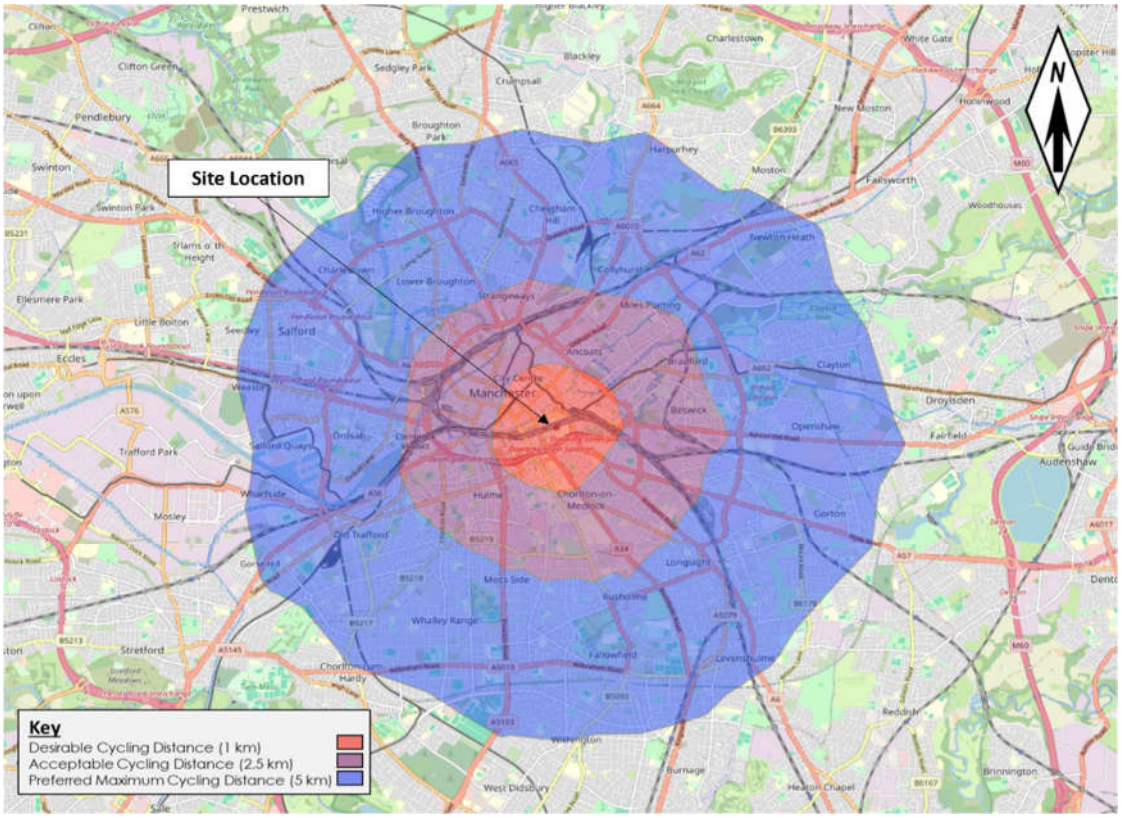


Figure 4: 5km Cycle Catchment

2.17 **Figure 4** shows that all areas achievable on foot are also achievable by cycle as well as the following areas which are further afield; all of Salford, Broughton, Cheetham Hill, Clayton, Gorton, Moss Side, Whalley Range, Old Trafford and Ordsall etc.

2.18 The local cycle routes in the immediate vicinity of the site are shown below in **Figure 5**.

Figure 5: Local Cycle Routes

2.19 **Figure 5** shows that there are a number of cycle facilities in the area surrounding the site including an abundance of cycle parking areas. A large proportion of the roads in the vicinity of the site, especially towards the city centre to the north are subject to a 20mph speed limit, which presents favourable conditions for vulnerable road users. There are also a number of on road cycle lane facilities some with physical segregation, this includes Oxford Street to the west and Fairfield Street and London Road to the east.

2.20 **Figure 5** also shows that there are two National Cyle Network Routes (NCN) which are accessible from the site. This includes NCN66 which is achievable from Store Street, 470 metres cycle from the site, it routes between New Moston and Manchester Piccadilly Train Station and is mostly offroad using the Rochdale canal. NCN6 is accessed from Hulme Street, 700 metres to the southwest of the site, it routes between Reddish Vale to the southeast of Manchester and Blackburn to the north.

Bus Services

2.21 The Guidelines for Planning for Public Transport in Developments, states that "generally walking distances to bus stops in urban areas should be a maximum of 400m and preferably no more than 300m". However, the Buses in Urban Developments[1] guidance advises a more rigorous approach to catchment area planning as displayed in **Table 2**.

Table 2: Recommended Maximum Walking Distances to Bus Stops

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

2.22 There are a number of bus stops which fall within an acceptable walking distance of the site and these are located120 metres to the north west on Sackville street, 140 metres to the west on Charles Street, 200 metres to the east on London Road, 270 metres to the north on Whitworth Street, 350 metres to the east on Fairfield Street, 350 metres to the north on Aytoun Street and 500 metres to the west at the Palace Theatre. There are many opportunities for pedestrians to access these bus stops utilising the extensive network of pedestrian facilities including surrounding the site including signalised pedestrian crossings, wide footways and car free routes.

2.23 **Table 3, Table 4 and Table 5** set out a summary of the weekday and weekend bus service provision available within the vicinity of the proposed development site.

Table 3: Summary of Weekday Bus Services

Service Number and Route	First Service		Last Service		Daytime Frequency
	'Inbound' Route	'Outbound' Route	'Inbound' Route	'Outbound' Route	
42/42A/42B/42C	05:15	05:30	00:13	23:30	30 mins
43	00:50	00:01	00:22	23:31	10 mins
50	05:41	06:14	23:50	00:19	12 mins
85/85A/86	06:11	05:35	23:05	00:05	12 mins
87	07:42	09:01	18:03	18:08	60 mins
101	05:16	05:08	00:08	00:20	15 mins
102/103	05:30	02:50	01:08	00:05	30 mins
111	05:49	05:56	23:58	23:43	12 mins
142	05:15	05:30	00:22	00:34	10 mins
143	07:01	07:07	23:58	00:05	10 mins
147	05:58	05:36	21:04	19:51	30 mins
191	06:33	17:03	17:00	18:49	15 mins
192/X92	04:42	04:57	00:28	00:35	10 mins
197	06:14	06:26	22:47	23:01	20 mins
201/201N	05:19	05:03	02:05	01:05	10 mins
202	05:44	06:05	23:26	23:50	30 mins
203	04:35	05:33	03:36	02:45	10 mins
205	05:38	05:30	23:30	23:36	30 mins
219	04:53	05:00	02:23	02:40	10 mins
220/221	07:08	06:36	08:35	18:13	60 mins
250	06:13	04:54	01:19	23:00	12 mins
263 Sapphire	05:37	05:45	00:05	00:10	20 mins
2 Free Bus	07:00	07:00	23:30	23:15	10 mins
X41 Red Express	06:52	07:00	22:58	23:05	60 mins
X43 Witchway	06:05	06:10	22:48	23:00	15 mins

Note: Timetable information obtained (December 2023), first/last service based on time service arrives/leaves the nearest bus stop to the development site.

Table 4: Summary of Saturday Bus Services

Service Number and Route	First Service		Last Service		Daytime Frequency
	'Inbound' Route	'Outbound' Route	'Inbound' Route	'Outbound' Route	
42/42A/42B/42C	05:15	05:30	00:13	23:30	30 mins
43	00:50	00:01	00:22	23:31	10 mins
50	05:41	06:14	23:50	00:19	12 mins
85/85A/86	06:11	05:35	23:05	00:05	12 mins
87	07:42	09:01	18:03	18:08	60 mins
101	05:16	05:08	00:08	00:20	15 mins
102/103	05:30	02:50	01:08	00:05	30 mins
111	05:49	05:56	23:58	23:43	12 mins
142	05:15	05:30	00:22	00:34	10 mins
143	07:01	07:07	23:58	00:05	10 mins
147	05:58	05:36	21:04	19:51	30 mins
191	06:33	17:03	17:00	18:49	15 mins
192/X92	04:42	04:57	00:28	00:35	10 mins
197	06:14	06:26	22:47	23:01	20 mins
201/201N	05:19	05:03	02:05	01:05	10 mins
202	05:44	06:05	23:26	23:50	30 mins
203	04:35	05:33	03:36	02:45	10 mins
205	05:38	05:30	23:30	23:36	30 mins
219	04:53	05:00	02:23	02:40	10 mins
220/221	07:08	06:36	08:35	18:13	60 mins
250	06:13	04:54	01:19	23:00	12 mins
263 Sapphire	05:37	05:45	00:05	00:10	20 mins
2 Free Bus	07:00	07:00	23:30	23:15	10 mins
X41 Red Express	06:52	07:00	22:58	23:05	60 mins
X43 Witchway	06:05	06:10	22:48	23:00	15 mins

Note: Timetable information obtained (December 2023), first/last service based on time service arrives/leaves the nearest bus stop to the development site.

Table 5: Summary of Sunday Bus Services

Service Number and Route	First Service		Last Service		Daytime Frequency
	'Inbound' Route	'Outbound' Route	'Inbound' Route	'Outbound' Route	
42/42A/42B/42C	05:17	06:29	00:13	23:30	30 mins
43	00:50	00:01	00:20	23:31	10 mins
50	06:06	06:44	23:50	00:20	15 mins
85/85A/86	07:00	07:06	23:05	00:12	12 mins
87	08:57	09:02	16:57	17:02	60 mins
101	05:41	06:03	23:38	00:20	20 mins
102/103	05:58	02:50	01:08	00:05	30 mins
111	06:37	06:48	23:58	00:13	12 mins
142	05:17	06:29	00:21	23:54	10 mins
143	10:00	10:07	00:11	00:05	10 mins
147	-	-	-	-	-
191	-	-	-	-	-
192/X92	05:05	05:07	00:54	01:05	10 mins
197	07:54	08:13	22:57	22:02	30 mins
201/201N	06:09	05:23	02:05	01:15	10 mins
202	06:50	07:05	23:44	23:40	30 mins
203	05:26	06:12	03:36	12:45	10 mins
205	07:08	06:50	23:30	23:36	30 mins
219	05:15	05:05	02:33	02:40	10 mins
220/221	-	-	-	-	-
250	06:01	04:49	01:18	23:00	12 mins
263 Sapphire	06:57	06:10	00:05	00:10	20 mins
2 Free Bus	07:00	07:00	23:30	23:15	10 mins
X41 Red Express	07:58	08:10	22:58	23:05	60 mins
X43 Witchway	07:03	07:15	22:48	23:00	20 mins

Note: Timetable information obtained (December 2023), first/last service based on time service arrives/leaves the nearest bus stop to the development site.

2.24 **Table 3**, **Table 4** and **Table 5** demonstrate that there are numerous bus services which route near to the site at a regular frequency. There are exceptional opportunities to access the site via bus for future employees and users of the proposed development.

Tram Services

2.25 The nearest tram station to the site is at Manchester Piccadilly Train Station, which is located approximately 370 metres walk from the site. This tram stop is served by four of

the tram lines which route within Manchester. **Table 6** shows the services, routes and the frequency at which they call at the Piccadilly Tram Stop.

Table 6. Local Tram services

Service	Route	Approx. Weekday Daytime Frequency
Yellow Line	Piccadilly to Bury	Every 12 mins (5 per hr)
Purple Line	Piccadilly to Altrincham	Every 12 mins (5 per hr)
Turquoise Line	Ashton-Under-Lyne to Eccles	Every 12 mins (5 per hr)
Orange Line	Etihad Stadium to Media City UK	Every 12 mins (5 per hr)
TOTAL		**20 per hr**

2.26 **Table 6** shows that there are excellent opportunities for future employees/users to access the development via tram, with a number of destinations achievable from the nearest tram stop at Piccadilly Train Station and all services operating at a regular frequency of five services per hour.

Rail Services

2.27 The nearest railway station to the site is Manchester Piccadilly, which is located approximately 370 metres walk from the site.

2.28 **Table 7** shows a sample of key destinations available from Manchester Piccadilly.

Table 7: Local Rail Services

Destination	Approx. Weekday Daytime Frequency	Approx. Journey Time
Manchester Airport	7 per hour	16 mins
Liverpool Lime Street	3 per hour	52 mins
Stoke on Trent	2 per hour	54 mins
London Euston	3 per hour	2 hr 6 mins
Sheffield	1 per hour	1 hr 17 mins
Hull	1 per hour	2 hr 13 mins
Cardiff	1 per hour	3 hr 12 mins

Note: Timetable information obtained (December 2023).

2.29 **Table 7** shows that there is excellent opportunity to access the site via train for future employees/users. **Table 7** shows some of the key destinations achievable from Piccadilly Train Station but the following additional destinations are also achievable from the station; Norwich, Chester, Crewe, Bournemouth, Blackpool, Cleethorpes, Carmarthen, Bolton and Buxton.

Summary

2.30 In summary the level of public transport available to future employees/users of the proposed site is exceptional. There is excellent opportunity to access the site via sustainable modes, its location within the centre of Manchester ensures it is easily accessible from a multitude of areas both within Manchester and further afield.

Car Parks

2.31 If future users at the site were to choose to travel via single occupancy vehicles, then there are many carparks which surround the site which could easily provide for the possible parking demand. **Figure 6** below shows the number of car park which are located within a 15 minute walk of the proposed development.

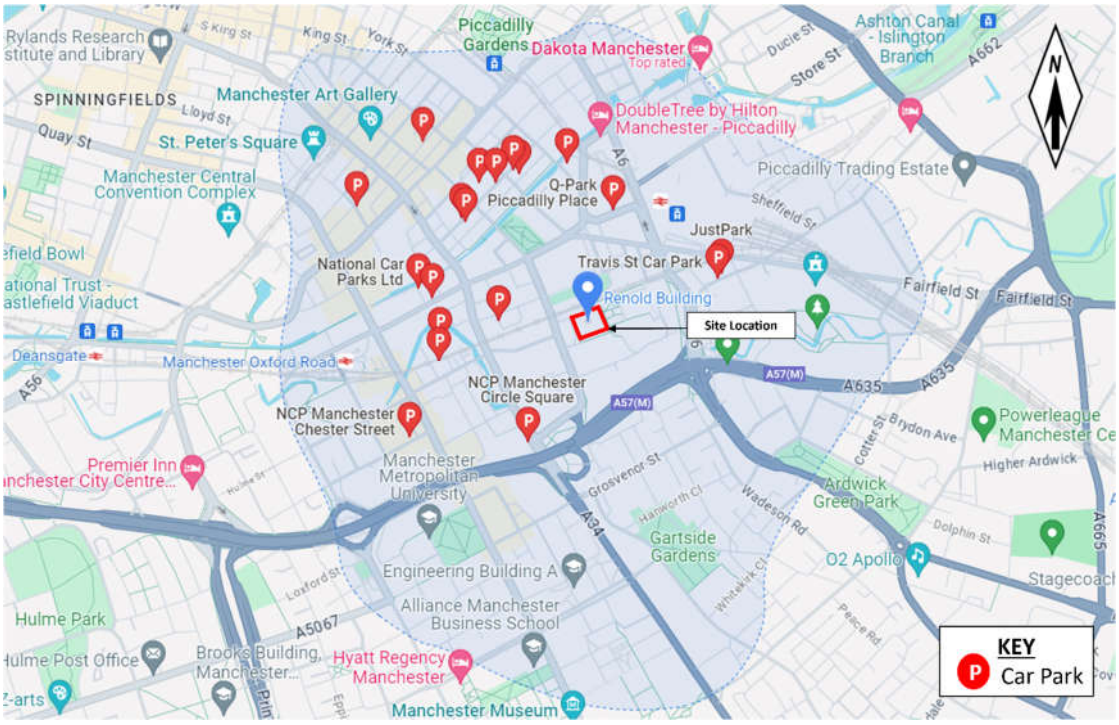


Figure 6. Local Car Park Locations

2.32 **Figure 6** shows that there are many opportunities for parking within in close proximity to the site. Some of the carparks which surround the site offer early bird parking discounts for car park users which enter before 0930 and exit before 1830, which replicates the typical office workday. Often car parks will also offer discounts for users which frequent the car park on a regular basis including discounts on weekly, monthly and annual parking.

Personal Injury Collisions

2.33 Personal Injury Collision (PIC) data has been reviewed using the Crashmap database for a study area surrounding the development. The study area includes a stretch of Sackville Street including its junctions with the B6469 and Granby Row to the north of the site, its junction with Charles Street adjacent to the site and its junctions with the A57 and the A 34 to the south.

2.34 **Figure 7** below displays the area of interest in relation to the site and the location of the PIC's identified near the proposed development. Extracted PICs from Crashmap can be found within **Appendix 3**.

Figure 7: Collision History

2.35 **Figure 7** shows that there have been three PICs which have occurred within the study area, of which two were serious in nature and one was slight. The Sackville Street/B6469 signal junction was the location of one serious PIC and one slight PIC. The serious PIC involved a collision between a car and a pedestrian, the car was travelling ahead on the B6469, the pedestrian did not cross the road at a designated pedestrian crossing causing collision with car. This PIC occurred at 0400 on a Sunday morning in dark and dry conditions. The slight PIC at this location involved a collision between a car and a motorbike, the car turned right at the signal junction across the path of oncoming motorbike. This PIC occurred at 1336 in light and dry conditions.

2.36 The final PIC within the study area was serious in nature and occurred at the Sackville Street/A34 junction. This PIC involved a collision between a van and a car, when a taxi travelling ahead was held up. The van travelling behind then swerved to avoid the taxi and the car travelling behind was involved in a rear end shunt with the van. This Pic occurred in dark and dry conditions during the evening peak period.

2.37 In summary, there were no distinctive patterns or contributary factors associated with the layout of the local highway network which could be attributable to the cause of the extracted PIC data.

3. PROPOSED DEVELOPMENT

Introduction

3.1 The proposals involve the re-development of the Renold Building into commercial and office space as part of the ID Manchester redevelopment strategy. No change to the gross internal area is proposed as part of the development and the proposals do not include any car parking spaces.

3.2 The proposed reactivation of the building will form part of the first phase of works to develop a new Innovation District for Manchester. The innovation district will consist of a range of new build and renovated buildings to consist of offices, laboratories, creative studios as well as residential, retail and leisure uses. The full innovation district will see a multi phased approach to delivery with a series of short term "meanwhile" uses being brought forward for various locations throughout the ID Manchester delivery programme. One of the first of these is the Redevelopment of the Renold Building.

3.3 Although a final occupier of the building has not been determined the use of the redeveloped Renold Building is envisaged to have the following uses:

- Community engagement events
- Lectures, TED Talks and small exhibitions
- Co-working and business incubator support
- ID Manchester marketing for development

3.4 A copy of the indicative site layout is included within **Appendix 2**.

Vehicular Access

3.5 As previously mentioned, the redevelopment of Renold Building does not include any parking and thus employee/user car access is not required at the site. However, the development will be serviced by a number of vehicles including refuse collection and deliveries. The existing servicing arrangement will be maintained at the site which uses the service road which loops around the Paper Science Building from Sackville Street to the west of the site.

Pedestrian and Cyclist Access

3.6 The existing pedestrian arrangement will be maintained within the development proposals. The UMIST site has a number of pedestrian links which provide access to different buildings within the site. There are also footways provided on both sides of the service roads which route within the site. Pedestrian links are provided onto Sackville Street to the west, the A6/Altrincham Street to the East and Fairfield Street to the north. Some of the pedestrian provisions are off-road, particularly to the north.

Vehicle Parking Provision

3.7 As discussed previously, there are no car parking spaces proposed at the development, this is acceptable due to the highly sustainable location of the site. There are excellent opportunities to access the development site by walking, cycling and public transport and thus it is expected that the modal shift at the site will reflect this. The proposed development will actively promote sustainable travel and discourage single occupancy vehicle trips. Having no carparking spaces for employees at the site is intended to achieve these aims and reduce vehicle travel within the city centre.

3.8 The City of Manchester parking guidance can be found of the Manchester Core Strategy 2012-2027 document. **Table 8** sets out the maximum parking standards for offices and also business parks within the city centre. Whilst the redevelopment proposed is offices, once the other phases of the UMIST site are redeveloped it may operate as a business park hence, both standards are discussed below.

Table 8: Parking Standards

Land Use	Cars (Max)	Blue Badge Spaces (Min)	Bicycle (Min)
Office	1 space per 35sqm	Individual bays for each disabled employee plus 2 additional spaces or 5% of total parking provision.	1 space per 200sqm minimum of 2 spaces
Business Park	1 space per 40sqm	Individual bays for each disabled employee plus 2 additional spaces or 5% of total parking provision.	1 space per 200sqm minimum of 2 spaces

3.9 **Table 8** shows that based on a GFA of 6000sqm, the development could provide a maximum of 172 parking spaces. However, as stated this is a maximum figure and reduced levels are acceptable when considering the sustainability of the site. In this case, the site is highly sustainable, and car usage at the site is expected to be significantly lower than a typical office. This will be examined further within **Section 4**. As shown in **Figure 6**, there is an abundance of carparks which surround the site which could adequately provide parking spaces for future employees that do choose to travel by car despite there being no onsite parking provision. The exact level of parking will be considered as part of future reserved matters application.

Cycle Parking Provision

3.10 **Table 8** also provides recommended minimum parking standards for bicycles. For office use the Manchester Core Strategy recommends 1 cycle parking space per 200 sqm of floor space. Based on a gross floor area (GFA) of 6000 sqm this would provide 30 cycle parking spaces. The spaces will be provided in an accessible secure location within the redeveloped building. In addition to cycle parking within the Renold Building high quality short-stay cycle parking will be provided across the ID Manchester masterplan area.

Servicing

3.11 As previously discussed, the existing servicing arrangement for the site will be continued with the redevelopment. Servicing vehicles will enter the site on the service road to the north of the Paper Science Building and continue around the loop road which circles the Paper Science Building. The bin storage area at the site will be located in close proximity to the service road to ensure ease of access and servicing. BWB drawing **RBM-BWB-GEN-XX-DR-TR-110 S2-P1** shows the vehicle tracking of a large 4-axle refuse vehicle and a rigid truck, which would be the most onerous vehicles to service the development.

4. TRIP GENERATION

Introduction

4.1 This section presents the forecast trip rates and the resultant person trip generation associated with the redevelopment proposals. It also considers the trips that would have been generated by the previous use at the site.

Proposed Trip Generation

4.2 Total person trip rates for the proposed redevelopment site were presented within the original scoping note discussed with MCC on 4th December 2023. The trip rates were extracted from the TRICs database and refined based on the following parameters:

- Land Use: Residential – Employment - Offices
- Region: All UK
- Days of the week: Monday to Friday
- Gross Floor Area: 170sqm to 120,000sqm

4.3 The above search resulted in eight comparable sites of which the average trip rates were selected to calculate the total person trip generation for the site. A copy of the TRICS output is attached in **Appendix 4** and a summary can be found in **Table 9**.

Table 9: Proposed Site Total Person Trip Generation (6000sqm)

Time Period	Trip Rates (per 100sqm)			Trip Generation		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
08:00 – 09:00	2.201	0.234	2.405	132	14	146
17:00 – 18:00	0.146	2.066	2.212	9	124	133

4.4 **Table 9** shows that the proposed development has the potential to generate 146 and 133 two way person trips in the morning and evening peak hours respectively.

Modal Split

4.5 To provide a more accurate representation of the existing and forecast modal split anticipated at the development site, the Census Workplace Population data has been analysed for Method of Travel to Work. The site is located within the Manchester 055 Middle Super Output Area.

4.6 The 2011 Census data has been examined and modal splits calculated, the results are summarised below in **Table 10** and can also be found at **Appendix 5**.

Table 10: Modal Split

Method of Travel to Work	Modal Split
Public Transport (Bus, Tram, Train)	48.2%
Car/Van Driver	33.5%
On Foot	10.8%
Car Passenger	4.5%
Bicycle	3.1%
Total	**100.00%**

Source: Nomis – Office for National Statistics

4.7 **Table 10** indicates that currently approximately 48.2% of trips are made using public transport,13.9% are walking / cycling trips and 4.5% are car passengers. In total it is expected that 33.5% of the person trips at the site would be carried out by single occupancy vehicles. In total 66.5% of the trips generated by the site would be undertaken via sustainable modes.

Person Trip Generation

4.8 The modal splits outlined in **Table 10** have been combined with the total person trip generation in **Table 9** to calculate the two-way person trips associated with the proposed development, shown in **Table 11**.

Table 11: Multi-Modal Trip Generation

Mode	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Public Transport	64	7	71	4	60	64
Car Driver	44	5	49	3	42	45
On Foot	14	2	16	1	13	14
Car Passenger	6	1	7	0	6	6
Bicycle	4	0	4	0	4	4
Total	**132**	**14**	**146**	**9**	**124**	**133**

4.9 **Table 11** shows that the development has the potential to generate 71 and 64 two way public transport trips, 49 and 45 two-way car driver tips, 16 and 14 trips on foot, 7 and 6 car passenger trips in the morning and evening peak hours respectively. 4 two-way bicycle trips are also forecast in both peak periods.

5. HIGHWAY IMPACT

Introduction

5.1 This section examines the potential highway impact of the development proposals for all modes of transport.

Pedestrians

5.2 **Table 11** provides an estimate of the number of pedestrian trips which could be generated by the proposed development. The information within the table outlines that a total maximum of 16 and 14 two way pedestrian trips are forecast to be generated in the morning and evening peak hours respectively.

5.3 **Section 2** sets out the existing opportunities for pedestrians in the vicinity of the site. It concluded that overall, there are numerous opportunities for pedestrian travel within the area which would encourage future users of the site to travel to and from the site on foot. The pedestrian facilities in the vicinity of and within the Site, therefore, provide access to wider network which provides access to a number of residential areas surrounding the site. A review of PIC data confirmed that there are no common casual factors associated with the limited number of PICs which occurred and involved pedestrians within the study area in the vicinity of the site.

5.4 The forecast pedestrian trips should therefore be satisfactorily accommodated by the existing infrastructure. As a result, no mitigation is deemed necessary to accommodate the forecast pedestrian trips generated by the proposed development.

Cycling

5.5 **Table 11** provides an estimate of the number of cyclist trips which could be generated by the proposed development. The information within the table outlines that a total maximum of four cycle trips are forecast to be generated in the morning and evening peak hours.

5.6 **Section 2** sets out the existing opportunities for cyclists in the vicinity of the Site. It concluded that there are excellent opportunities for travel via cycle to the site. Th majority of roads surrounding the site and to the north are subject to a 20mph speed limit. There are also segregated cycle lanes, offroad links, shared facilities and toucan crossings int the immediate vicinity of the development. There is also good opportunity to utilise the National Cycle Network with both routes 6 and 66 achievable to the west and northeast of the site respectively. A review of PIC data confirmed that there are no common causal factors associated with the limited number of PICs which occurred and involved cyclists.

5.7 The forecast cyclist trips will therefore be accommodated by the existing infrastructure. As a result, no mitigation is deemed necessary to accommodate the forecast cyclist trips generated by the proposed development.

Public Transport

5.8 **Table 11** provides an estimate of the number of public transport trips which could be generated by the proposed development. The information within the table outlines that a total maximum of 71 and 64 public transport trips are forecast to be generated in the morning and evening peak hours respectively. Public Transport is expected to be the most popular method of travel to the site.

5.9 **Section 2** sets out the existing opportunity for public transport users within the vicinity of the site. It concluded that there were extensive opportunities to access the site via public transport including many regular bus, tram and rail services routing within 500 metres of the site.

5.10 The forecast trip generation for the site, determines that almost half of the person trips to the site will be undertaken via public transport. Given the huge number of public transport services that route in close proximity to the site, the forecast trips for this mode would easily be accommodated within the existing opportunities.

Car Drivers

5.11 **Table 11** forecasts that the proposed development has the potential to generate 49 and 45 two-way vehicle trips during the morning and evening peak hours respectively. The proposed development does not intend to provide any onsite parking Section 2 describes the number of car parks which surround the site and could be used if future users at the site do choose to travel by private vehicle. The site does not intend to provide any onsite parking, which will intentionally discourage vehicle drivers at the site. However, there are excellent parking opportunities within 15 minute walk of the site for those that still wish to use this mode of travel.

5.12 In summary, the development proposals would result in less than one vehicle per minute routing within the extensive highway network that surrounds the site. Typically, there are no issues with vehicles queuing on the roads surrounding the site which would be exacerbated by the development proposals.

5.13 The forecast vehicle trips at the site should therefore be accommodated by the existing infrastructure. As a result, no mitigation is deemed necessary to accommodate the forecast cyclist trips generated by the proposed development.

6. SUMMARY AND CONCLUSIONS

6.1 The development proposals involves the re-development of the Renold Building into commercial and office space as part of the ID Manchester redevelopment strategy. No change to the gross internal area is proposed for the building. The proposals do not include any car parking spaces.

6.2 The development site is located within Central Manchester and benefits from exceptionally high levels of sustainable transport opportunities surrounding the site and a variety of public transport services that operate at a high frequency. There are extensive facilities for pedestrians and cycles and there are many residential areas which are contained within a comfortable walking or cycle distance from the site.

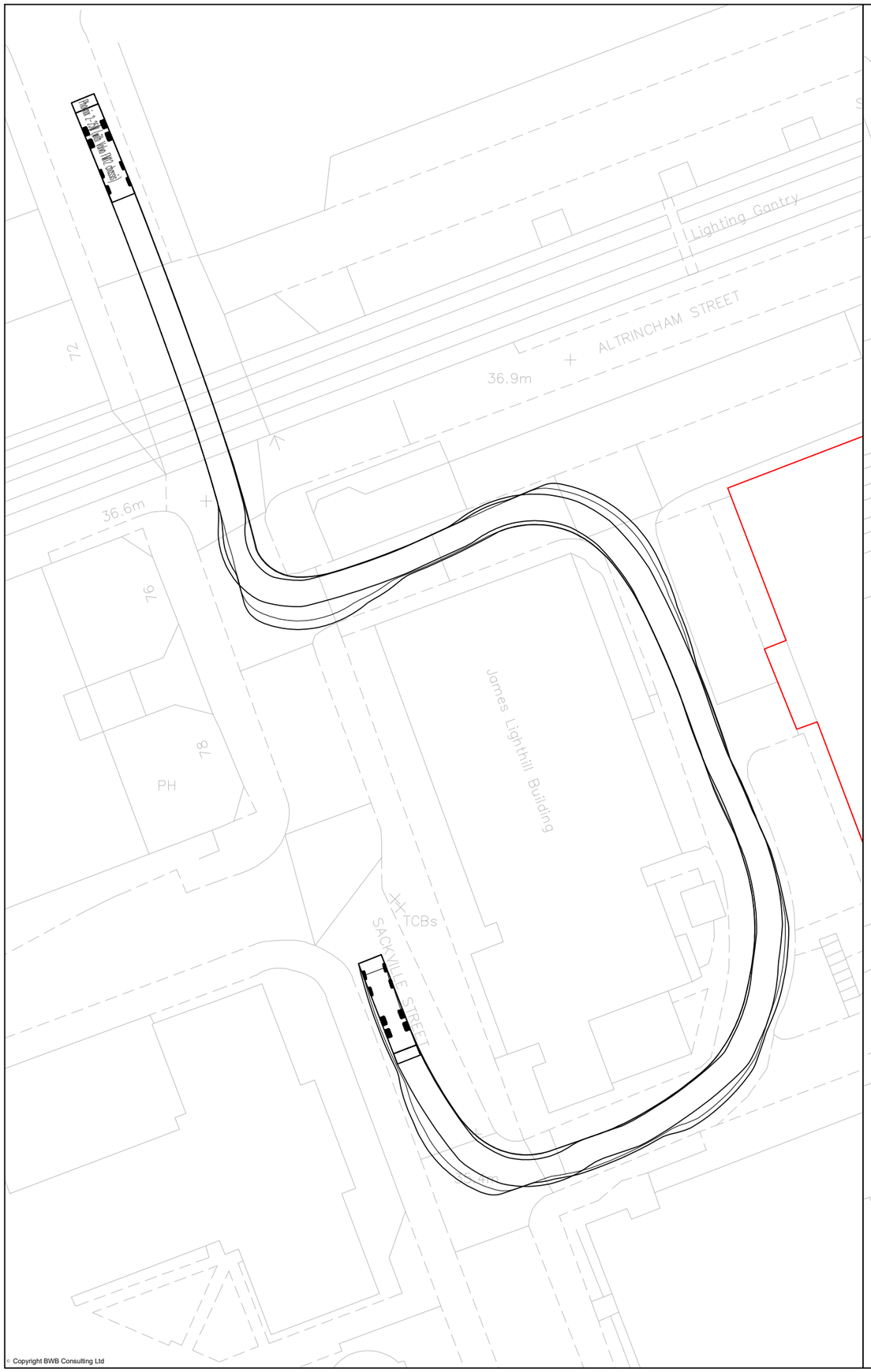
6.3 There were only 3 PIC's recorded within the study area for the most recent 5 year period. Of the data examined there were no distinctive patterns in the description of the individual PICs and none that could be attributed to the layout of the road network surrounding the site.

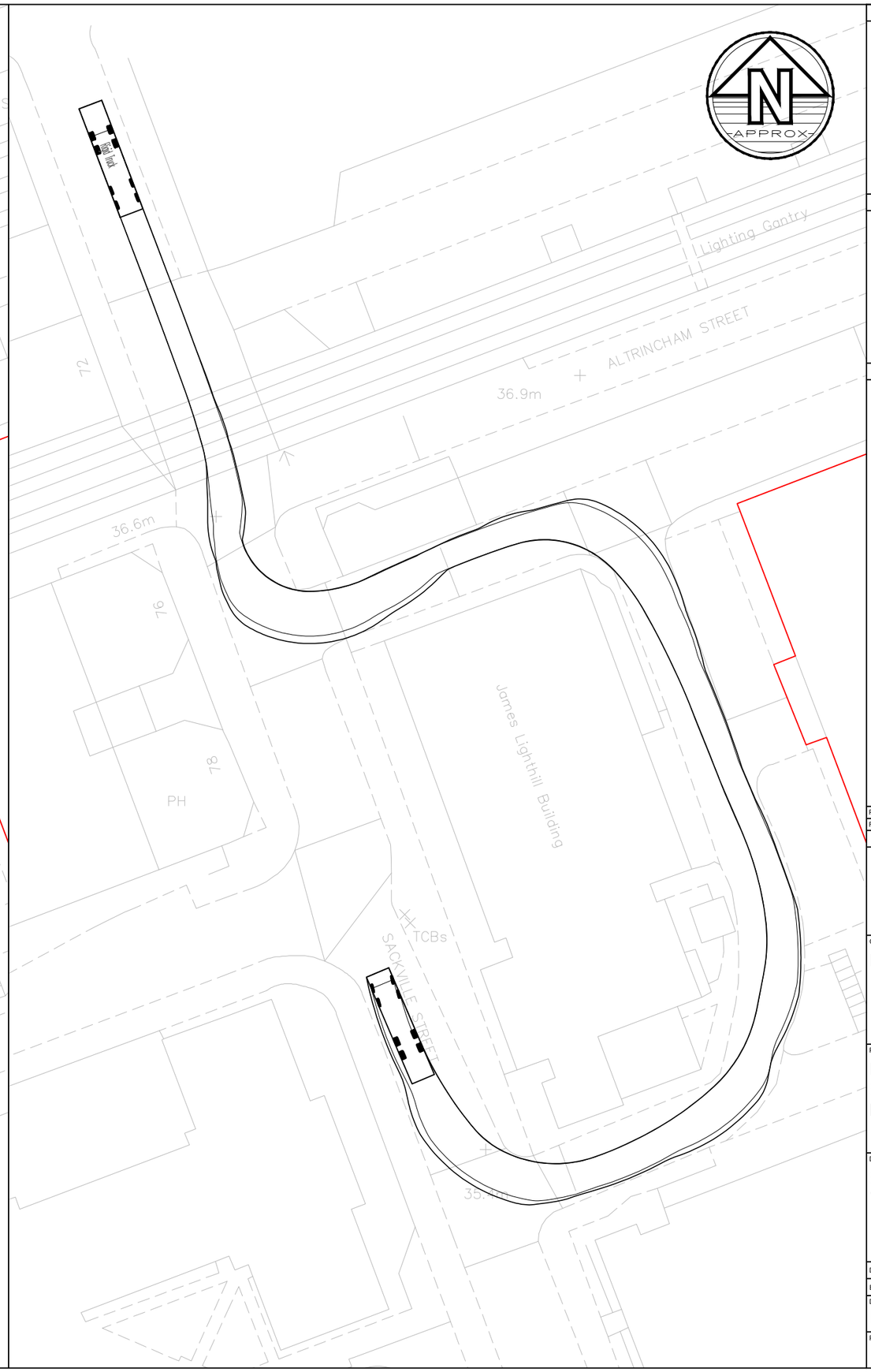
6.4 The re-development of the site includes maintaining a number of existing features including the GFA, building footprint and servicing arrangement. The development does not intent to provide any parking onsite. This would encourage a reduction in the number of people accessing the site via single occupancy vehicles.

6.5 The proposed redevelopment at the site results in a high level of sustainable trips and 33.5% single occupancy vehicle trips. The proposed person trip generation could be accommodated within the existing highway network. There are ample opportunities for sustainable travel and many car parks in close proximity to the site for those who still intend to use unsustainable modes of accessing the site.

6.6 Consequently, under the guidelines set out in the National Planning Policy Framework, the proposals represent sustainable development and should be acceptable in highways terms.

DRAWINGS





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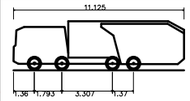
Notes

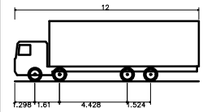
1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

Key Plan

Legend



Phoenix 2-25W (with Volvo FM12 chassis)	
Overall Length	11.125m
Overall Width	2.530m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.250m



Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

Rev	Date	Details of issue / revision	Drw	Rev
P1	18.12.23	PRELIMINARY ISSUE	SF	JA

Issues & Revisions

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Client

BRUNTWOOD SCITECH

Project Title

RENOLD BUILDING, SACKVILLE STREET, MANCHESTER

Drawing Title

SERVICE ROAD - VEHICLE TRACKING

Drawn:	S. Franklin		Reviewed:	J. Ashton	
BWB Ref:	232704	Date:	18.12.23	Scale@A3:	1:500

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
RBM-BWB-GEN-XX-DR-TR-110	**S2**	**P1**

APPENDICES

Appendix 1: Scoping Note

PROJECT NAME	Renold Building ID Manchester		
DOCUMENT NUMBER	RBM-BWB-GEN-XX-RP-TR-0001	**BWB REF**	232704
AUTHOR	James Ashton	**STATUS**	S2
CHECKED	Malcolm Ash	**REVISION**	P2
APPROVED		**DATE**	29/11/2023

1. INTRODUCTION

Background

1.1 This note has been written in order to agree on the scope of a Framework Travel Plan and Transport Statement that will be produced in order to support a planning application for the change of use of the Renold Building in Manchester.

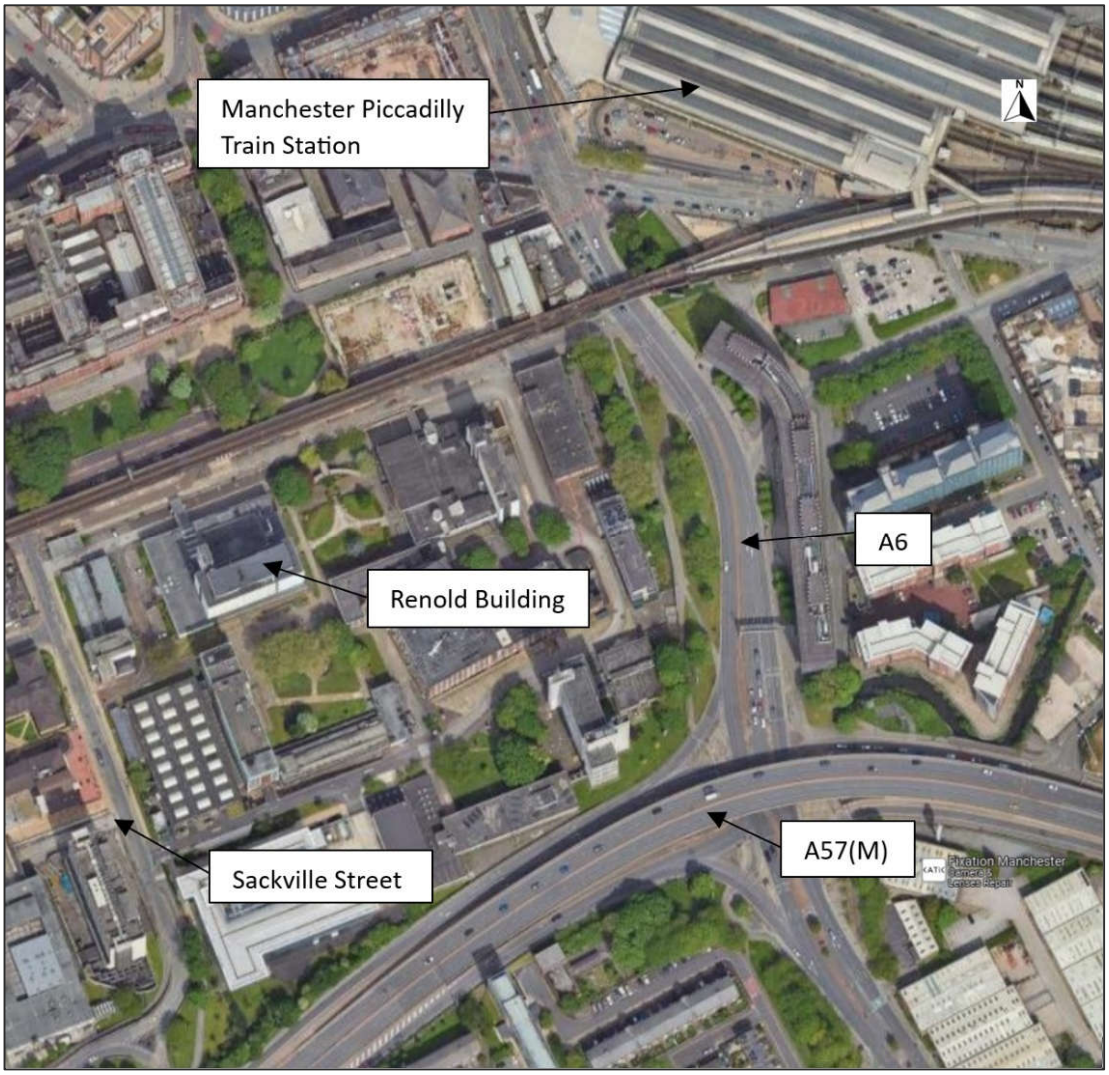


Figure 1: Renold Building Site Location

Existing Site

1.2 The site is located off Sackville Street on the site of the former University of Manchester Institute of Science and Technology (UMIST). The site location is illustrated in **Figure 1**

1.3 Currently the site comprises the existing eight-storey Renold building and associated car parking. The building was used as part of the University of Manchester Institute of Science and Technology (UMIST).

2. TRANSPORT STATEMENT AND TRAVEL PLAN SCOPE

The Proposed Development

2.1 The proposed development involves the re-development of the building into commercial and office space as part of the ID Manchester redevelopment strategy. No change to the gross internal area is proposed for the building. Currently, it is planned that the redeveloped building will have no parking spaces.

2.2 The redevelopment of the Renold building will be the first stage in the wider redevelopment of the former UMIST campus.

Transport Statement

2.3 Given that the redevelopment of the Renold Building is unlikely to generate a large volume of additional vehicular traffic it is proposed that a transport Statement will be produced in order to support the planning application.

2.4 As well as providing details of the proposed use and layout of the redeveloped building the Transport Statement will outline the following.

- A qualitative description of the travel characteristics of the existing site, including pedestrian and cyclist movements and facilities, where applicable.
- Existing public transport provision, including provision/frequency of services, and location of bus stops/train stations.
- Proposed means of access for pedestrians and service vehicles.
- Proposed Person trip generation of the development by mode of transport.
- A qualitative and quantitative description of the proposed travel characteristics of the development.

2.5 In addition to the above vehicle tracking drawings will be produced to show how the building will be serviced for deliveries and waste collection.

2.6 BWB has estimated a person trip rate for the proposed development using the TRICS database. A main land use of employment and a sub and use of office was selected. Locations within a town centre location were also selected. Surveys conducted on Saturday and Friday were excluded from the estimation.

2.7 The trip rates per 100m² are outlined in **Table 1** (below). An output of the TRICS calculations is shown in **Appendix 1.**

Table 1: Estimated Person Trip Rates (per 100m²)

Time	Inbound	Outbound	Two way
AM Peak	2.201	0.234	2.405
PM Peak	0.146	2.066	2.212

2.8 It is estimated that the gross floor area of the redeveloped building will be in the region of 6000m² – although this is yet to be confirmed. On this basis, we have estimated the total person trip generation which is outlined in **Table 2** below. It should be noted that the trip generation figures are indicative at this stage and subject to change.

Table 2: Estimated Person Trip Generation

Time	Inbound	Outbound	Two way
AM Peak	132.06	14.04	144.30
PM Peak	8.76	123.96	132.72

Framework travel plan

2.9 A Framework Travel Plan (FTP) will also be produced in order to support the planning application. The FTP will be produced in line with the Transport for Greater Manchester Travel Plan Toolkit.

2.10 The Travel Plan will set out measures to promote sustainable transport to and from the development. This includes the promotion of public transport and implementing cycling infrastructure such as cycle lockers and showers as well as encouraging walking.

3. SUMMARY

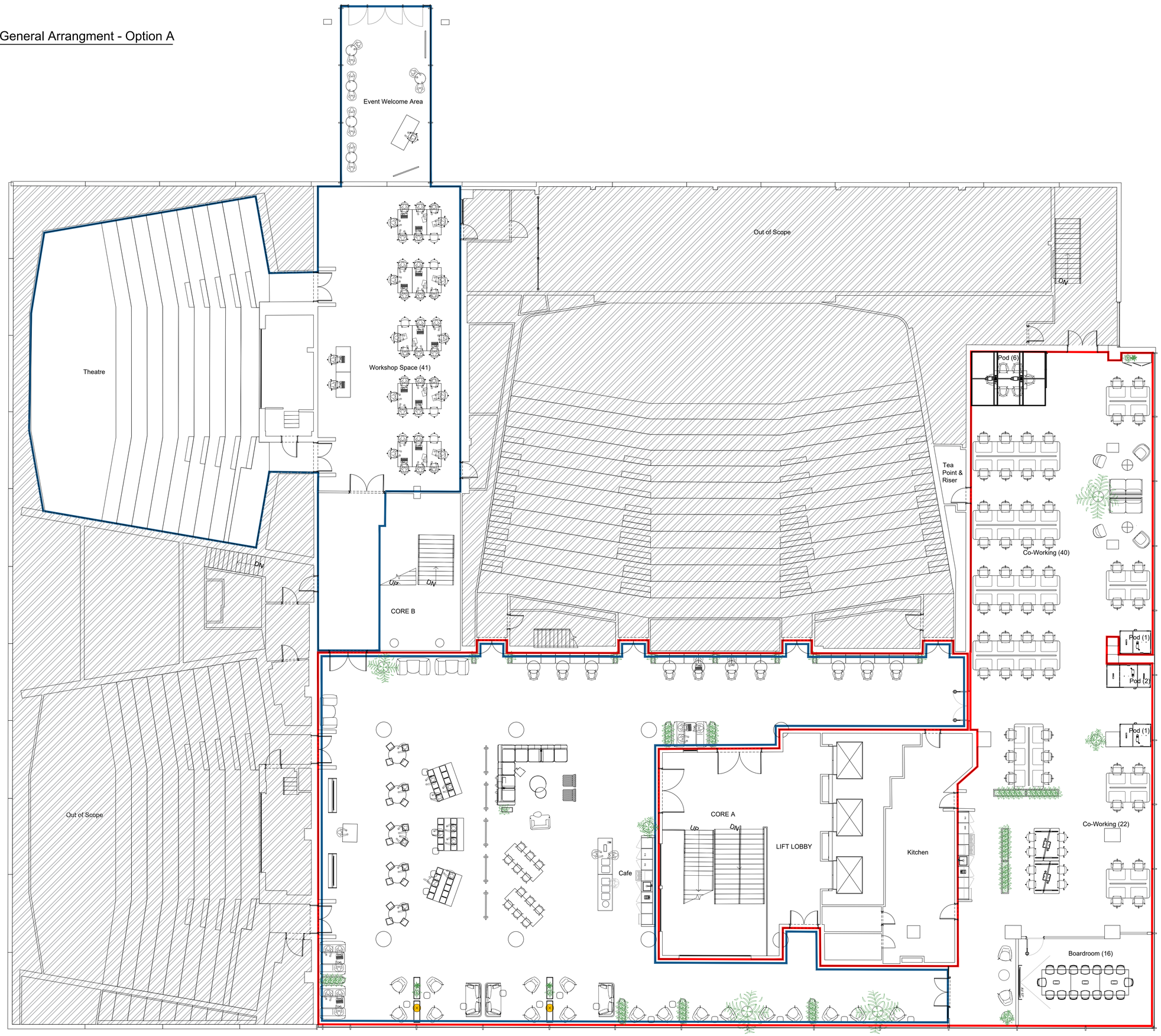
3.1 This note has been produced in order to set out the scope of a Transport Statement and Travel Plan to be produced in support of the redevelopment of the Renold Building in Manchester

3.2 It is intended that this note will form the basis of a discussion with Manchester City Council regarding the requirements for the Travel Plan and Transport Statement.

Appendix 2: Site Layout

(SK) UG General Arrangment - Option A

1:100



Total Co-Working
62nos

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KEY

- Denotes area in original scope
- Denotes area in addition to original scope
- Denotes area as option locations for Hub

Rev:	Details:	By:	Date:

Client:
IDM Bruntwood

Project:
IDM Renold

Drawing Title:
UG General Arrangement - Option A

Upload Reference:
IDMB2-SPI-MW-01-DR-A-01101

SID Project Number:	SID Drawing Number:	Revision:
23035	23035(SK)-001-1-01	E
Scale at A1:	**Drawn By:**	**Workstage:**
1:100	SXD	Workstage 1

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(SK) UG General Arrangment - Option B

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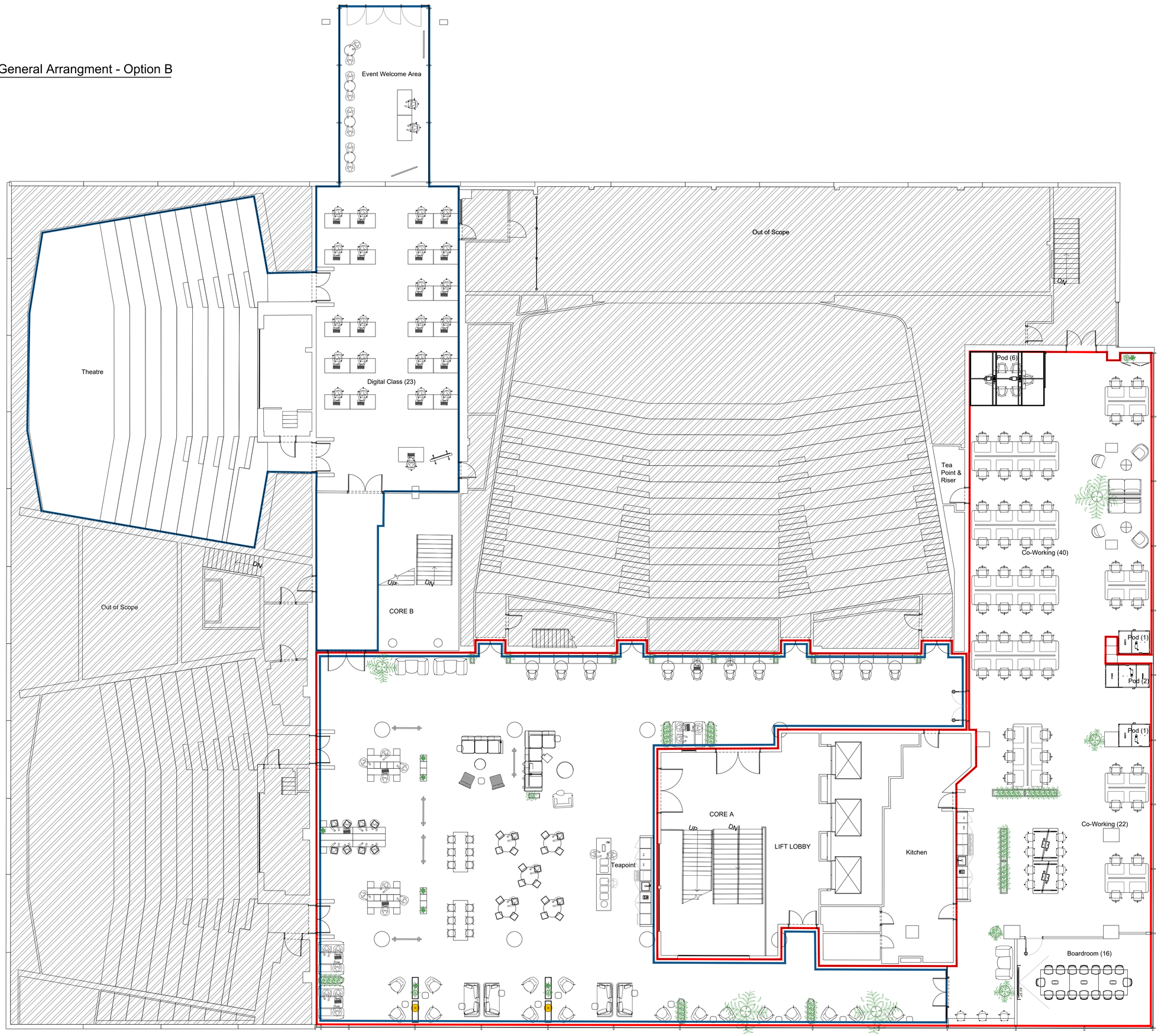

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KEY

- Denotes area in original scope
- Denotes area in addition to original scope
- Denotes area as option locations for Hub

Rev:	Details:	By:	Date:

Client:
IDM Bruntwood

Project:
IDM Renold

Drawing Title:
UG General Arrangement - Option B

Upload Reference:
IDMB2-SPI-MW-01-DR-A-01102

SID Project Number:	SID Drawing Number:	Revision:
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Scale at A1:	**Drawn By:**	**Workstage:**
1:100	SXD	Workstage 1

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Appendix 3: Crashmap Extracts

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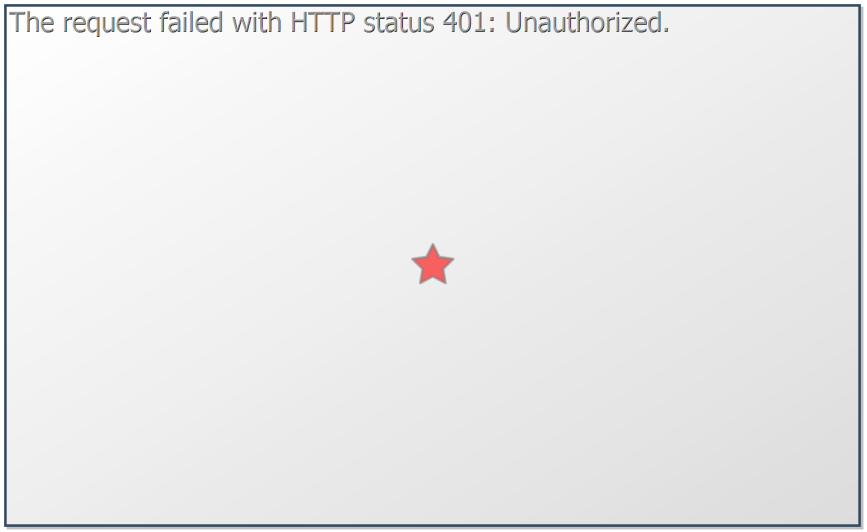
Validated Data

Crash Date:	Sunday, September 12, 2021	**Time of Crash:**	4:00:00 AM	**Crash Reference:**	**2021061095039**

Highest Injury Severity:	Serious	**Road Number:**	B6469	**Number of Casualties:**	1
Highway Authority:	Manchester			**Number of Vehicles:**	1
Local Authority:	Manchester City			**OS Grid Reference:**	384434 397744
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

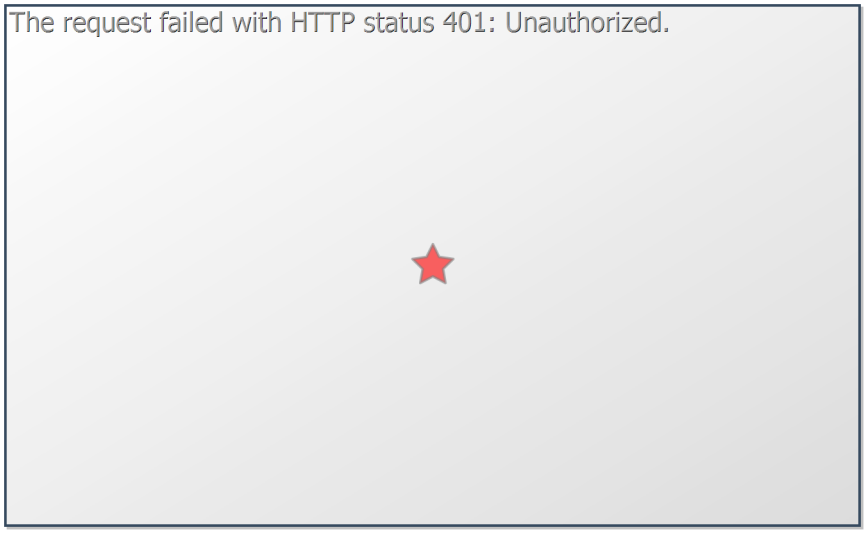
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	16 - 20	In carriageway, crossing elsewhere	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Thursday, December 08, 2022	**Time of Crash:**	1:36:00 PM	**Crash Reference:**	**2022061251415**

Highest Injury Severity:	Slight	**Road Number:**	B6469	**Number of Casualties:**	1
Highway Authority:	Manchester			**Number of Vehicles:**	2
Local Authority:	Manchester City			**OS Grid Reference:**	384441 397746
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Male	26 - 35	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Motorcycle over 50cc and up to 125cc	1	Male	36 - 45	Vehicle is moving off	Front	Unknown	None	None

Casualties

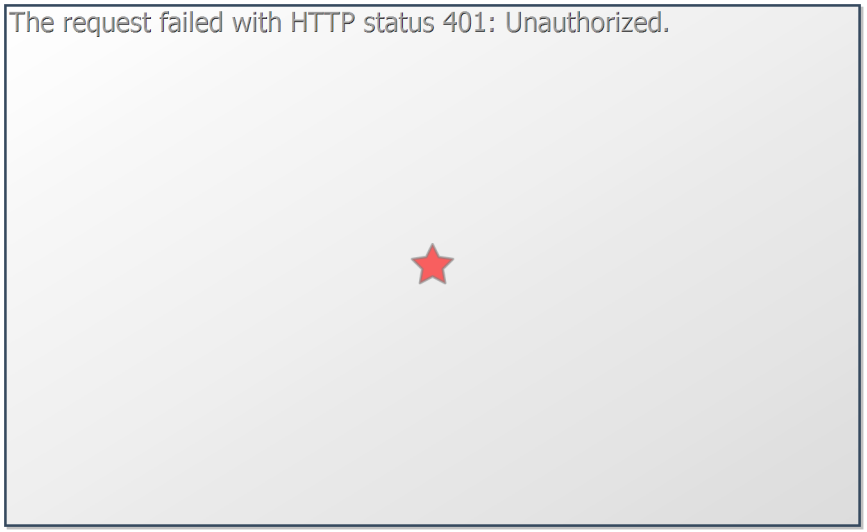
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Thursday, November 04, 2021	**Time of Crash:**	5:04:00 PM	**Crash Reference:**	**2021061106212**

Highest Injury Severity:	Serious	**Road Number:**	A34	**Number of Casualties:**	1
Highway Authority:	Manchester			**Number of Vehicles:**	3
Local Authority:	Manchester City			**OS Grid Reference:**	384454 397324
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	-1	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	Bollard/Refuge	None
2	Car (excluding private hire)	-1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
3	Taxi/Private hire car	-1	Unknown	Unknown	Vehicle is waiting to proceed normally but is held up	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other

Appendix 4: TRICs Output - Proposed

Calculation Reference: AUDIT-714101-231130-1104

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	CN	CAMDEN	2 days
	EN	ENFIELD	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
	LB	LAMBETH	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days
11	SCOTLAND		
	EB	CITY OF EDINBURGH	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	2036 to 26639 (units: sqm)
Range Selected by User:	170 to 120000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 24/05/23

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	3 days
Tuesday	3 days
Wednesday	2 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	8

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

Selected Location Sub Categories:

Built-Up Zone	7
High Street	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	8 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	3 days
50,001 to 100,000	3 days
100,001 or More	2 days

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

Population within 5 miles:

250,001 to 500,000	2 days
500,001 or More	6 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

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	6 days

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

PTAL Rating:

No PTAL Present	3 days
4 Good	1 days
6a Excellent	1 days
6b (High) Excellent	3 days

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

LIST OF SITES relevant to selection parameters

1 CN-02-A-03 PLANNING & ENGINEERING CAMDEN
FITZROY STREET
FITZROVIA

Town Centre
Built-Up Zone
Total Gross floor area: 26639 sqm
Survey date: WEDNESDAY 06/12/17 Survey Type: MANUAL

2 CN-02-A-04 OFFICE CAMDEN
CHARTERHOUSE STREET
FARRINGDON

Town Centre
Built-Up Zone
Total Gross floor area: 20129 sqm
Survey date: TUESDAY 28/06/22 Survey Type: MANUAL

3 EB-02-A-06 REGUS OFFICES CITY OF EDINBURGH
ST ANDREW SQUARE
EDINBURGH

Town Centre
Built-Up Zone
Total Gross floor area: 4500 sqm
Survey date: WEDNESDAY 16/03/16 Survey Type: MANUAL

4 EN-02-A-01 MICROSOFT OFFICES ENFIELD
GENOTIN ROAD
ENFIELD

Town Centre
Built-Up Zone
Total Gross floor area: 6552 sqm
Survey date: TUESDAY 07/06/22 Survey Type: MANUAL

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

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

6 HM-02-A-01 REGUS OFFICES HAMMERSMITH AND FULHAM
QUEEN CAROLINE STREET
HAMMERSMITH

Town Centre
Built-Up Zone
Total Gross floor area: 2036 sqm
Survey date: MONDAY 13/11/17 Survey Type: MANUAL

7 LB-02-A-02 MUSIC COMPANY LAMBETH
STREATHAM HIGH ROAD
STREATHAM

Town Centre
High Street
Total Gross floor area: 3054 sqm
Survey date: TUESDAY 05/11/19 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

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

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

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 TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 13.44

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	8620	0.052	8	8620	0.016	8	8620	0.068
08:00 - 09:00	8	8620	0.160	8	8620	0.032	8	8620	0.192
09:00 - 10:00	8	8620	0.119	8	8620	0.036	8	8620	0.155
10:00 - 11:00	8	8620	0.065	8	8620	0.038	8	8620	0.103
11:00 - 12:00	8	8620	0.039	8	8620	0.041	8	8620	0.080
12:00 - 13:00	8	8620	0.039	8	8620	0.041	8	8620	0.080
13:00 - 14:00	8	8620	0.035	8	8620	0.036	8	8620	0.071
14:00 - 15:00	8	8620	0.028	8	8620	0.042	8	8620	0.070
15:00 - 16:00	8	8620	0.028	8	8620	0.048	8	8620	0.076
16:00 - 17:00	8	8620	0.033	8	8620	0.077	8	8620	0.110
17:00 - 18:00	8	8620	0.025	8	8620	0.113	8	8620	0.138
18:00 - 19:00	8	8620	0.022	8	8620	0.109	8	8620	0.131
19:00 - 20:00	1	20129	0.005	1	20129	0.005	1	20129	0.010
20:00 - 21:00	1	20129	0.005	1	20129	0.005	1	20129	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.655			0.639			1.294

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

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

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Parameter summary

Trip rate parameter range selected:	2036 - 26639 (units: sqm)
Survey date date range:	01/01/15 - 24/05/23
Number of weekdays (Monday-Friday):	8
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 13.44

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	8620	0.718	8	8620	0.088	8	8620	0.806
08:00 - 09:00	8	8620	2.201	8	8620	0.204	8	8620	2.405
09:00 - 10:00	8	8620	1.860	8	8620	0.325	8	8620	2.185
10:00 - 11:00	8	8620	0.798	8	8620	0.502	8	8620	1.300
11:00 - 12:00	8	8620	0.508	8	8620	0.454	8	8620	0.962
12:00 - 13:00	8	8620	0.610	8	8620	0.943	8	8620	1.553
13:00 - 14:00	8	8620	0.853	8	8620	0.777	8	8620	1.630
14:00 - 15:00	8	8620	0.428	8	8620	0.390	8	8620	0.818
15:00 - 16:00	8	8620	0.241	8	8620	0.528	8	8620	0.769
16:00 - 17:00	8	8620	0.239	8	8620	0.857	8	8620	1.096
17:00 - 18:00	8	8620	0.146	8	8620	2.066	8	8620	2.212
18:00 - 19:00	8	8620	0.059	8	8620	1.331	8	8620	1.390
19:00 - 20:00	1	20129	0.000	1	20129	0.139	1	20129	0.139
20:00 - 21:00	1	20129	0.000	1	20129	0.025	1	20129	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.661			8.629			17.290

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.

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Appendix 5: Modal Split

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official census and labour market statistics

Office for National Statistics

WP7101EW - Method of travel to work by age (Workplace population)

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WP7101EW - Method of travel to work by age (Workplace population)

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Population	All usual residents aged 16 to 74 in employment in the area the week before the census
Units	Persons
Area Type	2011 super output areas - middle layer
Area Name	E02006912 : Manchester 055
Age	All categories: Age 16 to 74

Method of travel to work (2001 specification)	2011
All categories: Method of travel to work (2001 specification)	30,342
Work mainly at or from home	320
Train, underground, metro, light rail, tram, bus, minibus or coach	14,477
Driving a car or van	10,047
Bicycle	921
On foot	3,229
All other methods of travel to work	1,348

Warnings and notes:

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies

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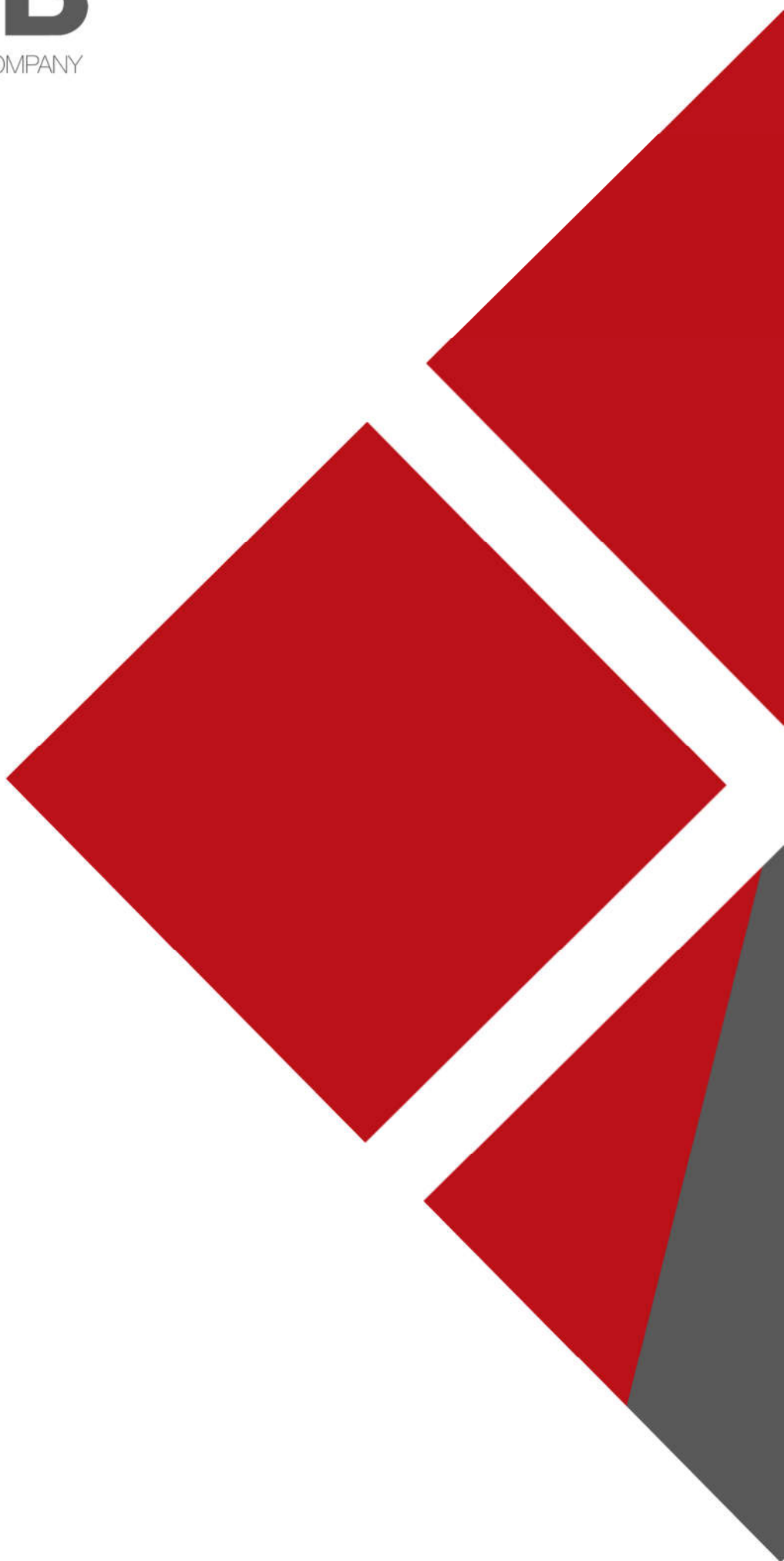

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