



mode
transport planning

St Johns Manchester Ltd

St Johns Campus, Manchester City Centre

Transport Statement

September 2023







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St Johns Manchester Ltd

St Johns Campus, Manchester City Centre

Transport Statement

OFFICE ADDRESS:
106 Albert Mill,
10 Hulme Hall Road,
Manchester,
M15 4LY

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APPENDICES

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APPENDIX A Scheme Drawings

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1. Introduction

1.1 Preamble

1.1.1 This Transport Statement (TS) has been prepared by Mode Transport Planning ('Mode') on behalf of St Johns Manchester Ltd, a subsidiary of HBD, and is submitted in support of an application for full planning permission at land bound by New College Street, New Quay Street, NCP car park and Gartside Street, otherwise known as "St John's Campus". The description of development is as follows:

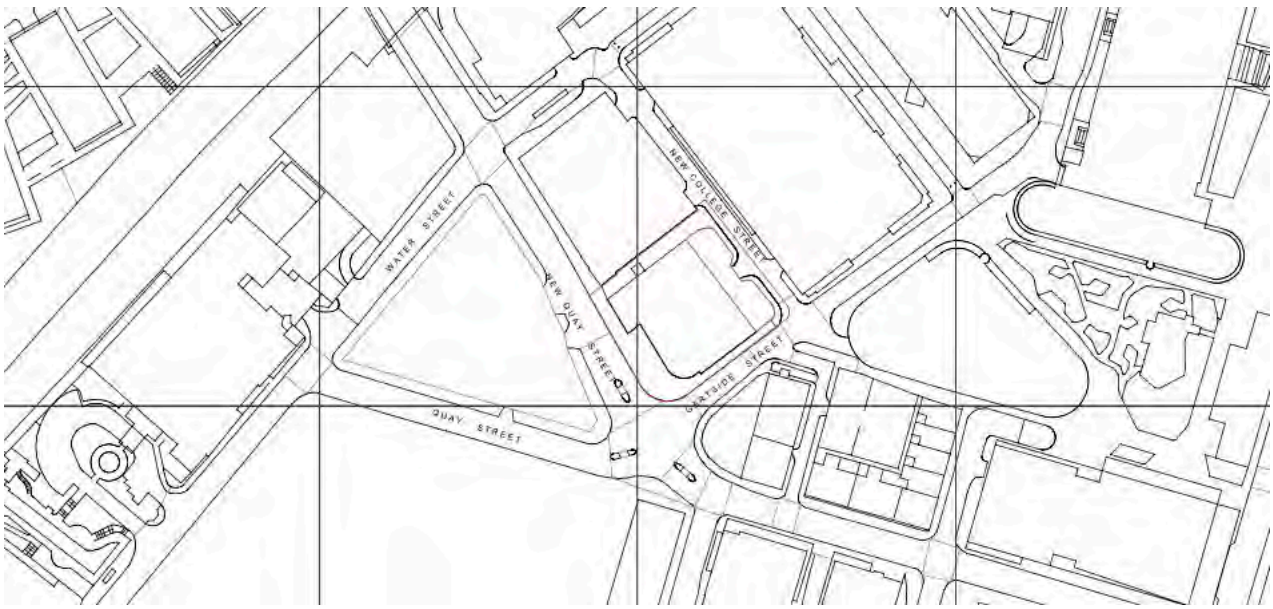
"Demolition of the existing buildings and structures and the erection of a 16-storey office building (Use Class E(g)), with flexible ground floor uses (Use Class E), rooftop amenity space and works to facilitate public realm improvements"

1.1.2 The proposals seek to demolish the existing on-site buildings and structures to deliver a 16 storey office building plus rooftop amenity space of sustainable construction and high quality design. The building will offer flexible office accommodation which will meet the needs of a range of tenants and also provide ground floor commercial uses which will activate the ground floor frontage creating a unique arrival experience.

1.1.3 The proposed development is described fully in the Design and Access Statement prepared by EPR Architects and presented on the application drawings. The application proposals have been developed in consultation with Manchester City Council ("MCC") Officers and other key stakeholders.

1.1.4 The redline boundary of the site is shown in Figure 1.1.

Figure 1.1 : Site Redline Boundary



1.1.5 This TS has been prepared to assess the development proposals, with consideration to expected trip generation and local highway impact, accessibility by sustainable modes of travel and servicing arrangements.

1.1.6 In addition to this TS, a Framework Travel Plan has been prepared.

1.2 Methodology

1.2.1 The methodology for the TS adopts the guidance set out within the Ministry of Housing, Communities & Local Government document, 'Transport Evidence Bases in Plan Making and Decision Taking' (2014), which superseded the Department for Transport's (DfT) 'Guidance on Transport Assessment' (2007).

1.2.2 Although the 2007 guidance has been superseded, it nonetheless remains instructive and has been used to inform the overall structure of the TS.

1.2.3 The scope of this TS was agreed at an on-site meeting with MCC highways.

1.3 Report Structure

1.3.1 Following the introduction, the TS has been structured as follows:

- Chapter 2 describes the site location, local highway network and collision data;
- Chapter 3 outlines the development proposals;
- Chapter 4 describes accessibility by sustainable non-car modes of travel;
- Chapter 5 outlines the expected trip generation and traffic impact; and
- Chapter 6 summarises and concludes the findings of the report.

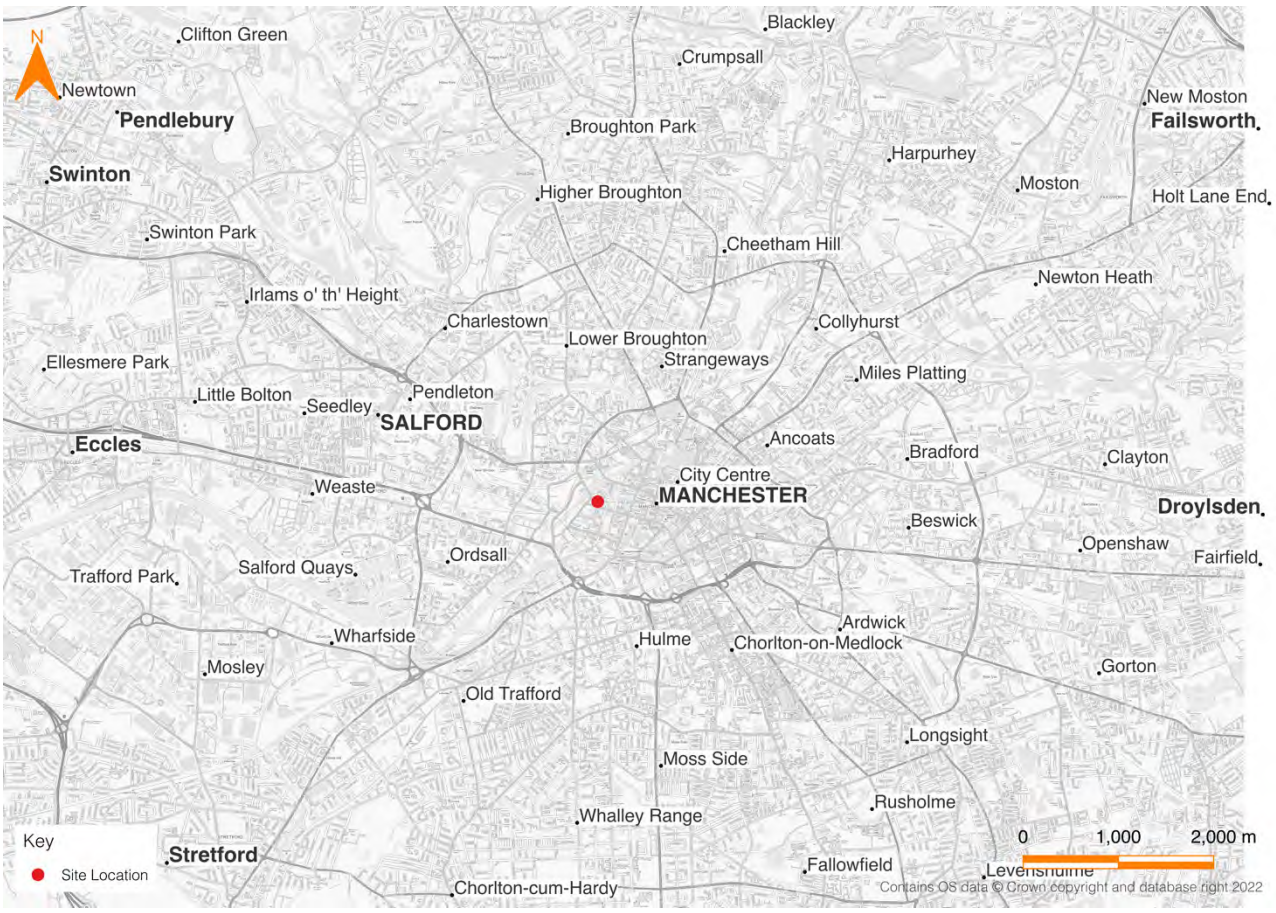
2. Existing Conditions

2.1 Site Location and Existing Use

2.1.1 The site comprises a 4-storey building formerly occupied by The Manchester College. The building is of red brick construction with areas of glazing and panelling. The building is bound by Gartside Street to the south east, New College Street to the north east, New Quay Street to the south west and an existing NCP car park to the north west.

2.1.2 The location of the site in the wider context of the city centre is shown in Figure 2.1.

Figure 2.1 : Site Location (wider city centre context)



2.1.3 The site is surrounded by predominantly commercial buildings including the NCP car park, 1 Hardman Boulevard, 3 Hardman Square, buildings at Enterprise City and the new St John's neighbourhood which comprises a mix of cultural, commercial and residential accommodation.

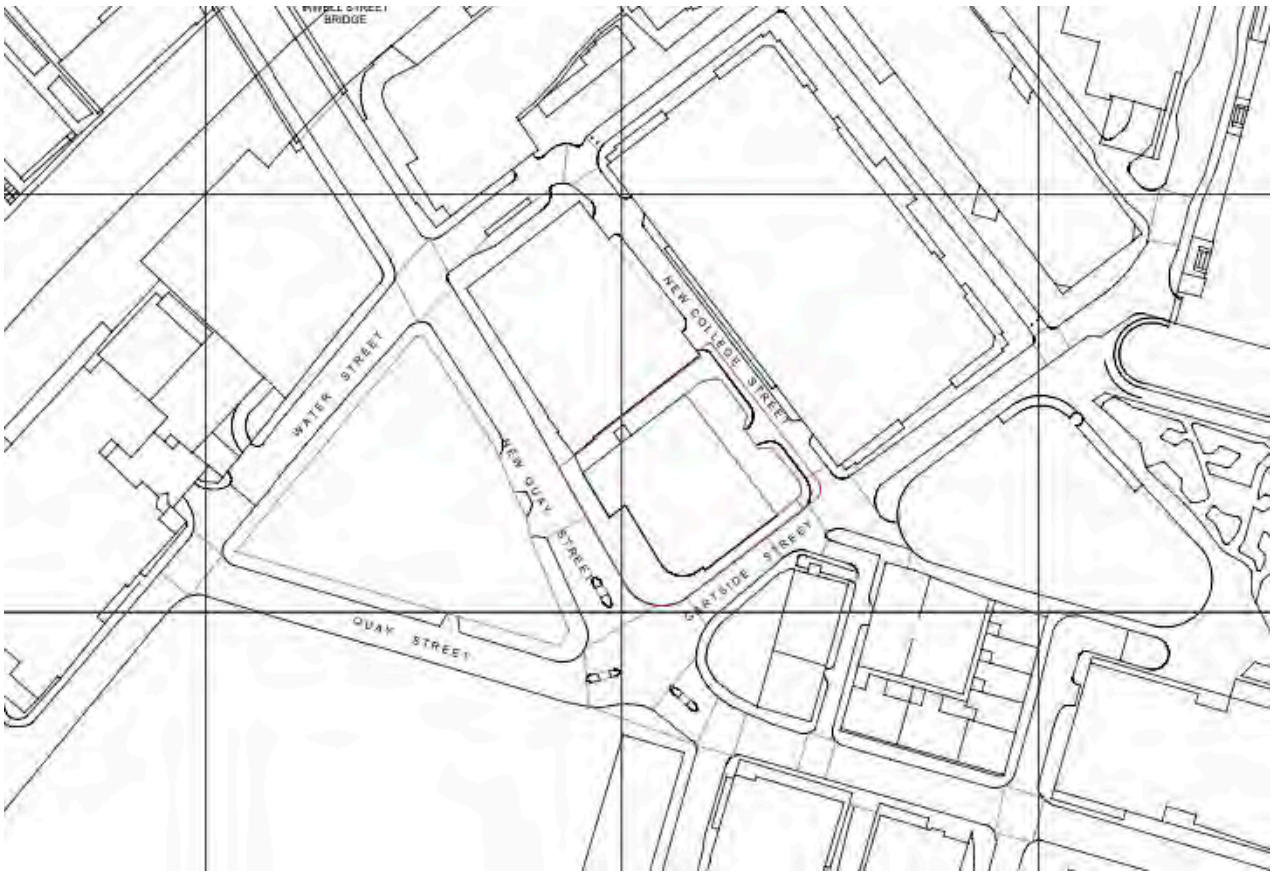
2.1.4 The primary pedestrian access to the existing building is via New Quay Street.

2.1.5 There is an existing vehicular access to the car park on New College Street which serves 10 parking spaces and is controlled with a barrier access.

2.2 Local Highway Network

2.2.1 The location of the development site in the context of the local highway network is shown in Figure 2.2.

Figure 2.2 : Site Location and Local Highway Network



New Quay Street

2.2.2 New Quay Street is a c.9m wide two-way single carriageway road connecting the Inner Ring Road to Deansgate. Footways are located on both sides of the carriageway providing good quality pedestrian routes.

2.2.3 A signalised pedestrian crossing point is located at the New Quay Street / Gartside Street junction.

2.2.4 On-street parking is restricted by double yellow lines and 'At Any Time' Traffic Regulation Orders.

Gartside Street

2.2.5 Gartside Street is a c.6m wide two-way single carriageway road connecting New Quay Street to Bridge Street. Footways are located on both sides of the carriageway providing good quality pedestrian routes.

2.2.6 On-street parking is restricted by double yellow lines and 'At Any Time' Traffic Regulation Orders.

New College Street

2.2.7 New College Street is a c.6m wide single carriageway, mostly one-way road, allowing vehicle movements from Water Street to Gartside Street. Footways are located on both sides of the carriageway providing good quality pedestrian routes.

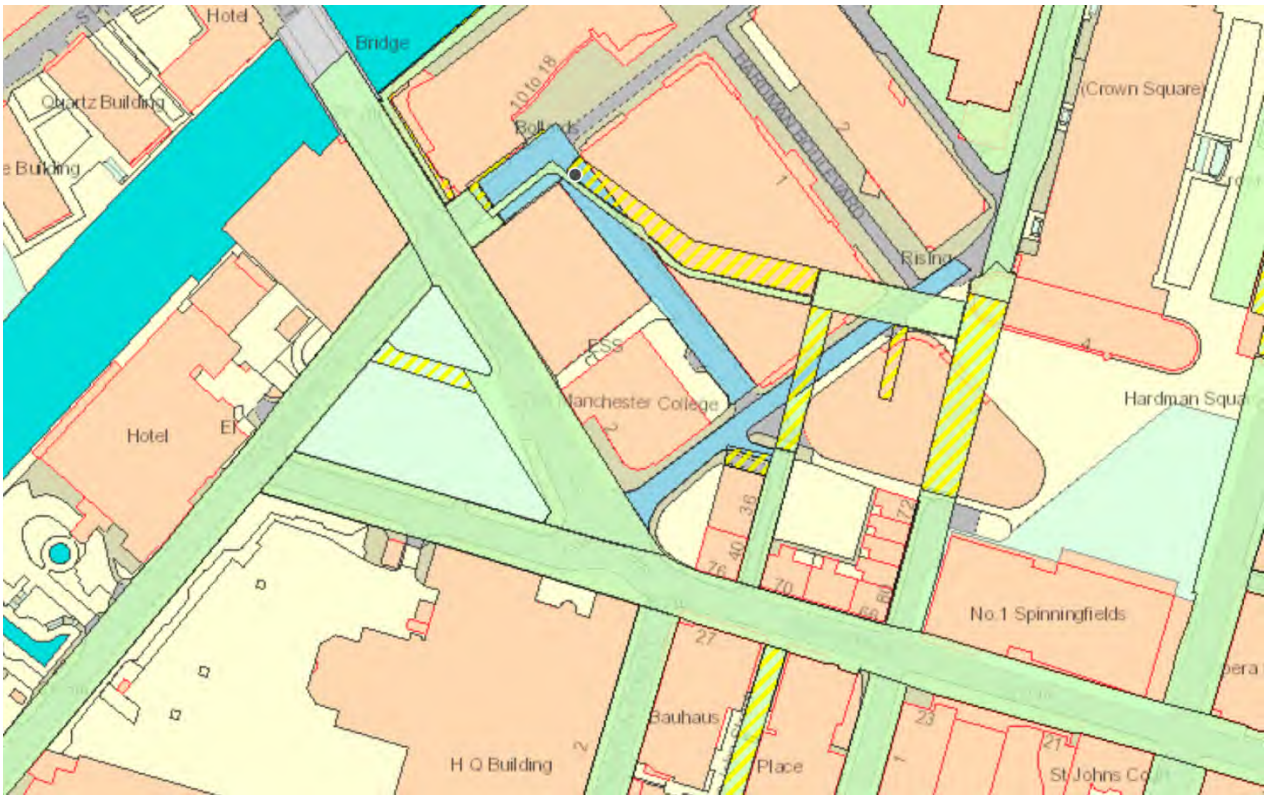
2.2.8 New College Street serves as the exit point from the adjacent multi-storey car park which is located c.20m from the junction with Water Street. Between the car park exit and the Water Street junction, New College Street is a two-way road enabling vehicles to exit the car park on to Water Street.

2.2.9 On-street parking is restricted by double yellow lines and 'At Any Time' Traffic Regulation Orders.

2.3 Adopted Highway Boundary

2.3.1 Figure 2.3 shows the extent of adoption per Manchester City Council's (MCC) records; however New College Street and Gartside Street in the vicinity of the site have recently been adopted.

Figure 2.3 : Adoption Boundary Plan



2.4 Modal Split

2.4.1 The journey to work data for the 2011 census for the Manchester City Centre (Manchester 054, 055, 057 & 060) Middle Super Output Areas (MSOA) has been utilised to establish the model split, which is presented in Table 2.1.

Table 2.1 : Modal Split

Model of Travel	Percentage
Driving a car or van	35%
Passenger in a car or van	4%
Taxi	0%
Metro, tram, light rail	6%
Train	17%
Bus, minibus or coach	23%
Motorcycle, scooter or moped	0%
Bicycle	3%
On foot	12%
TOTAL	100%

2.5 Road Safety Collision Review

2.5.1 Personal Injury Collision (PIC) data has been obtained from Crashmap (crashmap.co.uk) for the most recently available 5-year period, between 2017 and 2021. The study area includes the New Quay Street, Quay Street and Gartside street.

2.5.2 The PIC study area is shown in Figure 2.4 and summarised by year and severity in Table 2.2.

Figure 2.4 : Personal Injury Collision Map (source: crashmap.co.uk)



Table 2.2 : Road Collision Summary

Year	Location	Severity	Involved
2017	Quay Street	Serious	2 vehicles
2020	Quay Street	Slight	2 vehicles
2019	Gartside Street	Slight	1 vehicle

2.5.3 The PIC data shows that there have been 3 collisions recorded in the study area. No fatal and only one serious collision have been reported on the local highway network during the study period.

2.5.4 Analysis of the PIC data demonstrates that there are no significant collision clusters within proximity of the site. Based on the frequency of collisions recorded, there is no evidence to suggest that the highway layout, design or condition are significant factors in PIC records on the local highway network.

2.5.5 There is also no evidence to suggest that the proposed development would increase risks of PICs in the surrounding area or have a detrimental impact on highway safety.

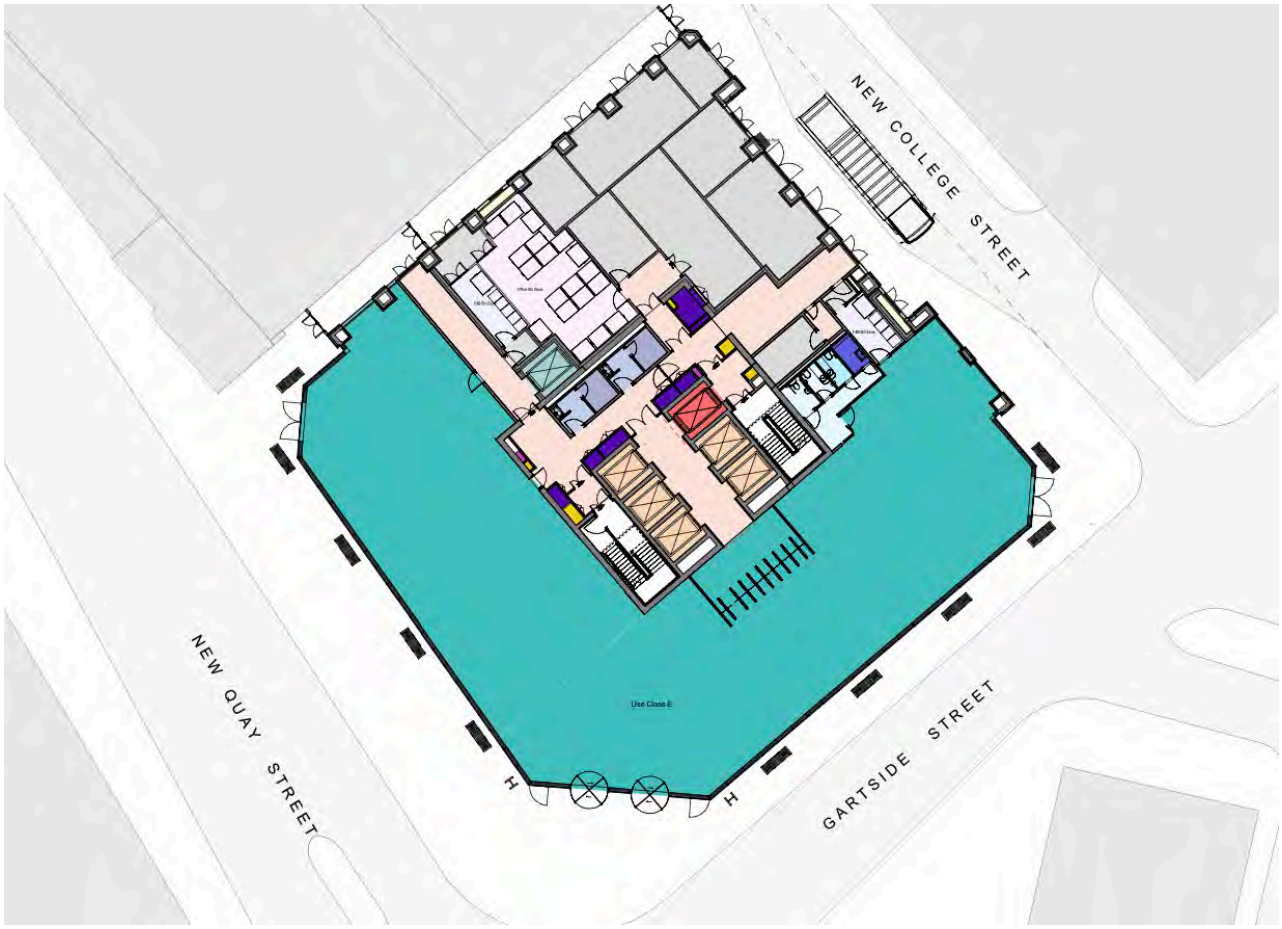
3. Development Proposals

3.1 Proposed Use

3.1.1 The development proposals comprise demolition of the existing buildings and structures and the erection of a 16-storey office building (Use Class E(g)), with flexible ground floor uses (Use Class E) and rooftop amenity space.

3.1.2 The proposed ground floor site layout in shown in Figure 3.1 and attached in Appendix A.

Figure 3.1 : Proposed Ground Floor Layout (source: EPR Architects)



3.1.3 The schedule of accommodation for the proposed development is shown in Figure 3.2.

Figure 3.2 : Schedule of Accommodation (source: EPR Architects)

Basement (1396m²)		**Ground Floor** (1358m²)		**Office Floor Plates - level 1-15** (1515m²) (Based on Typical Level 6)	
	Area:		Area:		Area:
Cycle Store	194m²	Entrance Lobby / Reception	239m²	Office (single tenancy)	1279m²
Drying Room	18m²	Commercial Unit 1	165m²	Office (Split Tenancy 1)	663m²
Female Changing	122m²	Commercial Unit 2	136m²	Office (Split Tenancy 2)	607m²
Male Changing	112m²	Commercial Unit 3	188m²	Circulation / Core	215m²
Non-Binary Changing	14m²	Plant	193m²	Outdoor private balcony	16m²
Accessible Changing	11m²	Refuse Store (Office)	58m²		
Plant	619m²	Refuse Store (Unit 1)	15m²		
Circulation / Core	240m²	Refuse Store (Unit 3)	16m²		
		Contemplation Space x 2	21m²		
		Circulation / Core	278m²		
Roof Top Pavilion (463m²)		**Pavilion Roof** (463m²)			
	Area:		Area:		
Events Space	216m²	Outdoor Plant	354m²		
Plant	165m²	Photovoltaic Deck	305m²		
Circulation / Core	223m²				
Outdoor Terrace	306m²				
Outdoor Plant	708m²				

3.2 Site Access Arrangements

3.2.1 No vehicle access into the site is proposed, the primary pedestrian access into the building will be at the junction of New Quay Street and Gartside Street.

3.2.2 There will be maintenance access to the building via New College Street and on the northwest elevation adjacent to the multi-storey car park.

3.2.3 Cycle access will be via a dedicated door on the northwest elevation adjacent to the multi-storey car park, providing direct access to the goods lift and cycle parking and associated facilities in the basement.

3.2.4 The site currently connects to a network of good quality pedestrian footways that benefits from drop kerbs and a good quality surfacing, providing sufficient access for all users, accounting for varying levels and types of disability, including visual impairment.

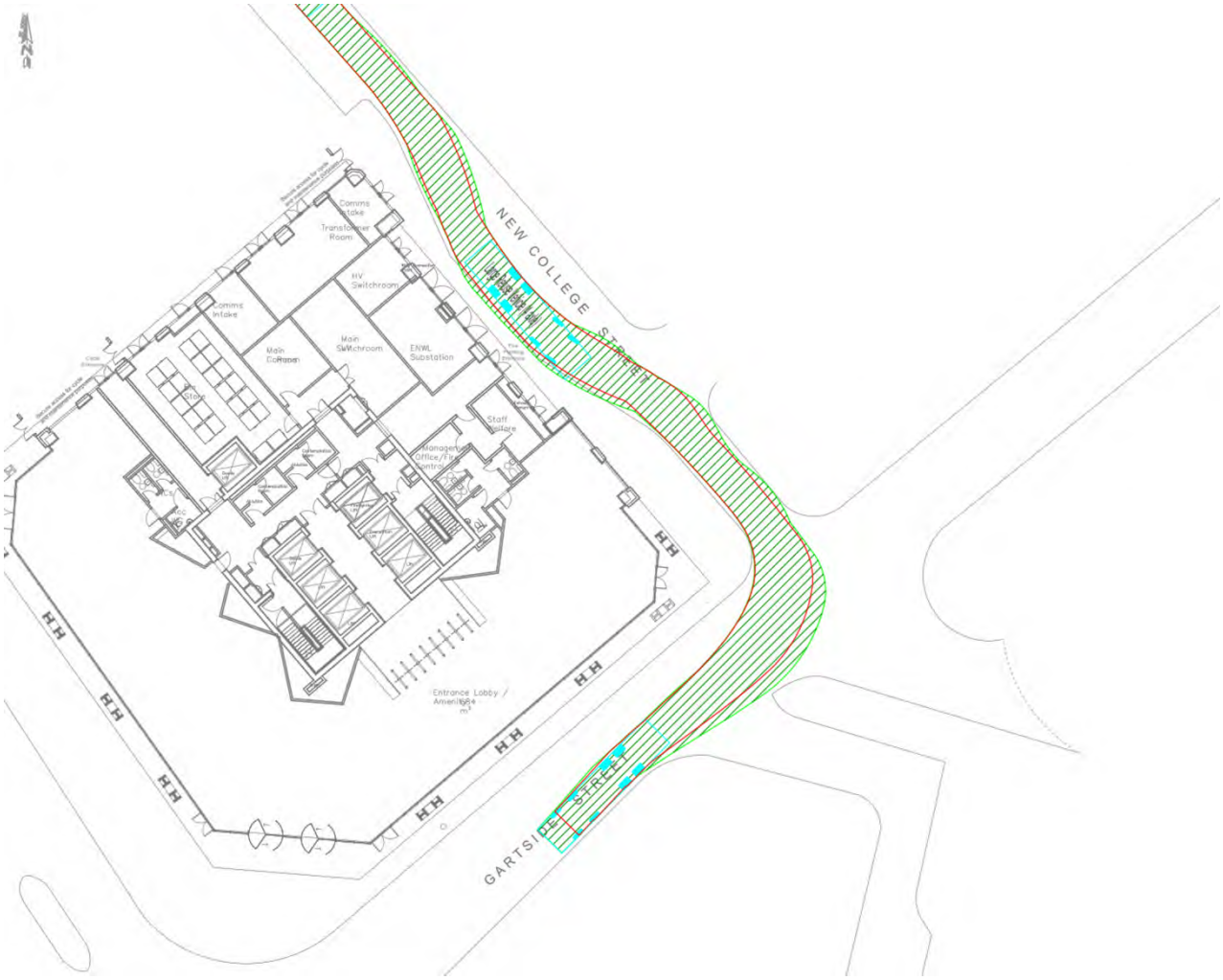
3.3 Servicing and Deliveries

3.3.1 Servicing will take place via a new lay-by on New College Street, consisting of a 3m wide by 10m long straight section and 10m tapers. The lay-by will extend into the existing carriageway on New College Street, reducing this one-way route to a single 3.65m wide lane.

3.3.2 Swept path analysis has been undertaken for a 11.4m large refuse vehicle, which is shown in Figure 3.3 and in **Drawing J32-4740-PS-001** attached in Appendix B.

3.3.3 Bins will be moved from the bin store and placed closer to the lay-bys on collection days; therefore, Wase Collection Operators will be able to move the bins less than 10m to the refuse vehicles in accordance with BS:5906 distances.

Figure 3.3 : Swept Path Analysis



3.4 Parking

Cycle Parking

3.4.1 The scheme will deliver secure cycle parking located within the basement of the building accommodating 230 standard spaces.

3.4.2 MCC's minimum standards of 1 space per 200sqm require 126 cycle parking spaces to be provided. The level of cycle parking provision exceeds the MCC minimum standards.

3.4.3 As the office are being built with no know occupiers, the BREEAM default occupancy rates have been used to calculate the number of employees and therefore the number of cycle parking spaces required.

3.4.4 The net internal (occupied) area of the office space is 19,373sqm. With an occupancy density of 0.111 this equates to 1937 employees, and a requirement for 97 cycle parking spaces based on and AI of above 8.

3.4.5 To facilitate the safe movement of cycles to and from the basement, cyclist will be required to use of the goods lift.

3.4.6 In addition to the cycle parking, facilities will be provided within the development for cyclists. This will include 210 lockers, 11 airing stations, 24 showers and separate changing areas (male, female, non-binary & accessible).

Car Parking

3.4.7 No car parking is proposed within the development. This is supported by the site being highly accessible (as established in Chapter 4 of this TS) by sustainable modes of travel, particularly the excellent bus, tram and train services available throughout the Manchester City Centre.

3.4.8 That said, it is acknowledged that some staff and visitors may wish to utilise a private car for journeys to the site, therefore an adequate level of car parking provision should be available in order to avoid unregulated on-street parking on the local highway network.

3.4.9 As the development proposals do not include any on-site car parking provision, any car parking demand will be satisfied by the wide range of existing public car parks located within close proximity of the site. Figure 3.4 identifies seven surface car park and secure internal car parks located within approximately 500m from the site, providing a total of 3,720 car parking spaces.

4. Sustainable Accessibility Appraisal

4.1 Introduction

4.1.1 Current national and local policy on transportation states that new developments should promote more sustainable transport choices for people. Investigation into existing forms of transport in relation to the proposed site can provide important insights into the possible travel patterns in the area. This forms part of a long-term strategy to reduce the reliance on private car trips.

4.2 Pedestrian Accessibility

4.2.1 It is widely recognised that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km.

4.2.2 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document *'Guidelines for Providing for Journeys on Foot (2000)'* are shown in Table 4.1.

Table 4.1 : CIHT Guideline Acceptable Walking Distances

Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000	1,200

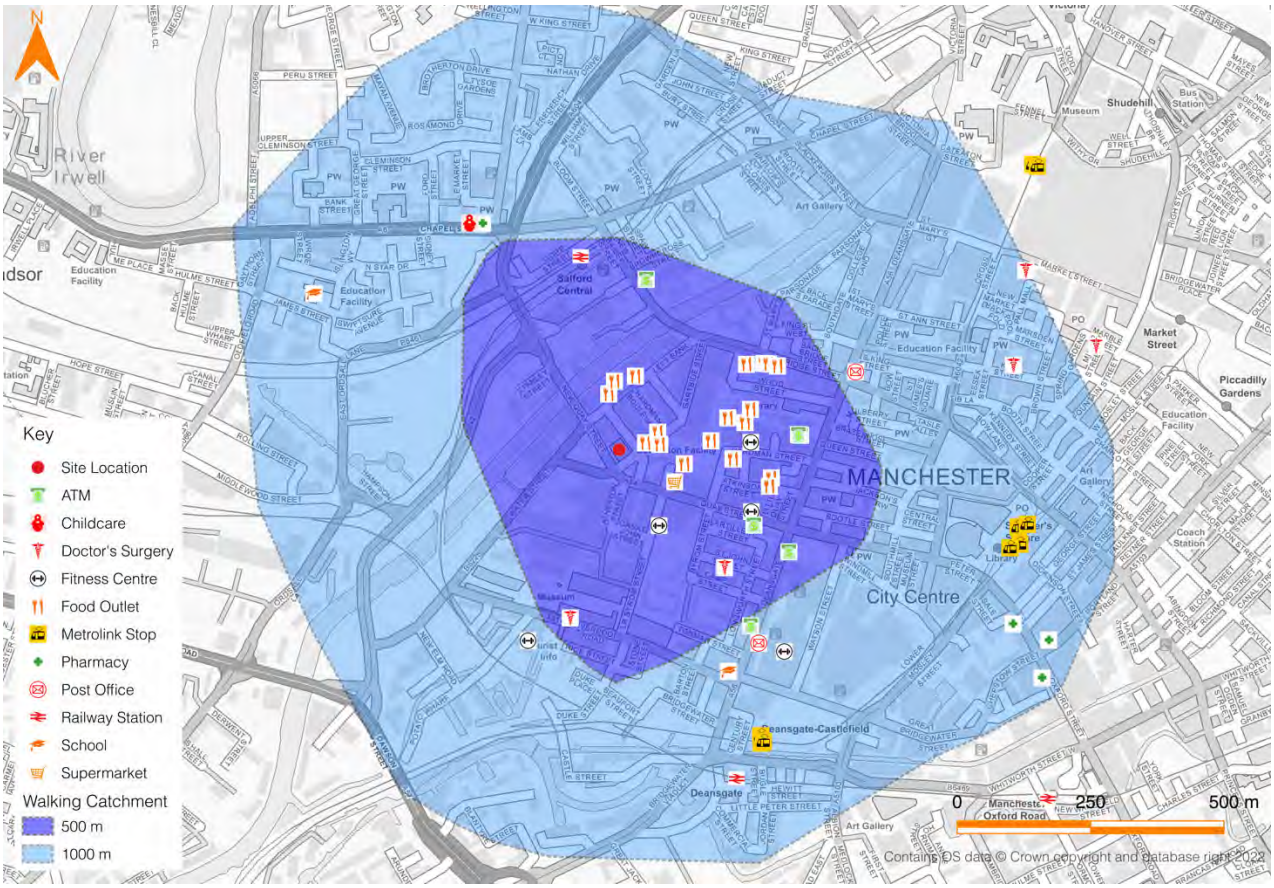
4.2.3 The CIHT guidelines shown in Table 4.1 suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.

4.2.4 Appropriate walking distances are dependent upon the location of the specific development. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high- quality pedestrian footways, crossings and pedestrianised areas.

4.2.5 As specified within CIHT guidance, walking catchment areas from the centre of the site have been produced to show local amenities within a 500m, 1000m and 2000m catchment area. The results are shown in Figure 4.1.

4.2.6 As shown in Figure 4.1, based on the site's city centre location it is surrounded by an array of key amenities including bus stops, train stations and Metrolink stations.

Figure 4.1 : Walking Catchment Area and Amenity Plan



4.2.7 Table 4.2 provides an indication of the distances and approximate walking times to local amenities. The distances have been measured from the site, and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 4.2 : Local Amenities – Distance and Walking Times

Amenity	Distance (m)	Average Walking Time (mins)
Restaurant	100m	1 minute
Marks and Spencer	150m	2 minutes
Bus Stop – Gartside Street	190m	2 minutes
Cash Machine	300m	4 minutes
Bus Stop – Bridge Street	350m	4 minutes
Salford Central Railway Station	550m	7 minutes
St Peters Square Tram Stop	750m	9 minutes

4.2.8 As summarised in Table 4.2, the site is well positioned in Manchester City Centre, with two bus stops located within a **4-minute** walk of the site. Several restaurants, a cash machine and convenience store within a **4-minute** walk of the site. Salford Central Railway Station is located within a **7-minute** of the site, and St Peter's Square Metrolink Station within a **9-minute** walk of the site.

4.2.9 In summary, it has been demonstrated that the site complies with CIHT guidance for commuting walking distances. The site is well-placed in terms of pedestrian connectivity, with walking representing a realistic alternative to car trips. Based on the site's location, proximity to local bus service, local Metrolink Stations and connectivity to local footways, walking can be considered to be a realistic method of travel for commuting trips, particularly as an alternative to private car trips.

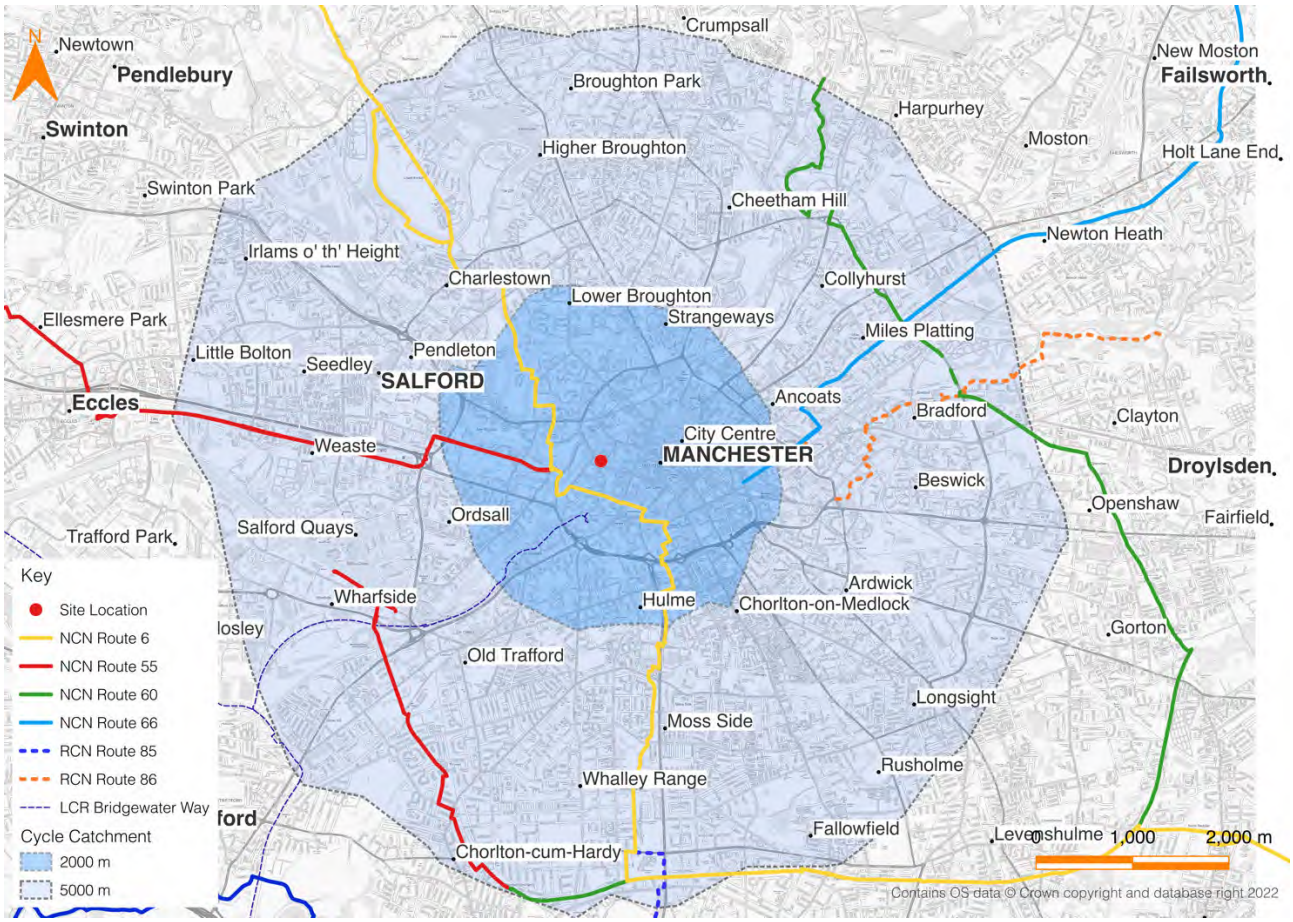
4.3 Cycle Accessibility

4.3.1 It is generally accepted that cycling has the potential to replace short car journeys, particularly those under 5km. *'Local Transport Note 2/08: Cycling Infrastructure Design'*, published by DfT, states that many utility cycle trips are less than three miles (approximately five kilometres), but for commuter journeys a distance of over five miles (approximately eight kilometres) is not uncommon.

4.3.2 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that the cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

4.3.3 Figure 4.2 presents the cycling catchment area around the proposed development site for 2km and 5km.

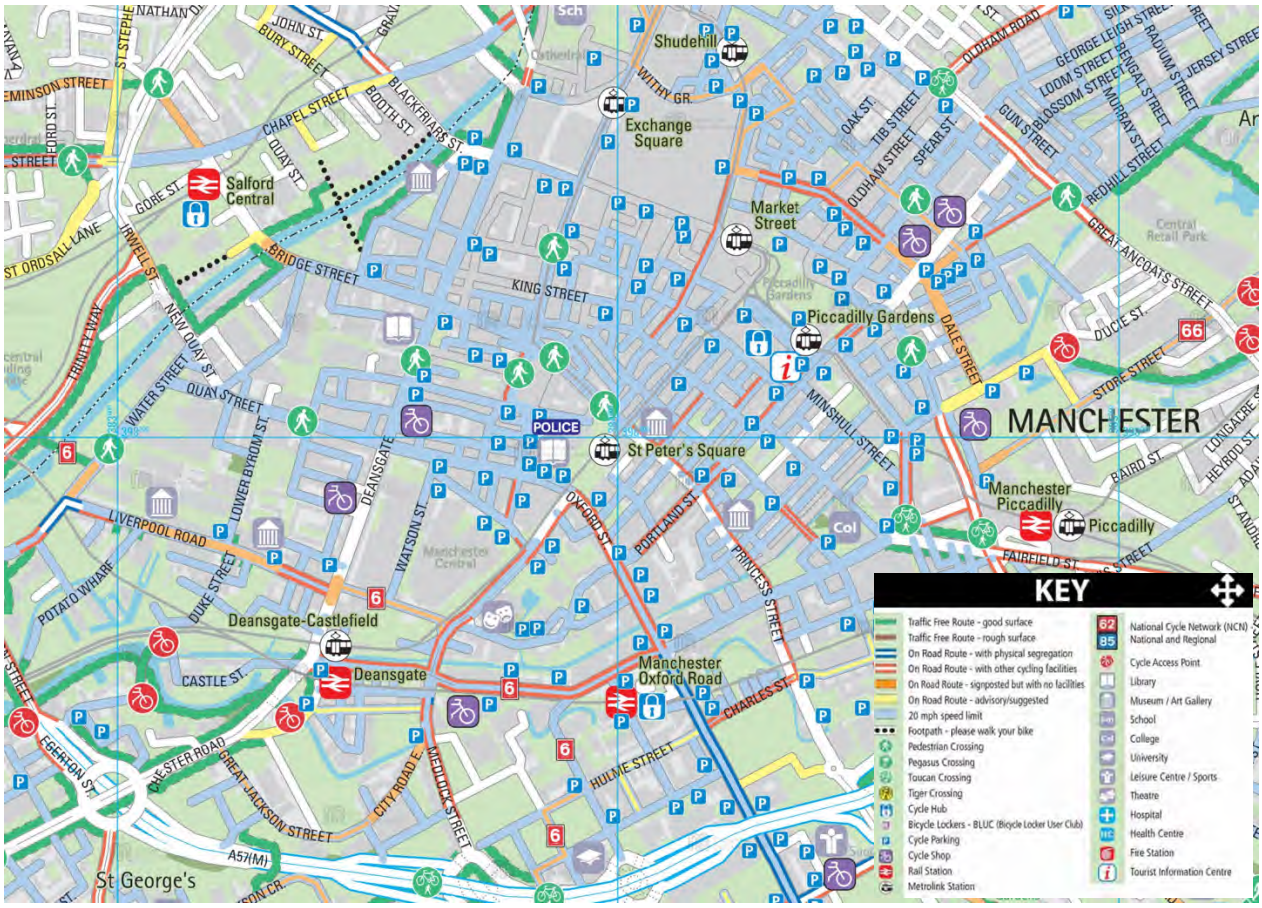
Figure 4.2 : Cycling Catchment Area



4.3.4 A review of cycle routes shows that there are six National Cycle Routes (NCR) within a 5km radius of the site, and therefore have the potential to be utilised by the site. Residential areas such as Ordsall, Lower Broughton and Hulme are located within a 5km catchment area of the site and therefore have the potential for commuting by cycling to the site.

4.3.5 The local cycle routes which are available in the vicinity of the site, including traffic free routes and advisory cycle routes are shown in Figure 4.3.

Figure 4.3 : Local Cycle Routes (source: TfGM)



4.3.6 As demonstrated, there is a very good network of cycle routes and infrastructure in vicinity of the site, which will facilitate and encourage cycling.

4.3.7 Manchester's recently proposed 'Bee Network' scheme will expand on the existing cycle infrastructure in the city by providing 1,800 miles of cycling and walking network. The scheme will create safe routes to be used by two modes of sustainable transport; walking and cycling. Manchester Northern/ Eastern Gateway infrastructure is being developed and will provide access to new eastern destinations by sustainable modes of travel.

4.3.8 The development site will provide all the facilities mentioned above including 210 lockers, 11 airing stations, 24 showers and separate changing areas (male, female, non-binary & accessible) which will be located in the basement of the building as shown in Figure 4.4. The site will include 230 standard bicycle spaces and additional space for electric bike charging points and storage for handcycles. The cycle parking provision exceeds MCC Parking Standards.

4.3.9 Access to the cycle facilities in the basement will be via a dedicated goods lift which is large enough to accommodate bikes.

Figure 4.4 : Cycle Facilities Located in Basement (source: EPR Architects)



4.4 Public Transport Services

Local Bus Services

4.4.1 The nearest bus stop is located 190m on Gartside Street providing access to one of the City Centre free bus services (No. 1). The next closest stops are located 350m from the site on Bridge Street and serves the 8, 12, 36, 37, 38 and 50 bus service. The bus stops benefit from the provision of a shelter, seating, litter bin and bus timetable information.

4.4.2 Piccadilly Bus Station is also located approximately 750m from the site and provides regular frequent bus services to a range of destination across Greater Manchester and locations further afield such as Blackburn and Burnley.

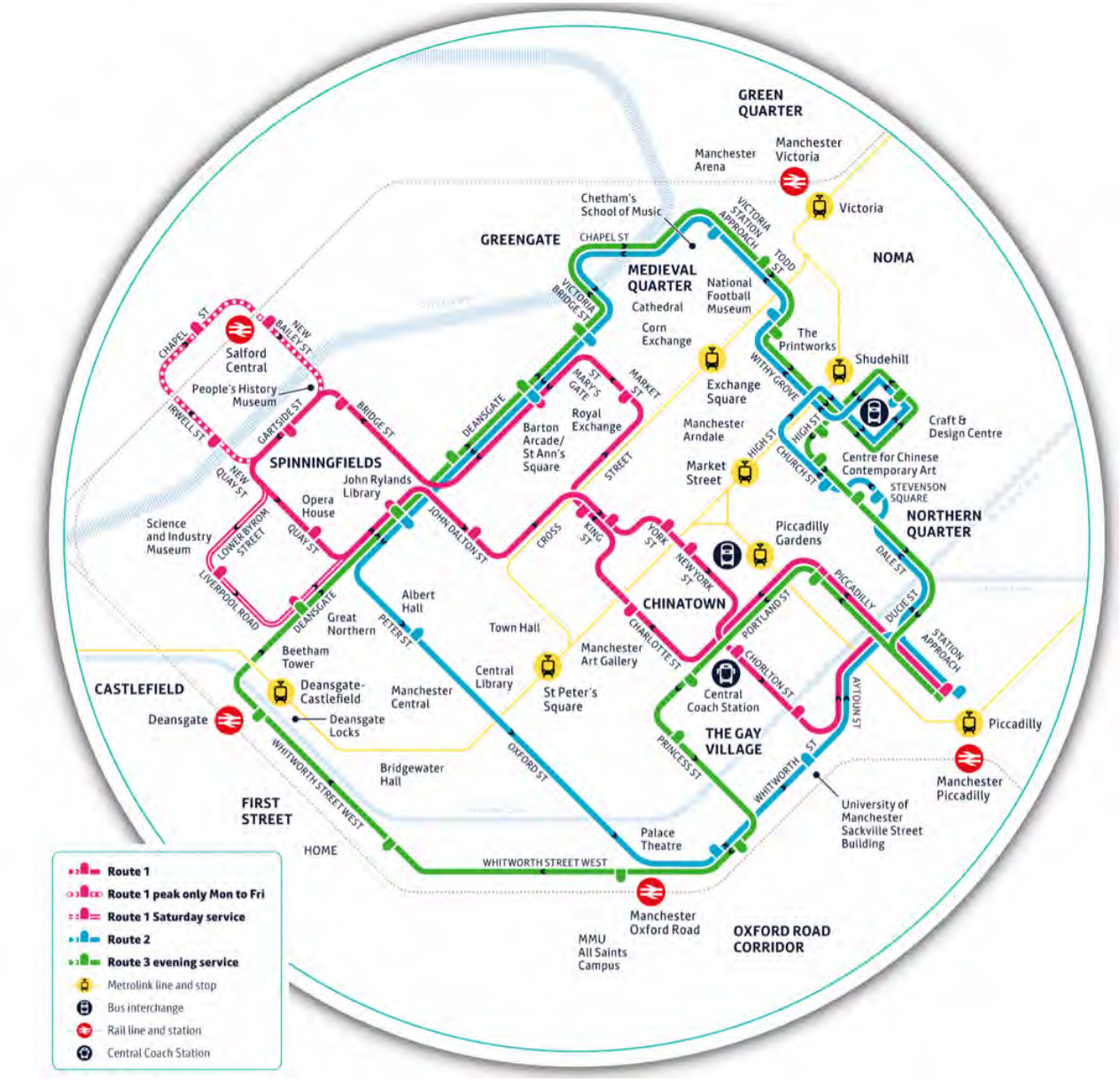
4.4.3 Details of the local bus services from the bus stop on Bridge Street and their frequencies are shown in Table 4.3.

Table 4.3 : Local Bus Service – Routes and Frequency

		Weekday			Weekday	
Service No.	Route	AM Peak	PM Peak	Inter Peak	Saturday	Sunday
8	Bolton – Moses Gate – Farnworth – Pendleton - Manchester	15mins	12 mins	12mins	12mins	12mins
34	Leigh – Worsley – Monton – Pendleton - Manchester	30 mins	30 mins	30 mins	30 mins	30 mins
36	Bolton – Peel – Salford - Manchester	12mins	12mins	12 mins	20mins	Hourly
37	Bolton – Walkden – Salford – Piccadilly Gardens	12mins	12mins	12mins	20mins	Hourly
38	Swinton – Salford – Piccadilly Gardens	12mins	12mins	12mins	10mins	30mins
V1 / V2	Leigh – Tyldesley – Manchester - MRI	10mins	10mins	10mins	15mins	30mins

4.4.4 There are free bus services around Manchester. They operate between the train stations and cover Manchester City Centre; Figure 4.5 shows the bus routes that operate around the city centre with one route accessed via Gartside Street and the remaining via Deansgate.

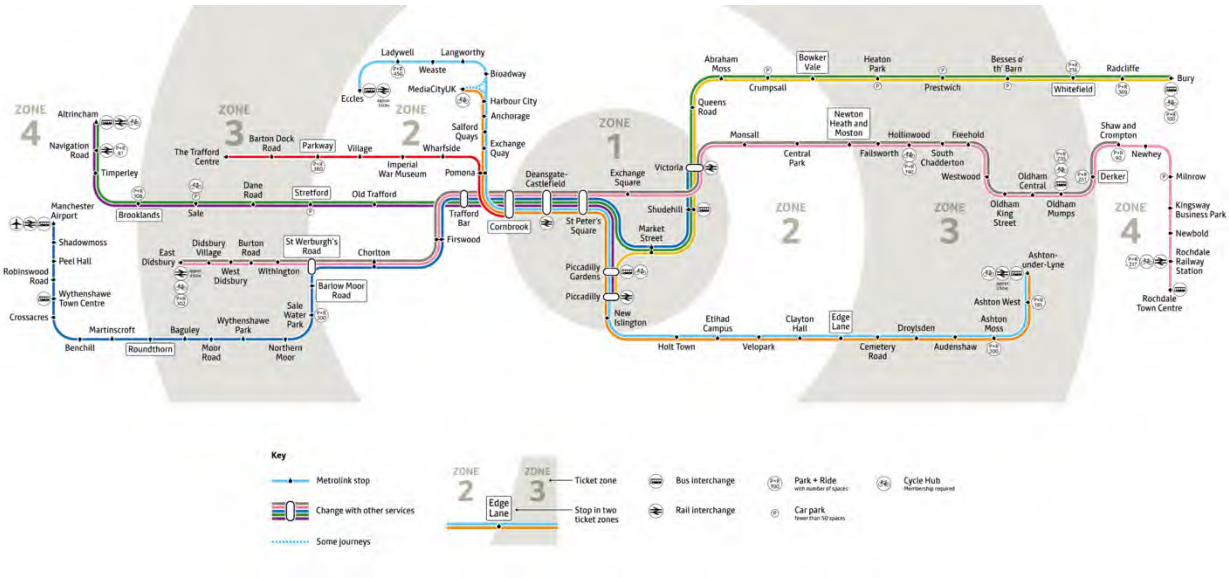
Figure 4.5 : Free Bus Services Route Map (source: TfGM)



Metrolink Services

4.4.5 The nearest Metrolink Stations are located at St Peters Square which is located 750m from the site. The Metrolink services which operate here are: Green Line (Bury – Altrincham); Yellow Line (Bury – Piccadilly); Dark Blue Line (Manchester Airport – Victoria); Orange Line (Ashton-under-Lyne – Media City); Light Blue Line (Ashton-under-Lyne – Eccles); and the Purple Line (Altrincham – Piccadilly). Figure 4.6 presents the Greater Manchester Metrolink Tram network.

Figure 4.6 : Metrolink Tram Network (Source: TfGM)



4.4.6 The trams services available operate on a 12-minute frequency throughout the day. All tram stops have step-free access to all platforms, help points and security camera coverage.

Rail Services

4.4.7 Salford Central Railway Station is located approximately 550m from the site.

4.4.8 The station provides regular and frequent train services to local destinations within Greater Manchester and destinations throughout the UK such as Blackburn, Leeds, Southport and Clitheroe.

4.5 Summary

4.5.1 In summary, it has been demonstrated that the site location benefits from access to a range of sustainable modes of travel, including travel by public transport, cycling and on-foot, thereby offering a usable and realistic alternative to single occupancy car journeys.

4.5.2 The site is therefore compliant with the (NPPF) which states in paragraph 110 that: *"in assessing sites that may be allocated for development in plans, or specific application for development, it should be ensured that: a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location".*

4.5.3 Furthermore, the proposals accord with paragraph 112 of the NPPF which states that: *"applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use".*

5. Trip Generation and Traffic Impact

5.1 Introduction

5.1.1 In order to assess the traffic impact of the development proposals, a trip comparison exercise has been undertaken between the existing buildings and the proposed development.

5.1.2 The trip generation exercise is based on trip rates derived from the TRICS database to establish the existing and anticipated traffic movements generated by the existing buildings and development proposals.

5.2 Existing Trip Generation

5.2.1 Trips generated by the existing college have been derived from TRICS database using the '02 - Employment, A - Office' category. In order to establish representative trips rates, sites within Greater London, Scotland and Ireland have been excluded from the dataset.

5.2.2 The existing floor area of the building is c. 4,344sqm.

5.2.3 Vehicle trip rates for the weekday AM and PM peak hours are shown in Table 5.1, with the full TRICS outputs attached in Appendix C.

Table 5.1 : TRICS Trip Rates – Vehicle Trips (per 100sqm)

	AM 08:00-09:00			PM 17:00-18:00		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicle Trip Rate (per 100sqm)	0.429	0.062	0.491	0.162	0.300	0.462
Vehicle Trips (4,344sqm)	19	3	22	7	13	20

5.2.4 As shown in Table 5.1, the proposed development will generate **22** two-way trips during the AM peak hour and **20** two-way trips during PM peak hour.

5.3 Proposed Trip Generation

5.3.1 Trips generated by the proposed office development have been derived from TRICS database using the '02 - Employment, A - Office' category. In order to establish representative trips rates, sites within Greater London, Scotland and Ireland have been excluded from the dataset.

5.3.2 The proposed floor area of the building is 25,852sqm.

5.3.3 Person trip rates for the weekday AM and PM peak hours are shown in Table 5.2, with the full TRICS outputs attached in Appendix C.

Table 5.2 : TRICS Trip Rates – Person Trips (per 100sqm)

	AM 08:00-09:00			PM 17:00-18:00		
	Arrive	Depart	Total	Arrive	Depart	Total
Person Trip Rate (per 100sqm)	1.181	0.068	1.249	0.206	1.076	1.282
Proposed Person Trips (25,852sqm)	305	18	323	53	278	331

5.3.4 Person trips have been converted into vehicle trips using the 2011 Modal census data (see Table 2.1) for the four MSOAs that make up the city centre. A summary of the results is shown in Table 5.3.

Table 5.3 : Proposed Vehicle Trips

	AM 08:00-09:00			PM 17:00-18:00		
	Arrive	Depart	Total	Arrive	Depart	Total
Net Person Trips	305	18	323	53	278	331
Net Vehicle Trips (39% Mode Split)	119	7	126	21	108	129

5.3.5 As shown in Table 5.2, the proposed development will generate **126** two-way trips during the AM peak hour and **129** two-way trips during PM peak hour.

5.4 Residual Trip Generation

5.4.1 The existing trip generation and proposed new trip generation can be compared in order to assess the residual trip generation for the proposed development. The residual trip generation is shown in Table 5.4.

Table 5.4 : Residual Trip Generation

	AM 08:00-09:00			PM 17:00-18:00		
	Arrive	Depart	Total	Arrive	Depart	Total
Existing Trips	19	3	22	7	13	20
Proposed Trips	119	7	126	21	108	129
Residual Trips	+100	+4	+104	+14	+95	+109

5.4.2 As shown in Table 5.4, the proposed site is expected to generate **104** additional two-way trips during the AM peak hour and an additional **109** two-way trips during the PM peak hour.

5.5 Summary

5.5.1 As part of the on-site scoping discussions with MCC Highways it was agreed that whilst the trip generation is above the threshold normally considered for a highways impact assessment, the lack of car parking provision, proposed cycle parking provision, sustainable accessibility of the site and the use of a Travel Plan is likely to reduce the number of expected car trips to the site and therefore no further assessment is required.

6. Summary and Conclusion

6.1 Summary

6.1.1 This Transport Statement has been prepared by Mode Transport Planning on behalf of St Johns Manchester Ltd, a subsidiary of HBD, and is submitted in support of an application for full planning permission at land bound by New College Street, New Quay Street, NCP car park and Gartside Street, otherwise known as "St John's Campus".

6.1.2 The proposals seek to demolish the existing on-site buildings and structures to deliver a 16 storey office building plus rooftop amenity space of sustainable construction and high quality design. The building will offer flexible office accommodation which will meet the needs of a range of tenants and also provide ground floor commercial uses which will activate the ground floor frontage creating a unique arrival experience.

6.1.3 The analysis and methodology set out in this report has been carried out in accordance with current policy guidance and best practice. In summary, the following has been established:

- Following a review of Personal Injury Collisions records, there is no evidence to show the proposed development will have a detrimental impact on highway safety.
- The site is located to take full advantage of the sustainable transport modes, with easy access by walking, cycling, bus, light rail and rail.
- Servicing and delivery will take place from a proposed lay-by on New College Street.
- Secure cycle parking and facilities for cyclists will be provided within the basement of the scheme.
- Although no car parking is proposed on-site, there is ample car parking available in surrounding public car parks included disabled parking spaces.
- Based on the TRICS trip rates, the proposed use is expected to generate an additional **104** and **109** two-way trips during the AM the PM peak hours respectively.
- As part of the on-site scoping discussions with MCC Highways it was agreed that whilst the trip generation is above the threshold normally considered for a highways impact assessment, the lack of car parking provision, proposed cycle parking provision, sustainable accessibility of the site and the use of a Travel Plan is likely to reduce the number of expected car trips to the site and therefore no further assessment is required.
- Overall, it can be concluded that the proposed development will have not have a severe impact on the local highway network, which is the threshold stated by NPPF (Paragraph 111) under which development should not be refused on highways grounds.

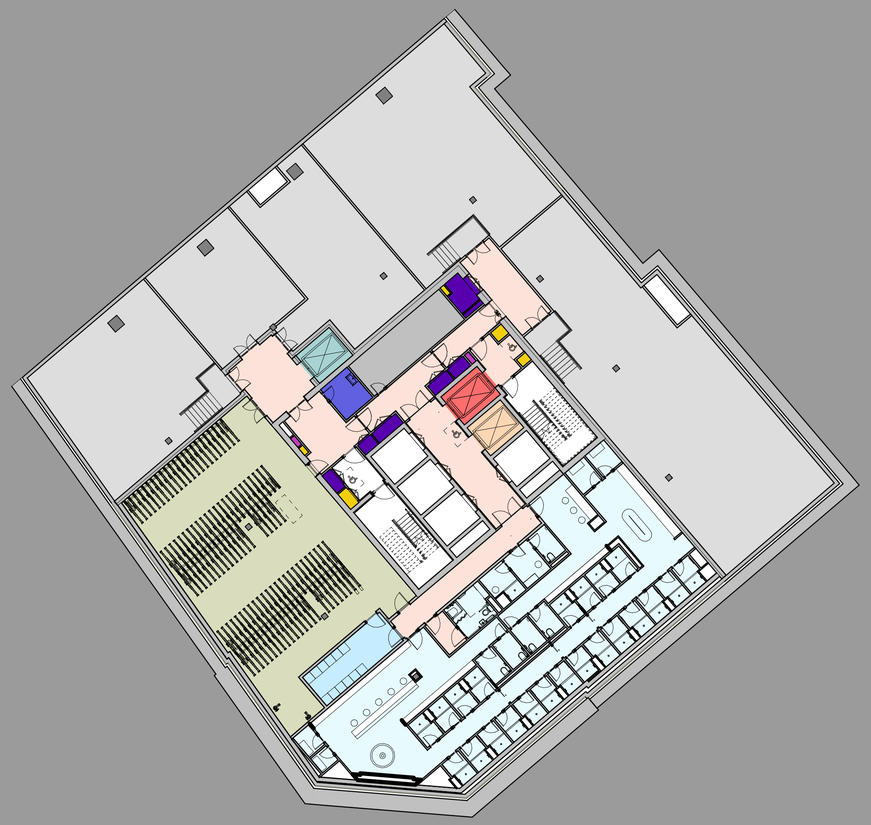
6.2 Conclusion

6.2.1 In conclusion, based on the evidence and analysis within this report, there should be no highways or transport planning reasons that prevents this planning application from being approved.

APPENDICES

APPENDIX A

Scheme Drawings



Keyplan

North

N

Scale bar

0 2 4 6 8 10 12

SCALE 1: 200 m

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No.	Revision	Date	Initial	Chk'd
P01	Issue for Planning	Sept.23	RW	JAJ

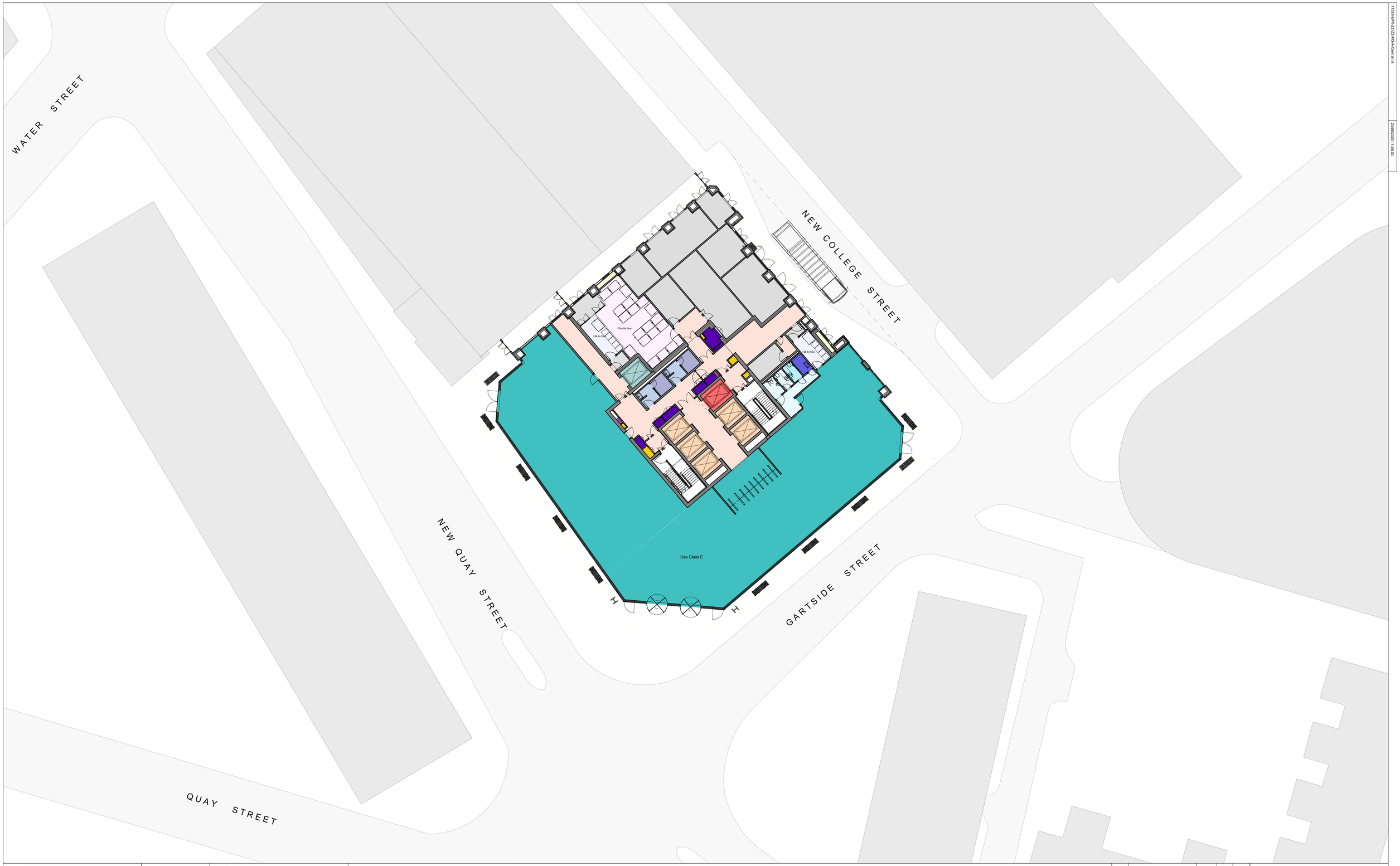
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www.epr.co.uk

Colloco
New Quay St, Manchester M3 3BE

Proposed Basement Floor

Scale @A1	Status	Suitability	Revision
1 : 200	Planning	S2	- P01

Project Code	Originator	Zone	Level	Type	Role	Class.	Number
11383	- EPR	- 00	- B1	- DR	- A	-	02-0499



11383-EPR-ZZ-ZZ-A10-A-Gen1.rvt

20/09/2023 11:09:30

Keyplan

North

N

Scale bar

0 2 4 6 8 10 12

SCALE 1: 200 m

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No.	Revision	Date	Initial	Chk'd
P01	Issue for Planning	Sept.23	RW	JAJ

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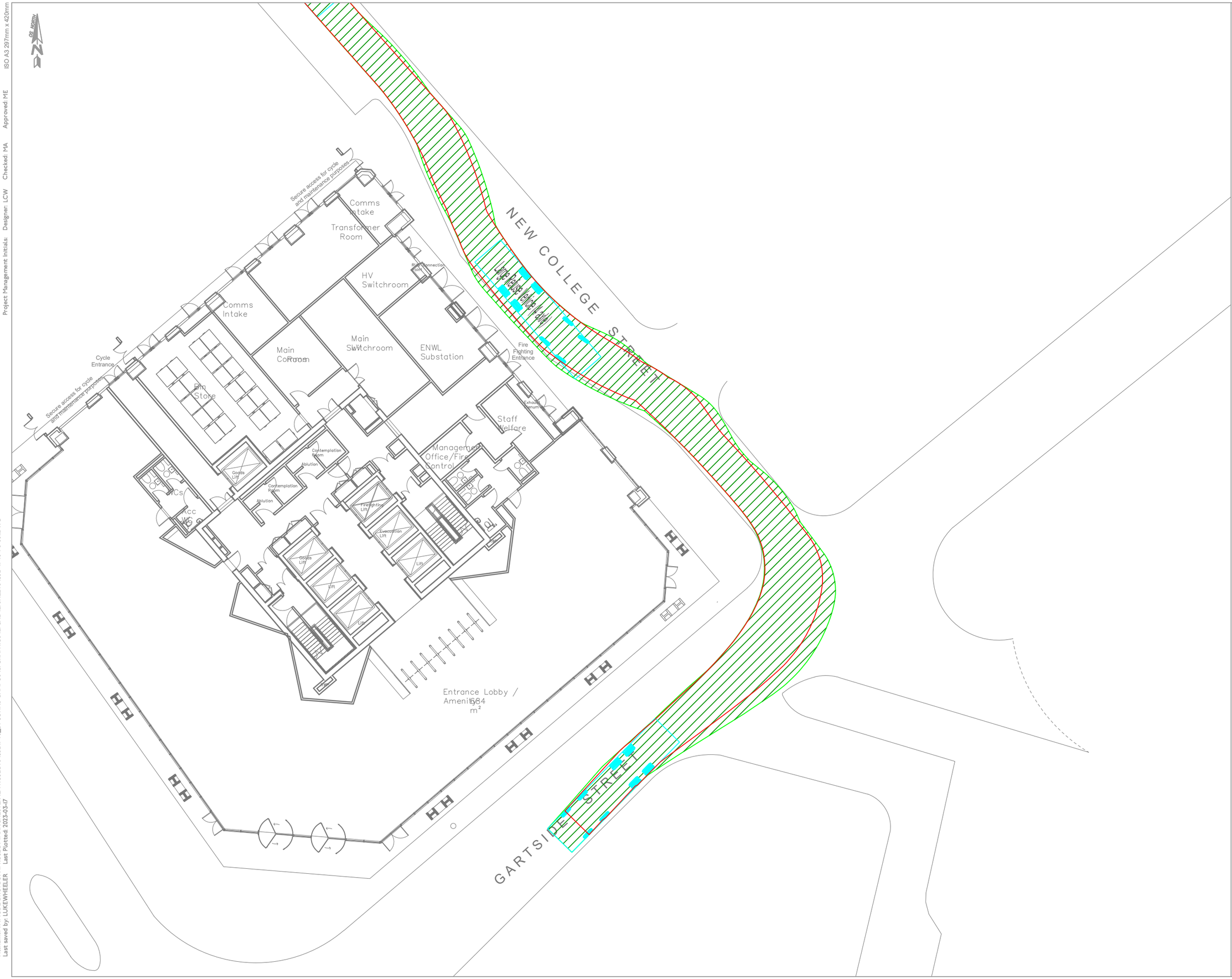
Proposed Ground Floor

Scale @A1	Status	Suitability	Revision
1 : 200	Planning	S2	- P01

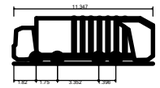
Project Code	Originator	Zone	Level	Type	Role	Class.	Number
11383	EPR	00	GF	DR	A	02	0500

APPENDIX B

Swept Path Analysis



mode
transport planning
t 0161 464 9495
e info@modetranport.co.uk
w www.modetransport.co.uk



Large Refuse Vehicle (4 axle)	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

notes:

1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
2. all dimensions to be checked before commencement of work on site.
3. all dimensions in metres unless otherwise stated.
4. the design is subject to approval of manchester city council.
5. drawing based on os mapping.

issue/revision

i/r	date	description
-	17/03/2023	issued

client: hbd

project: st john's campus

project number: J324740

scale: 1:250@A3

drawing title:
servicing arrangement

drawing number:
J32-4740-PS-001

Project Management Initials: Designer: LCW Checked: MA Approved: ME ISO A3 297mm x 420mm
Filename: Y:\MODE DROPBOX\PROJECT\MANCHESTER\2. PROJECTS\J324740_ST JOHNS CAMPUS\5. GRAPHICS\2. CAD\2. SHEETS\J32-4740-PS-001.DWG
Last saved by: LUKEWHEELER Last Plotted: 2023-03-17

APPENDIX C

TRICS Outputs

Calculation Reference: AUDIT-754101-220615-0645

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : C - COLLEGE/UNIVERSITY
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BU	BUCKINGHAMSHIRE	1 days
	WS	WEST SUSSEX	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	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: 5700 to 65000 (units: sqm)
Range Selected by User: 2435 to 162000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 13/03/19

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	2 days

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

Selected survey types:

Manual count	5 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	1
Edge of Town Centre	4

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	3
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

F1(a)	5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 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	2 days
1.1 to 1.5	3 days

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

Travel Plan:

Yes	3 days
No	2 days

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

PTAL Rating:

No PTAL Present	5 days

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

LIST OF SITES relevant to selection parameters

1 BU-04-C-01 UNIVERSITY BUCKINGHAMSHIRE
QUEEN ALEXANDRA ROAD
HIGH WYCOMBE

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 36755 sqm
Survey date: TUESDAY 24/01/17 Survey Type: MANUAL

2 CA-04-C-02 COLLEGE CAMBRIDGESHIRE
BROOK STREET
PETERBOROUGH

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 5700 sqm
Survey date: MONDAY 17/10/16 Survey Type: MANUAL

3 WS-04-C-06 UNIVERSITY OF CHICHESTER WEST SUSSEX
UPPER BOGNOR ROAD
BOGNOR REGIS

Edge of Town Centre
Residential Zone
Total Gross floor area: 19330 sqm
Survey date: WEDNESDAY 25/04/18 Survey Type: MANUAL

4 WS-04-C-07 UNIVERSITY OF CHICHESTER WEST SUSSEX
COLLEGE LANE
CHICHESTER

Edge of Town Centre
No Sub Category
Total Gross floor area: 65000 sqm
Survey date: TUESDAY 24/04/18 Survey Type: MANUAL

5 WY-04-C-02 COLLEGE WEST YORKSHIRE
BRADFORD ROAD
KEIGHLEY

Town Centre
Built-Up Zone
Total Gross floor area: 16000 sqm
Survey date: WEDNESDAY 13/03/19 Survey Type: MANUAL

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

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	28557	0.148	5	28557	0.037	5	28557	0.185
08:00 - 09:00	5	28557	0.429	5	28557	0.062	5	28557	0.491
09:00 - 10:00	5	28557	0.388	5	28557	0.090	5	28557	0.478
10:00 - 11:00	5	28557	0.155	5	28557	0.088	5	28557	0.243
11:00 - 12:00	5	28557	0.153	5	28557	0.116	5	28557	0.269
12:00 - 13:00	5	28557	0.172	5	28557	0.189	5	28557	0.361
13:00 - 14:00	5	28557	0.143	5	28557	0.155	5	28557	0.298
14:00 - 15:00	5	28557	0.108	5	28557	0.201	5	28557	0.309
15:00 - 16:00	5	28557	0.129	5	28557	0.242	5	28557	0.371
16:00 - 17:00	5	28557	0.091	5	28557	0.298	5	28557	0.389
17:00 - 18:00	5	28557	0.162	5	28557	0.300	5	28557	0.462
18:00 - 19:00	5	28557	0.148	5	28557	0.198	5	28557	0.346
19:00 - 20:00	5	28557	0.092	5	28557	0.203	5	28557	0.295
20:00 - 21:00	5	28557	0.057	5	28557	0.120	5	28557	0.177
21:00 - 22:00	5	28557	0.028	5	28557	0.096	5	28557	0.124
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.403			2.395			4.798

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:	5700 - 65000 (units: sqm)
Survey date date range:	01/01/14 - 13/03/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

mode transport limited Lombard House, 145 Great Charles Street Birmimgham, B3 3LP Licence No: 754101

Calculation Reference: AUDIT-754101-210223-0258

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

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

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

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: 960 to 45000 (units: sqm)
Range Selected by User: 178 to 70291 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 13/11/19

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

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	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:

Commercial Zone	1
Built-Up Zone	6
High Street	1

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

Secondary Filtering selection:

Use Class:

B1	8 days

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

Filter by Use Class Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	2 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

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

Population within 5 miles:

125,001 to 250,000	3 days
250,001 to 500,000	3 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	3 days
No	5 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	8 days

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

LIST OF SITES relevant to selection parameters

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

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

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

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

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

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

4 GM-02-A-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*

5 SO-02-A-01 COUNCIL OFFICES SLOUGH
HIGH STREET
SLOUGH

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

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

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

7 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*

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

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	9036	0.412	8	9036	0.030	8	9036	0.442
08:00 - 09:00	8	9036	0.556	8	9036	0.064	8	9036	0.620
09:00 - 10:00	8	9036	0.437	8	9036	0.076	8	9036	0.513
10:00 - 11:00	8	9036	0.242	8	9036	0.155	8	9036	0.397
11:00 - 12:00	8	9036	0.155	8	9036	0.129	8	9036	0.284
12:00 - 13:00	8	9036	0.156	8	9036	0.131	8	9036	0.287
13:00 - 14:00	8	9036	0.147	8	9036	0.136	8	9036	0.283
14:00 - 15:00	8	9036	0.098	8	9036	0.149	8	9036	0.247
15:00 - 16:00	8	9036	0.105	8	9036	0.369	8	9036	0.474
16:00 - 17:00	8	9036	0.104	8	9036	0.517	8	9036	0.621
17:00 - 18:00	8	9036	0.044	8	9036	0.531	8	9036	0.575
18:00 - 19:00	8	9036	0.044	8	9036	0.151	8	9036	0.195
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.500			2.438			4.938

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:	960 - 45000 (units: sqm)
Survey date date range:	01/01/12 - 13/11/19
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 TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
08:00 - 09:00	8	9036	0.008	8	9036	0.008	8	9036	0.016
09:00 - 10:00	8	9036	0.003	8	9036	0.003	8	9036	0.006
10:00 - 11:00	8	9036	0.015	8	9036	0.015	8	9036	0.030
11:00 - 12:00	8	9036	0.011	8	9036	0.011	8	9036	0.022
12:00 - 13:00	8	9036	0.010	8	9036	0.010	8	9036	0.020
13:00 - 14:00	8	9036	0.010	8	9036	0.010	8	9036	0.020
14:00 - 15:00	8	9036	0.007	8	9036	0.007	8	9036	0.014
15:00 - 16:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
16:00 - 17:00	8	9036	0.006	8	9036	0.006	8	9036	0.012
17:00 - 18:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
18:00 - 19:00	8	9036	0.001	8	9036	0.001	8	9036	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.071			0.071			0.142

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	9036	0.001	8	9036	0.000	8	9036	0.001
08:00 - 09:00	8	9036	0.001	8	9036	0.003	8	9036	0.004
09:00 - 10:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
10:00 - 11:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
11:00 - 12:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
12:00 - 13:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
13:00 - 14:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
14:00 - 15:00	8	9036	0.001	8	9036	0.001	8	9036	0.002
15:00 - 16:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
16:00 - 17:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
17:00 - 18:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
18:00 - 19:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.004			0.007

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

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

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

	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	9036	0.014	8	9036	0.000	8	9036	0.014
08:00 - 09:00	8	9036	0.065	8	9036	0.000	8	9036	0.065
09:00 - 10:00	8	9036	0.028	8	9036	0.000	8	9036	0.028
10:00 - 11:00	8	9036	0.007	8	9036	0.006	8	9036	0.013
11:00 - 12:00	8	9036	0.003	8	9036	0.004	8	9036	0.007
12:00 - 13:00	8	9036	0.007	8	9036	0.008	8	9036	0.015
13:00 - 14:00	8	9036	0.008	8	9036	0.004	8	9036	0.012
14:00 - 15:00	8	9036	0.003	8	9036	0.006	8	9036	0.009
15:00 - 16:00	8	9036	0.006	8	9036	0.015	8	9036	0.021
16:00 - 17:00	8	9036	0.003	8	9036	0.024	8	9036	0.027
17:00 - 18:00	8	9036	0.000	8	9036	0.051	8	9036	0.051
18:00 - 19:00	8	9036	0.001	8	9036	0.026	8	9036	0.027
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.145			0.144			0.289

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

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

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

	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	9036	0.447	8	9036	0.032	8	9036	0.479
08:00 - 09:00	8	9036	0.610	8	9036	0.037	8	9036	0.647
09:00 - 10:00	8	9036	0.476	8	9036	0.073	8	9036	0.549
10:00 - 11:00	8	9036	0.263	8	9036	0.131	8	9036	0.394
11:00 - 12:00	8	9036	0.172	8	9036	0.142	8	9036	0.314
12:00 - 13:00	8	9036	0.177	8	9036	0.140	8	9036	0.317
13:00 - 14:00	8	9036	0.170	8	9036	0.152	8	9036	0.322
14:00 - 15:00	8	9036	0.109	8	9036	0.180	8	9036	0.289
15:00 - 16:00	8	9036	0.123	8	9036	0.400	8	9036	0.523
16:00 - 17:00	8	9036	0.091	8	9036	0.581	8	9036	0.672
17:00 - 18:00	8	9036	0.036	8	9036	0.589	8	9036	0.625
18:00 - 19:00	8	9036	0.040	8	9036	0.176	8	9036	0.216
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.714			2.633			5.347

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

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

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

	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	9036	0.159	8	9036	0.008	8	9036	0.167
08:00 - 09:00	8	9036	0.255	8	9036	0.024	8	9036	0.279
09:00 - 10:00	8	9036	0.252	8	9036	0.080	8	9036	0.332
10:00 - 11:00	8	9036	0.321	8	9036	0.183	8	9036	0.504
11:00 - 12:00	8	9036	0.285	8	9036	0.407	8	9036	0.692
12:00 - 13:00	8	9036	0.981	8	9036	1.256	8	9036	2.237
13:00 - 14:00	8	9036	1.017	8	9036	0.689	8	9036	1.706
14:00 - 15:00	8	9036	0.429	8	9036	0.386	8	9036	0.815
15:00 - 16:00	8	9036	0.190	8	9036	0.318	8	9036	0.508
16:00 - 17:00	8	9036	0.098	8	9036	0.273	8	9036	0.371
17:00 - 18:00	8	9036	0.022	8	9036	0.306	8	9036	0.328
18:00 - 19:00	8	9036	0.008	8	9036	0.087	8	9036	0.095
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.017			4.017			8.034

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	9036	0.102	8	9036	0.000	8	9036	0.102
08:00 - 09:00	8	9036	0.129	8	9036	0.007	8	9036	0.136
09:00 - 10:00	8	9036	0.107	8	9036	0.004	8	9036	0.111
10:00 - 11:00	8	9036	0.065	8	9036	0.037	8	9036	0.102
11:00 - 12:00	8	9036	0.068	8	9036	0.072	8	9036	0.140
12:00 - 13:00	8	9036	0.062	8	9036	0.059	8	9036	0.121
13:00 - 14:00	8	9036	0.037	8	9036	0.048	8	9036	0.085
14:00 - 15:00	8	9036	0.046	8	9036	0.059	8	9036	0.105
15:00 - 16:00	8	9036	0.029	8	9036	0.097	8	9036	0.126
16:00 - 17:00	8	9036	0.011	8	9036	0.095	8	9036	0.106
17:00 - 18:00	8	9036	0.001	8	9036	0.098	8	9036	0.099
18:00 - 19:00	8	9036	0.000	8	9036	0.048	8	9036	0.048
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.657			0.624			1.281

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	9036	0.107	8	9036	0.000	8	9036	0.107
08:00 - 09:00	8	9036	0.123	8	9036	0.000	8	9036	0.123
09:00 - 10:00	8	9036	0.123	8	9036	0.000	8	9036	0.123
10:00 - 11:00	8	9036	0.022	8	9036	0.001	8	9036	0.023
11:00 - 12:00	8	9036	0.011	8	9036	0.004	8	9036	0.015
12:00 - 13:00	8	9036	0.008	8	9036	0.012	8	9036	0.020
13:00 - 14:00	8	9036	0.004	8	9036	0.006	8	9036	0.010
14:00 - 15:00	8	9036	0.015	8	9036	0.047	8	9036	0.062
15:00 - 16:00	8	9036	0.004	8	9036	0.071	8	9036	0.075
16:00 - 17:00	8	9036	0.003	8	9036	0.104	8	9036	0.107
17:00 - 18:00	8	9036	0.001	8	9036	0.115	8	9036	0.116
18:00 - 19:00	8	9036	0.000	8	9036	0.048	8	9036	0.048
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.421			0.408			0.829

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	9036	0.209	8	9036	0.000	8	9036	0.209
08:00 - 09:00	8	9036	0.252	8	9036	0.007	8	9036	0.259
09:00 - 10:00	8	9036	0.230	8	9036	0.004	8	9036	0.234
10:00 - 11:00	8	9036	0.087	8	9036	0.039	8	9036	0.126
11:00 - 12:00	8	9036	0.079	8	9036	0.076	8	9036	0.155
12:00 - 13:00	8	9036	0.071	8	9036	0.072	8	9036	0.143
13:00 - 14:00	8	9036	0.042	8	9036	0.054	8	9036	0.096
14:00 - 15:00	8	9036	0.061	8	9036	0.107	8	9036	0.168
15:00 - 16:00	8	9036	0.033	8	9036	0.167	8	9036	0.200
16:00 - 17:00	8	9036	0.014	8	9036	0.199	8	9036	0.213
17:00 - 18:00	8	9036	0.003	8	9036	0.213	8	9036	0.216
18:00 - 19:00	8	9036	0.000	8	9036	0.097	8	9036	0.097
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.081			1.035			2.116

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	9036	0.829	8	9036	0.040	8	9036	0.869
08:00 - 09:00	8	9036	1.181	8	9036	0.068	8	9036	1.249
09:00 - 10:00	8	9036	0.985	8	9036	0.158	8	9036	1.143
10:00 - 11:00	8	9036	0.678	8	9036	0.358	8	9036	1.036
11:00 - 12:00	8	9036	0.538	8	9036	0.629	8	9036	1.167
12:00 - 13:00	8	9036	1.235	8	9036	1.476	8	9036	2.711
13:00 - 14:00	8	9036	1.237	8	9036	0.899	8	9036	2.136
14:00 - 15:00	8	9036	0.602	8	9036	0.678	8	9036	1.280
15:00 - 16:00	8	9036	0.351	8	9036	0.901	8	9036	1.252
16:00 - 17:00	8	9036	0.206	8	9036	1.076	8	9036	1.282
17:00 - 18:00	8	9036	0.061	8	9036	1.159	8	9036	1.220
18:00 - 19:00	8	9036	0.050	8	9036	0.386	8	9036	0.436
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.953			7.828			15.781

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

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

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

	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	9036	0.055	8	9036	0.014	8	9036	0.069
08:00 - 09:00	8	9036	0.138	8	9036	0.010	8	9036	0.148
09:00 - 10:00	8	9036	0.138	8	9036	0.029	8	9036	0.167
10:00 - 11:00	8	9036	0.107	8	9036	0.090	8	9036	0.197
11:00 - 12:00	8	9036	0.076	8	9036	0.055	8	9036	0.131
12:00 - 13:00	8	9036	0.051	8	9036	0.043	8	9036	0.094
13:00 - 14:00	8	9036	0.066	8	9036	0.058	8	9036	0.124
14:00 - 15:00	8	9036	0.046	8	9036	0.064	8	9036	0.110
15:00 - 16:00	8	9036	0.044	8	9036	0.084	8	9036	0.128
16:00 - 17:00	8	9036	0.047	8	9036	0.133	8	9036	0.180
17:00 - 18:00	8	9036	0.024	8	9036	0.127	8	9036	0.151
18:00 - 19:00	8	9036	0.011	8	9036	0.077	8	9036	0.088
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.803			0.784			1.587

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	9036	0.011	8	9036	0.010	8	9036	0.021
08:00 - 09:00	8	9036	0.022	8	9036	0.021	8	9036	0.043
09:00 - 10:00	8	9036	0.004	8	9036	0.004	8	9036	0.008
10:00 - 11:00	8	9036	0.010	8	9036	0.008	8	9036	0.018
11:00 - 12:00	8	9036	0.008	8	9036	0.007	8	9036	0.015
12:00 - 13:00	8	9036	0.017	8	9036	0.018	8	9036	0.035
13:00 - 14:00	8	9036	0.004	8	9036	0.003	8	9036	0.007
14:00 - 15:00	8	9036	0.004	8	9036	0.004	8	9036	0.008
15:00 - 16:00	8	9036	0.010	8	9036	0.010	8	9036	0.020
16:00 - 17:00	8	9036	0.015	8	9036	0.018	8	9036	0.033
17:00 - 18:00	8	9036	0.010	8	9036	0.010	8	9036	0.020
18:00 - 19:00	8	9036	0.004	8	9036	0.004	8	9036	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.119			0.117			0.236

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	9036	0.004	8	9036	0.000	8	9036	0.004
08:00 - 09:00	8	9036	0.006	8	9036	0.001	8	9036	0.007
09:00 - 10:00	8	9036	0.006	8	9036	0.000	8	9036	0.006
10:00 - 11:00	8	9036	0.001	8	9036	0.000	8	9036	0.001
11:00 - 12:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
12:00 - 13:00	8	9036	0.000	8	9036	0.001	8	9036	0.001
13:00 - 14:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
14:00 - 15:00	8	9036	0.001	8	9036	0.000	8	9036	0.001
15:00 - 16:00	8	9036	0.000	8	9036	0.003	8	9036	0.003
16:00 - 17:00	8	9036	0.003	8	9036	0.004	8	9036	0.007
17:00 - 18:00	8	9036	0.000	8	9036	0.012	8	9036	0.012
18:00 - 19:00	8	9036	0.000	8	9036	0.000	8	9036	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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.*

mode
transport planning

keep up with mode:

Birmingham
0121 794 8390

London
020 7293 0217

Manchester
0161 464 9495

Reading
0118 211 8180

info@modetransport.co.uk modetransport.co.uk @mode_transport