

MANCHESTER INNOVATION ACTIVITIES HUB, BASE BUILDING TRANSPORT STATEMENT ADDENDUM

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Client Name: Bruntwood SciTech

Client Address: Union, 2-10 Albert Square, Manchester, M2 6LW

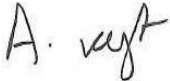
Site Address: Base, Greenheys Lane, Manchester M15 6LR

Control Sheet

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P02	Second issue, amended to comments	LL	LL	03 August 2023
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Author	Signature	Date
Lynnie Ler MEng (Hons) MCIHT Transport Planner		04 August 2023

Reviewed	Signature	Date
Alex Vogt BSc (Hons) MSc FCIHT TPP Board Director		04 August 2023

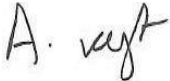
Authorised	Signature	Date
Alex Vogt BSc (Hons) MSc FCIHT TPP Board Director		04 August 2023

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1.0 Introduction

1.1 Background and Planning History

- 1.1.1 Curtins has been appointed on behalf of Bruntwood Sci-Tech (hereafter referred to as 'Bruntwood') to provide traffic and transportation advice in relation to the change of use within the Base Building within Manchester Science Park (MSP).

Development to Date

- 1.1.2 An application for Prior Approval of the Proposed Demolition of the former Base Building (Manchester City Council (MCC) planning reference: 124417/DEM/2019) was submitted and approved in August 2019.

- 1.1.3 Curtins was subsequently appointed to provide traffic and transportation advice in for the full planning application of the site (MCC planning reference: 125018/FO/2019), with the following development description:

"Erection of a five storey building comprising offices (Use Class B1) and ancillary workshop and maker space, together with associated disabled car and cycle parking, landscaping, provision of plant and servicing and related access and highways works, and other associated works. | Base (Hillel House) Greenheys Lane Manchester Science Park Manchester M15 6LR"

- 1.1.4 The planning application was approved in 2020. Subsequently, a non-material amendment was submitted (MCC planning reference: 132336/NMC/2021) in 2021 and approved in 2022, for the following description:

"Non Material Change to planning permission 125018/FO/2019 to allow alterations to landscaping, including tree retention and replanting | Base Greenheys Lane Manchester M15 6LR"

- 1.1.5 The development was completed in 2022. In 2023, Curtins assisted Bruntwood with a change of use application (MCC planning reference: 136296/FO/2023) for the following description:

"Change of Use of Levels 1 and 2 of the Base building from office use (Use Class E) to Education use (Use Class F.1a) together with external alterations to the east elevation facade and landscaping to accommodate the inclusion of a new fire escape door. | Levels 1 And 2 Base Greenheys Lane Manchester Science Park Manchester M15 6LR"

- 1.1.6 The change of use application was approved in 2023, with the occupation of the education use (by London College of Accounting (LCA)) anticipated in September 2023.

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Current Proposals

- 1.1.7 This Transport Statement (TS) Addendum has been prepared in support of an application for Full Planning Permission for the Change of Use of makerspace units 3 and 4 at ground floor and makerspace units OM.04 and OM.03 and office space at mezzanine level at the Base Building from office use (Use Class E) to a flexible use comprising Use Class E (Office) and Use Class F.1a (Education).
- 1.1.8 The units would be occupied by Manchester Innovation Activities Hub (MIAH). MIAH is proposed to be a new community learning (education) space providing Industry 4.0 vocational and life skills training to prepare residents living in surrounding communities for 'hard to fill' occupations requiring specialist skills. It is proposed to provide training specifically in new technologies aligned to advanced manufacturing and the electrification of transport, and is specifically targeted at underrepresented communities.
- 1.1.9 The proposals would provide industrial grade equipment, indoor fabrication facility with an emphasis on rapid industrial prototyping, advanced materials, digital and low carbon propulsion technologies. This skills training facility and space will provide high quality vocational training.
- 1.1.10 MIAH's occupation is scheduled to take place in April 2024, with up to 57 people (45 learners and 12 staff) attending the site at any one time.
- 1.1.11 The demise plans of the ground and mezzanine floors are included in **Appendix A** to the rear of the report.

1.2 Purpose of the Report

- 1.2.1 In 2019, Curtins prepared a Transport Statement (TS) (Document reference: 72257-CUR-00-XX-RP-TP-001) to accompany the initial planning application.
- 1.2.2 This TS Addendum has been prepared as an update to the 2019 TS, and to inform Highway Officers at Manchester City Council (MCC) with regard to the change of use development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

1.3 Structure of the Report

- 1.3.1 This TS Addendum contains the following:
- **Section 2** – An update to the existing situation (capturing the completed Base Building and its environment) and highway safety within the vicinity of the site for the most recent five years;
 - **Section 3** – Details of the change of use proposals;

- **Section 4** – An update to the accessibility by all modes of travel including walking, cycling, and public transport;
- **Section 5** – Details of future vehicular trips and commentary on any highway impacts;
- **Section 6** – An update to the relevant national and regional transport planning policy; and
- **Section 7** – A report summary and conclusion.

2.0 Updates to Existing Situation

2.1 Existing Use, Access, and Parking

- 2.1.1 The Base Building comprises five storeys, with pedestrian and cycle access provided off Greenheys Lane to the north-west. The main entrance to the building is located at the north-east of the building, where staff and visitors can access lifts and stairs to other floors, along with the ground floor meeting rooms / office suites.
- 2.1.2 The pedestrian and cycle access is level with the carriageway to provide easy access for cyclists, and is lined with green space and tree planting. There are 12 Sheffield cycle hoops located to the east of the building (equivalent to 24 spaces) at a cycle shelter, which is covered and secure. There is also a cycle store within the building that comprises an additional 42 spaces in the form of cycle racks. There are drying rooms, lockers, and shower and changing areas that can be accessed from the cycle store.
- 2.1.3 The Manchester Science Park (MSP) campus is permeable from the north-east of the site, with a path that leads pedestrians and cyclists directly to Pencroft Way in the east.
- 2.1.4 Vehicles can access the site from a new junction further to the south-west of the building, which leads to 3 no. disabled parking bays located at the west of the building.
- 2.1.5 It is envisaged that the accessible bays would be allocated on a permit basis, where by tenants at the site could request for a permit for their staff with limited mobility to utilise these bays if needed.
- 2.1.6 As part of the consented planning application, swept path analysis drawings have been provided which demonstrate that large refuse vehicles and a 10m Heavy Goods Vehicle (HGV) can utilise the south-western access to enter / exit from the site in forward gear.

2.2 Highway Safety

- 2.2.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the TfGM reported road accidents website for the most recent five years (October 2017 – September 2022 inclusive). The details of the search are contained in **Figure 2.1**, and a breakdown of the information is contained in **Table 2.1**:

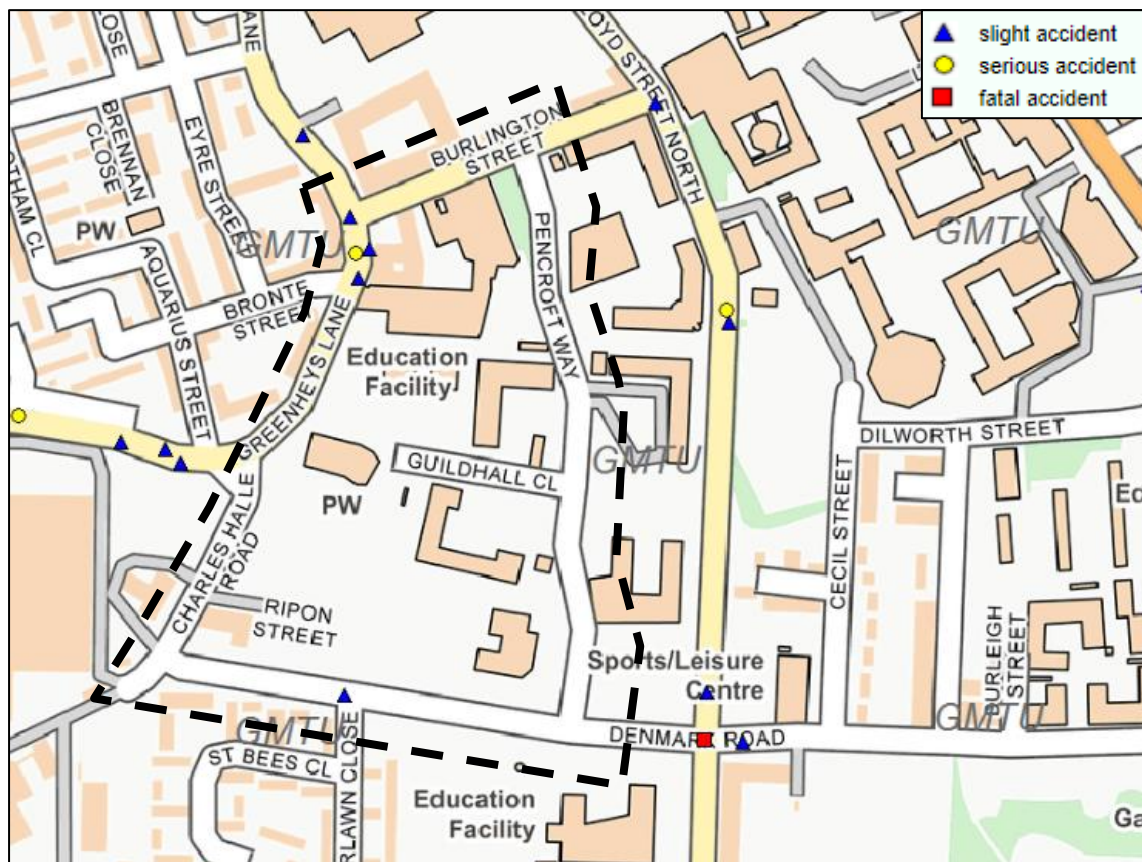


Figure 2.1 – Extents of Search Area

(Source: TfGM and OS Maps, 2023)

Junction / Link	Slight	Serious	Fatal	Total
Greenheys Lane	1	1	0	2
Greenheys Lane / Burlington Street	1	0	0	1
Greenheys Lane / Bronte Street	1	0	0	1
Denmark Road / Fairlawn Close	1	0	0	1
Total	4	1	0	5

Table 2.1 – Personal Injury Accident Data Summary

2.2.2 There has been a total of 5 accidents in the latest five-year period available, comprising 4 'slight' severity incidents and 1 'serious' severity incident. No fatal accidents have been recorded in the study area and period.

2.2.3 Whilst all collisions are regrettable, it is not considered that there is an existing safety issue that is likely to be exacerbated by the development.

3.0 Development Proposals

3.1 Overview of Proposals

- 3.1.1 A planning application is intended to be submitted for Full Planning Permission for the Change of Use of makerspace units 3 and 4 at ground floor and makerspace units OM.04 and OM.03 and office space at mezzanine level at the Base Building from office use (Use Class E) to a flexible use comprising Use Class E (Office) and Use Class F.1a (Education).
- 3.1.2 MIAH have confirmed that their main operational hours would be Mondays to Saturdays, 08:00 – 21:00. There would be up to 45 learners and 12 staff at the site at any one time. MIAH will offer specific training to learners aged 18 and above, and anticipate the target audience for learners to be unemployed graduates, women, and over 50s.
- 3.1.3 It is not anticipated that the change of use proposals would result in a significant increase in traffic on the existing highway network when compared to the consented uses (detailed in **Section 5** below), as such it is not envisaged that there would be a significant increase in parking requirements of the site.
- 3.1.4 It is expected that the majority of staff and learners of MIAH would travel to the site by sustainable modes of transport, particularly given the target site users are from the surrounding communities accessible by nature.
- 3.1.5 The demise plans of the ground and mezzanine floors are included in **Appendix A** to the rear of the report.

3.2 Access, Parking, and Servicing Arrangements

Access Arrangements

- 3.2.1 It is not envisaged that there would be any changes to the existing access arrangements of the development.

Parking Arrangements

- 3.2.2 Future site users would be encouraged to travel by sustainable modes of transport where possible, and it will be clearly communicated that there are no car parking spaces at the site (except for disabled parking, which can be allocated if required).
- 3.2.3 Further initiatives to encourage travel by sustainable modes are outlined in the consented Interim Travel Plan (Document Reference: 72257-CUR-00-XX-RP-TP-002) for the Base Building.
- 3.2.4 The measures set out in the Interim Travel Plan submitted in support of the Base Planning Application and as part of this application will be adopted by the Occupier. It is requested that a condition similar to

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that included on the previous Permission for the Change of Use at Base (Ref. 136296/FO/2023) as shown below is reflected on any subsequent Decision for this application:

“5) Within six months of the commencement of the use hereby approved, a revised Travel Plan which is consistent with the Interim Travel Plan submitted as part of the application and which takes into account the information about travel patterns gathered following the opening of the building and the impacts of the use of the building for the purpose hereby approved shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.”

3.2.5 In the recently consented Greenheys Building development to the north of the site (MCC planning reference: 136934/FO/2023), Bruntwood have outlined that the new parking strategy would be as follows:

- Tenants across MSP would be allowed to lease parking spaces within the surface car parks across MSP at a 1:1,000 sq. ft. ratio; and
- Any tenants whose staff or visitors require additional spaces would be redirected to the surface car park at Denmark Road (comprising 157 spaces), which holds temporary consent which expires in 2027 (MCC planning reference: 136942/FO/2023), and is intended to be converted into a pay-and-display car park.

3.2.6 As MIAH would occupy c. 930 sqm of floorspace, equivalent to c. 10,010 sq. ft., MIAH would be offered the option to lease up to 10 spaces within MSP for parking requirements of their staff / learners if necessary. Should additional learners and staff from MIAH wish to travel by private car, they would be redirected to the Denmark Road pay-and-display surface car park.

3.2.7 As such, the existing MSP campus' extensive areas of surface car parking would be able to accommodate any parking requirements of the change of use development should this be necessary, and there would not be public parking unless in permitted areas (i.e., those with a lease to park at leased spaces, whereas those without a lease to park at the pay-and-display car park).

Cycle Parking Arrangements

3.2.8 Curtins note that the consented development comprises a total of 66 cycle parking spaces spread out across a secure cycle store within the building (42 spaces) and under a covered cycle shelter outside the building (24 spaces), meant to cater for the entire Base Building.

3.2.9 Assuming the spaces are pro-rated (as MIAH is occupying 930 sqm out of the 8,508 sqm of Base, fair use for MIAH occupants and visitors would be c. 11% of the cycle parking), it would mean that MIAH's occupants and visitors could be using up to 7 spaces of the total parking provision.

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- 3.2.10 Under MCC's Core Strategy, cycle parking requirements for higher and further education use are a minimum of 1 space per 5 staff plus 1 space per 3 students. This would equate to a provision of c. 18 cycle spaces at the site for use by MIAH.
- 3.2.11 Alternatively, another method of identifying cycle parking requirements would be via proposed occupancy compared to consented occupancy. Base was consented for a maximum occupancy of up to 800, across a floorspace of 8,508 sqm NIA. If this figure was pro-rated to the 930 sqm floorspace intended to be occupied by MIAH, this would equate to a consented occupancy figure of 87 people over this floorspace.
- 3.2.12 Given that MIAH anticipate up to 57 people (45 learners and 12 staff) present at the site at any one time, the change of use proposals would not result in an increase in occupancy compared to the consented proposals.
- 3.2.13 On the basis of comparing proposed and consented occupancy, it is not envisaged that additional cycle parking would be required. Whereas on the basis of comparing cycle parking requirements based on proposed and consented use, it is considered that the provision of 11 extra spaces (to meet the requirement of 18 spaces based on MCC parking standards) would not be appropriate for the site at the time of writing, as although there could be up to 45 learners present at the site at any one time, this is the worst-case scenario and it is anticipated that the daily learners would not regularly reach this limit.
- 3.2.14 It is also envisaged that not all of the staff and learners attending the site would choose to visit the site by bicycle as, given the accessible nature of the site, it is expected that people will use other modes of sustainable transport such as walking and public transport.
- 3.2.15 Notwithstanding, as part of the Travel Plan measures, the use of cycle spaces would be monitored, and the number of spaces can be increased in the future (through the installation of additional cycle shelters) if there is demand for additional spaces.
- 3.2.16 Additionally, future cycle parking provision will also form part of a wider comprehensive parking strategy for the MSP Strategic Regeneration Framework (SRF) area.

Servicing Arrangements

- 3.2.17 MIAH have reviewed the consented Waste Management Strategy (WMS) accompanying the 2019 planning application (Document reference: 084384-CUR-00-XX-RP-TP-003) and confirmed that they would comply with the guidelines and waste generation volumes stated. As such, it is envisaged that there will be no changes to the consented WMS.

4.0 Updates to Accessibility by Sustainable Modes of Travel

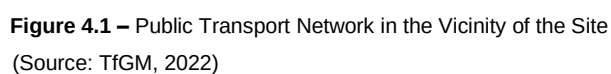
4.1 Pedestrian Accessibility

- 4.1.1 There are no material changes to the areas accessible within a 500m, 1,000m, and 2,000m walking distance of the site as stated in the 2019 consented TS.
- 4.1.2 Future staff and learners of MIAH will be able to benefit from the retail and leisure uses that offer key amenities to staff at MSP, the amenities on Oxford Road such as Manchester Aquatics Centre, pharmacies and healthcare centres, the residential neighbourhood of Hulme to the west of the site, and Oxford Road (which includes cafés, restaurants, bars, take-aways, convenience stores, retail outlets, places of worship, high street banks, All Saints Park, hotels and gym / leisure facilities).
- 4.1.3 Manchester City Centre is accessible within 2,000m walk from the site, ensuring that walking is a realistic mode of travel for staff or learners who live in the city centre. Access to larger supermarkets and Manchester Royal Infirmary is also achievable.
- 4.1.4 There is already a high pedestrian footfall in the area, and so high-quality pedestrian facilities exist along the main roads, for example a permeable pedestrian / cyclist footpath network throughout the MSP. It is considered that the site is situated within a highly accessible area, with a number of complimentary land uses within walking distance.

4.2 Cycle Accessibility

- 4.2.1 There are no material changes to the areas accessible within an 8km cycling distance of the site as stated in the 2019 consented TS.
- 4.2.2 The 8km catchment encompasses areas such as Cheetham Hill, Broughton, Harpurhey and southern parts of Blackley and Prestwich to the north, the eastern part of Pendlebury, Swinton, Eccles, Trafford Park and Urmston to the west, East Didsbury and the northern parts of Sale and Cheadle to the south and Denton and western parts of Ashton-under-Lyne to the east.
- 4.2.3 Cycle infrastructure in the immediate vicinity of the MSP is reasonable with dedicated cycleways along some sections of Greenheys Lane and Higher Cambridge Street and advanced stop lines for cyclists at a number of junctions surrounding the site. The new pedestrian / cycle access into the site via Greenheys Lane also contributes to the ease of accessibility of the site by cycle, as cyclists do not need to dismount to enter the site.
- 4.2.4 Being mostly residential in nature, the surrounding roads are considered relatively conducive to cycling. The reduced speed limits and the presence of footways, street lighting, schools, and active frontages also encourages low vehicle speeds.

4.3.1 An updated public transport map is shown in **Figure 4.1** below:



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- 4.3.3 There are also more bus stops along Higher Cambridge Street and Oxford Road at an approximate 550m and 625m walk to the north-east and east of the site respectively.
- 4.3.4 Detailed timetables of bus and rail services were included in the 2019 consented TS; however it is noted that the provision of public transport services will change during different seasons in the year and over time in response to current circumstances.
- 4.3.5 It is recommended that up-to-date bus and rail times can be found at the following websites:
- Bus Services: tfgm.com/public-transport/bus;
 - Rail Services from Oxford Road station:
 - Northern Rail: <https://www.northernrailway.co.uk/travel/timetables>;
 - East Midlands Railway: <https://www.eastmidlandsrailway.co.uk/timetables>;
 - Transpennine Express: <https://www.tpexpress.co.uk/travel-updates/timetables>; and
 - Transport for Wales: <https://tfw.wales/service-status/timetables>.

4.4 Summary

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

5.0 Updates to Highway Impact

5.1 Introduction

5.1.1 The following section contains trip generation analysis based on the change of use proposals during the weekday AM and PM peak hours.

5.1.2 In order to undertake the assessment, the TRICS database has been used. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK.

5.2 Consented Trip Generation

5.2.1 Trip generation for the consented development was calculated based on circa 8,508m² Net Internal Area (NIA) of commercial office floorspace (Use Class B1). The level of trips generated by the consented development uses are summarised in **Table 5.1** below. These are also pro-rated to the c. 930m² floorspace that MIAH is anticipated to occupy at the site:

Modes of Travel	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Consented Development (8,508 sqm NIA)						
Vehicles	98	12	<u>110</u>	7	69	<u>76</u>
Cyclists	12	2	14	2	9	11
Pedestrians	10	2	12	3	10	13
Public Transport	8	4	12	0	5	5
Consented Development (c. 930 sqm)						
Vehicles	11	1	<u>12</u>	1	8	<u>8</u>
Cyclists	1	0	1	0	1	1
Pedestrians	1	0	1	0	1	1
Public Transport	1	0	1	0	1	1

Table 5.1 – Consented Development Trip Generation
(Figures have been rounded to the nearest whole number)

5.2.2 The number of vehicle trips generated by office use within 930m² of the consented development could equate to 12 and 8 two-way movements in the typical AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00) respectively. At the time of submission, it was clarified that this trip generation is a worst-case scenario and is likely to be lower than forecasted due to TRICS data not being entirely representative of the site's conditions.

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5.3 Forecasted Trip Generation

- 5.3.1 The proposed use of the building is as a community education establishment across a floorspace of c. 930m². The level of trips generated have been estimated using multi-modal peak hour trip rates obtained from surveys of sites of a similar size and nature. The full search criteria used in the TRICS database are presented in **Appendix B. Table 5.2** below summarises this. All trip rates are per 100m²:

TRICS – Community Education	Average TRICS Trip Rates AM (08:00 – 09:00)				Average TRICS Trip Rates PM (17:00 – 18:00)			
	Arrive	Depart	Total	Modal Split (%)	Arrive	Depart	Total	Modal Split (%)
Vehicles	0.896	0.561	1.457	66%	0.356	0.453	0.809	40%
Cyclists	0.054	0.022	0.076	3%	0.022	0.043	0.065	3%
Pedestrians	0.367	0.097	0.464	21%	0.27	0.248	0.518	26%
Public Transport	0.216	0.011	0.227	10%	0.367	0.27	0.637	31%

Table 5.2 – Proposed Multi-Modal Trip Rates and Split

- 5.3.2 From **Table 5.2** above, the total number of trips generated by the proposed community education uses can be found. This is provided in **Table 5.3**:

930 sqm	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	8	5	14	3	4	8
Cyclists	1	0	1	0	0	1
Pedestrians	3	1	4	3	2	5
Public Transport	2	0	2	3	3	6

Table 5.3 – Proposed Trip Generation

(Figures have been rounded to the nearest whole number)

- 5.3.3 The number of vehicle trips generated by the proposed community education uses could equate to 14 and 8 two-way movements respectively in the normal AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00).
- 5.3.4 It is noted that the target users for the site are from the immediate surrounding communities, therefore it is expected that the number of vehicular trips would be much lower as future learners will be in walking / cycling distance of the site, which is also easily accessible by sustainable modes of transport.
- 5.3.5 It is also noted that trip rates for community education uses are similar that of employment uses. Notwithstanding, learners may not need to travel to the site every day, or they may only be required to travel to the site at certain hours when they have scheduled sessions; unlike employees who arrive at the normal AM and PM peak hours and work at a site throughout the day.

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- 5.3.6 Travel patterns in Manchester and across the whole of the UK have also shifted significantly prior to and as a result of the COVID-19 pandemic, with many employers and education bodies adopting remote / hybrid working / learning policies, which in turn reduce the number and / or frequency of people travelling to work / for study.
- 5.3.7 **Section 4** above has also demonstrated that the site is highly accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits excellent levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.
- 5.3.8 Considering the above, the highly accessible nature of the site, the lack of on-site car parking, and the good level of cycle parking provision, the number of vehicular journeys is a worst-case assessment as less people would be motivated to travel by car.

5.4 Net Impact

- 5.4.1 The following **Table 5.4** indicates the net impact of change of use proposals at the site.

Land Use	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Consented Office Development (c. 930 sqm)						
Vehicles	11	1	12	1	8	8
Cyclists	1	0	1	0	1	1
Pedestrians	1	0	1	0	1	1
Public Transport	1	0	1	0	1	1
Proposed Community Education Use Trip Generation (c. 930 sqm)						
Vehicles	8	5	14	3	4	8
Cyclists	1	0	1	0	0	1
Pedestrians	3	1	4	3	2	5
Public Transport	2	0	2	3	3	6
Net Impact						
Vehicles	-2	+4	2	+3	-3	-1
Cyclists	-1	0	-1	0	-1	-1
Pedestrians	+2	+1	+3	+2	+1	+3
Public Transport	+1	0	+1	+3	+2	+5

Table 5.4 – Net Impact

(Figures have been rounded to the nearest whole number)

- 5.4.2 The educational uses at the site could result in a slight increase of 2 two-way vehicular trips in the typical AM peak period, and a slight decrease of 1 two-way vehicular trip in the PM peak period. It is also anticipated that there would be an increase in trips by walking and public transport.
- 5.4.3 As such, it is not envisaged that the change of use would result in a significant impact on the existing highway network.

6.0 Updates to Transport Planning Policy

6.1 National Planning Policy

National Planning Policy Framework (2021)

6.1.1 An update to the NPPF was published in 2021, whereby changes pertaining to transport are as follows.

6.1.2 Paragraph 110 (formerly Paragraph 108) states that in assessing sites that may be allocated for development in plans, or specific applications for development, there is an additional requirement to ensure that:

“the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code”

6.1.3 As the application does not include any changes to the design of the completed site, it is envisaged that this change is not particularly relevant to the change of use proposals.

6.1.4 Paragraph 112 (formerly Paragraph 110) states that applications for development should also:

- *“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.”*

6.1.5 There are no changes to the servicing and delivery strategy, nor are there any plans for additional car parking, therefore this change is not particularly relevant to the change of use proposals. The completed disabled parking spaces have not been fitted with electric vehicle (EV) charging points, however as part of the Travel Plan measures, any requests for EV charging at the disabled bays will be monitored, and the appropriate infrastructure can be installed in the future if there is demand for it.

6.1.6 Additional car parking requirements for the building would be redirected elsewhere on the MSP site (for staff / visitors who have a leased parking space via MIAH) or to the temporary surface car park at Denmark Road (for staff / visitors who do not have a leased parking space) in the short term. There are no EV parking spaces at the Denmark Road temporary surface car park, however there are some spaces within the MSP site that are equipped with EV charging equipment.

6.1.7 There will also be a more comprehensive review of parking provision across the SRF area, and provision of EV infrastructure is identified as a key development phase within the SRF. This is considered an appropriate commitment to accommodate future staff or learners at MIAH (and within the wider MSP site) who wish to travel by electric vehicles.

6.2 Regional Planning Policy

Greater Manchester Spatial Framework (GMSF)

- 6.2.1 Following the decision of Stockport Council to withdraw from the Greater Manchester Spatial Framework (GMSF) in December 2020, it was announced that the GMSF is no longer being progressed. Instead, the other 9 Greater Manchester boroughs would be embarking on a new joint development plan, known as the Places for Everyone (PfE) plan. There are no specific allocations located at or in the vicinity of the Base Building.

Greater Manchester Transport Strategy 2040

- 6.2.2 In 2021, TfGM updated the 2040 Vision for Transport. Notwithstanding, the contents of the Transport Strategy remain similar to those quoted in the 2019 consented TS.

6.3 Summary

- 6.3.1 It is considered that the change of use proposals is in line with national and regional transport policies and guidance.

7.0 Summary and Conclusions

7.1 Summary

7.1.1 Curtins has been appointed on behalf of Bruntwood Sci-Tech to provide traffic and transportation advice in relation to the change of use within the Base Building within Manchester Science Park (MSP).

7.1.2 Curtins was subsequently appointed to provide traffic and transportation advice in for the full planning application of the site (MCC planning reference: 125018/FO/2019), with the following development description:

“Erection of a five storey building comprising offices (Use Class B1) and ancillary workshop and maker space, together with associated disabled car and cycle parking, landscaping, provision of plant and servicing and related access and highways works, and other associated works. | Base (Hillel House) Greenheys Lane Manchester Science Park Manchester M15 6LR”

7.1.3 The planning application was approved in 2020. Subsequently, a non-material amendment was submitted (MCC planning reference: 132336/NMC/2021) in 2021 and approved in 2022, for the following description:

“Non Material Change to planning permission 125018/FO/2019 to allow alterations to landscaping, including tree retention and replanting | Base Greenheys Lane Manchester M15 6LR”

7.1.4 The development was completed in 2022. In 2023, Curtins assisted Bruntwood with a change of use application (MCC planning reference: 136296/FO/2023) for the following description:

“Change of Use of Levels 1 and 2 of the Base building from office use (Use Class E) to Education use (Use Class F.1a) together with external alterations to the east elevation facade and landscaping to accommodate the inclusion of a new fire escape door. | Levels 1 And 2 Base Greenheys Lane Manchester Science Park Manchester M15 6LR”

7.1.5 The change of use application was approved in 2023, with the occupation of the education use (by London College of Accounting (LCA)) anticipated in September 2023.

7.1.6 This Transport Statement (TS) Addendum has been prepared in support of an application for Full Planning Permission for the Change of Use of makerspace units 3 and 4 at ground floor and makerspace units OM.04 and OM.03 and office space at mezzanine level at the Base Building from office use (Use Class E) to a flexible use comprising Use Class E (Office) and Use Class F.1a (Education).

7.1.7 The units would be occupied by Manchester Innovation Activities Hub (MIAH). MIAH's occupation is scheduled to take place in April 2024, with up to 57 people (45 learners and 12 staff) attending the site at any one time.

Transport Statement Addendum

- 7.1.8 An updated review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the development.
- 7.1.9 Relevant details of the change of use proposals have been provided. It is not envisaged that there would be any changes to the existing access, parking, and servicing arrangements of the development.
- 7.1.10 It is considered the site is highly accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. Staff and learners of MIAH would be encouraged to travel by sustainable modes of transport where possible, and it will be clearly communicated that there are no car parking spaces at the site (except for disabled parking, which can be allocated if required).
- 7.1.11 The likely number of vehicular trips associated with the change of use proposals have been determined using a TRICS assessment. The educational uses at the site could result in a slight increase of 2 two-way vehicular trips in the typical AM peak period, and a slight decrease of 1 two-way vehicular trip in the PM peak period. It is also anticipated that there would be an increase in trips by walking and public transport. As such, it is not envisaged that the change of use would result in a significant impact on the existing highway network.
- 7.1.12 An updated review of relevant national and regional transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

7.2 Conclusions

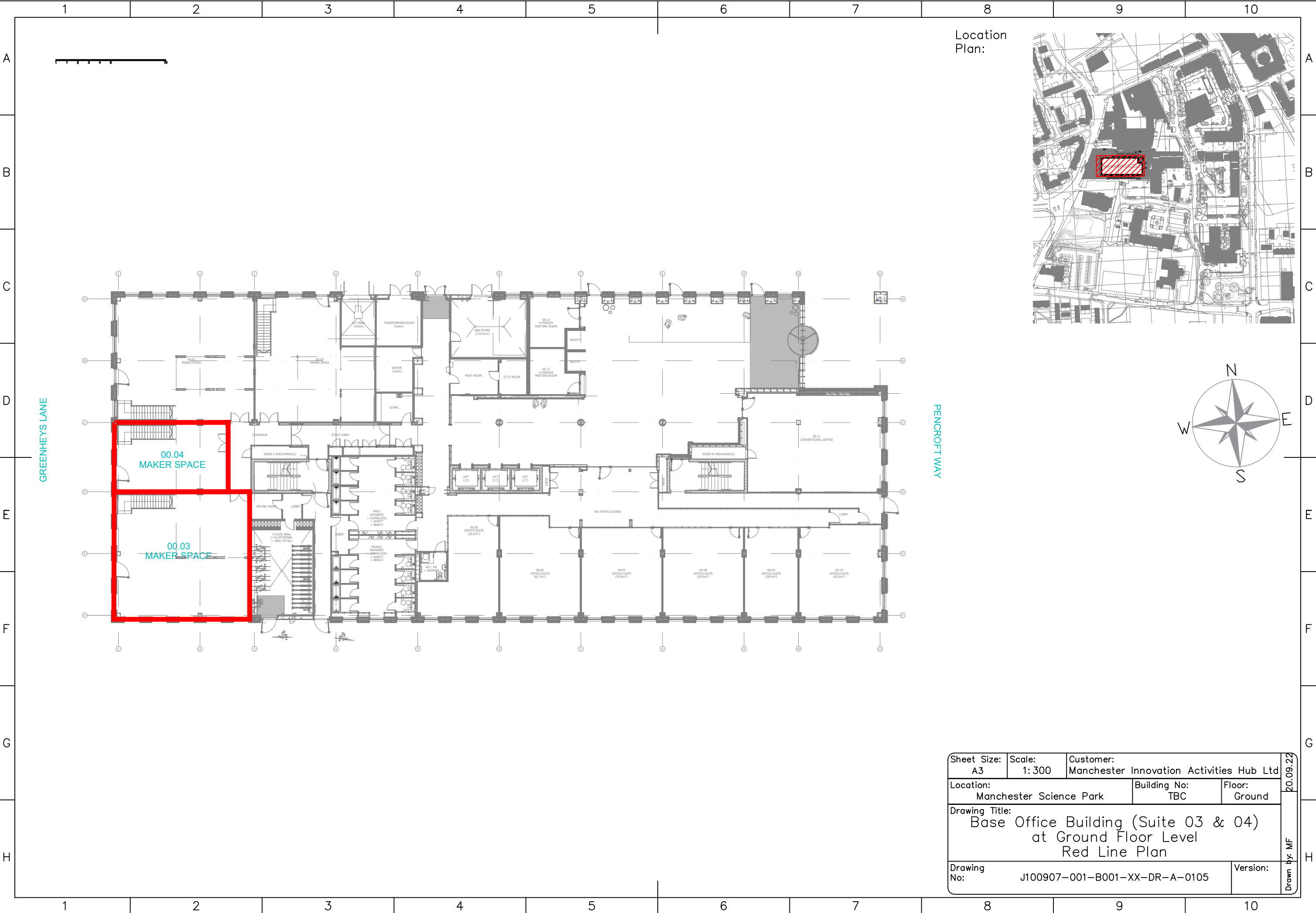
- 7.2.1 It is reasonable to conclude that the change of use proposals is in accordance with Paragraph 111 of the NPPF, as it would not have an unacceptable impact on highway safety, nor would there be a severe impact on the surrounding highway network.
- 7.2.2 From a traffic and transportation perspective, there are no reasons why the change of use proposals should not be granted planning approval.

084384 Manchester Innovation Activities Hub, Base
Building

Transport Statement Addendum

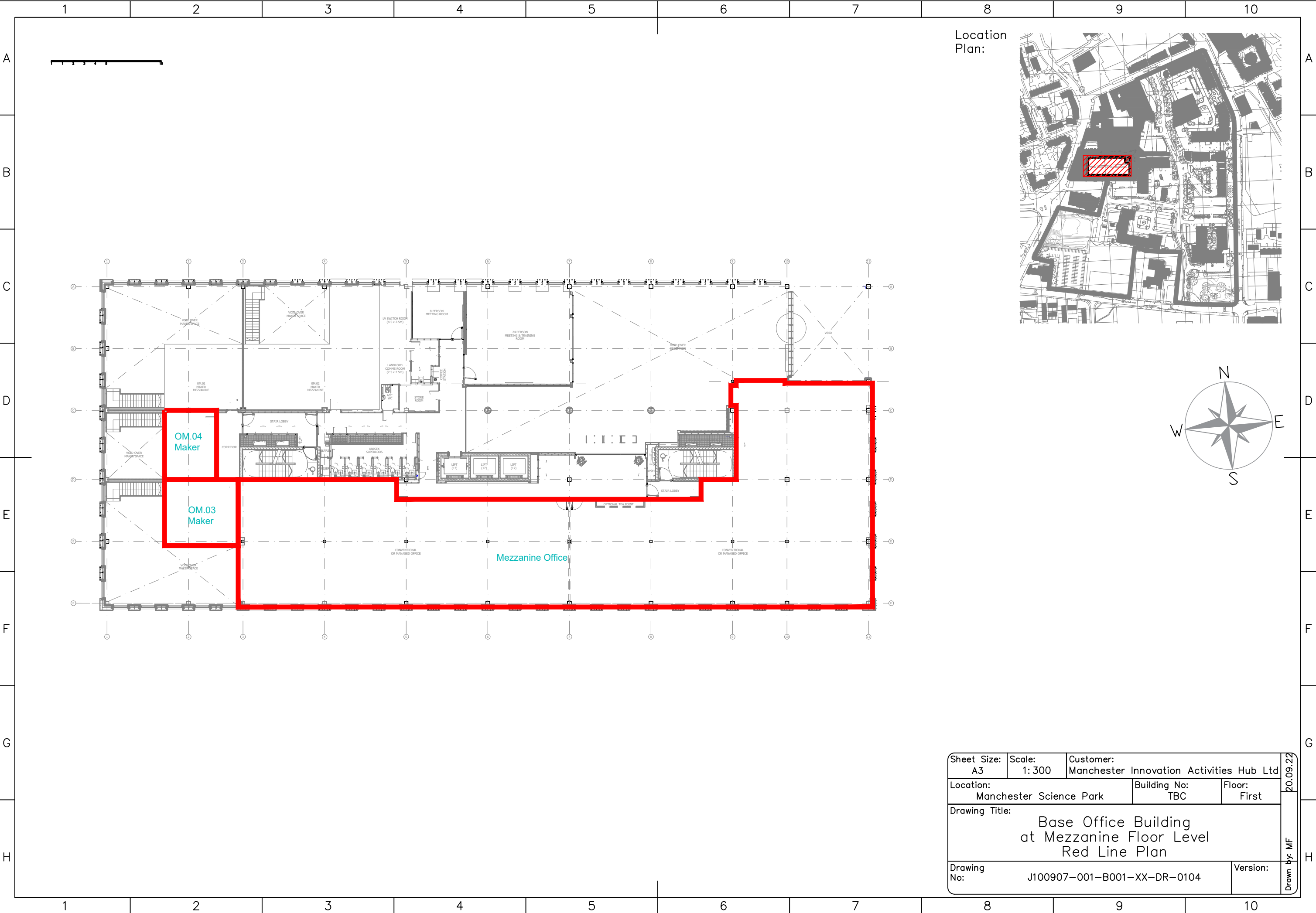
Curtins

Appendix A – Demise Plan



Sheet Size: A3	Scale: 1: 300	Customer: Manchester Innovation Activities Hub Ltd	
Location: Manchester Science Park		Building No: TBC	Floor: Ground
Drawing Title: Base Office Building (Suite 03 & 04) at Ground Floor Level Red Line Plan			
Drawing No: J100907-001-B001-XX-DR-A-0105			Version: 20.09.22

Drawn by: MF



Appendix B – TRICS Outputs

Calculation Reference: AUDIT-148301-230801-0844

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
 Category : F - COMMUNITY EDUCATION
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	HM HAMMERSMITH AND FULHAM	1 days
	WE WESTMINSTER	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	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: 368 to 6000 (units: sqm)
 Range Selected by User: 368 to 6000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 29/11/11

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

Selected survey days:

Tuesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	1

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

Selected Location Sub Categories:

No Sub Category	4
-----------------	---

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	X days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

F1(a) 4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,000 or Less	1 days
125,001 to 250,000	1 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	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:

No 4 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 4 days

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

LIST OF SITES relevant to selection parameters

1	DN-04-F-01 COLLEGE STREET BALLYSHANNON	ADULT EDUCATION CENTRE	DONEGAL
	Edge of Town Centre No Sub Category Total Gross floor area: 368 sqm Survey date: TUESDAY 29/11/11		Survey Type: MANUAL
2	HM-04-F-01 DAWES ROAD FULHAM	COM. EDUCATION CTR	HAMMERSMITH AND FULHAM
	Edge of Town Centre No Sub Category Total Gross floor area: 600 sqm Survey date: TUESDAY 21/10/03		Survey Type: MANUAL
3	PB-04-F-02 CRAWTHORNE ROAD PETERBOROUGH	ADULT EDUCATION COLLEGE	PETERBOROUGH
	Edge of Town Centre No Sub Category Total Gross floor area: 6000 sqm Survey date: THURSDAY 15/05/08		Survey Type: MANUAL
4	WE-04-F-01 SUTHERLAND STREET PIMLICO	COM. EDUCATION CTR	WESTMINSTER
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 2300 sqm Survey date: THURSDAY 16/10/03		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/F - COMMUNITY EDUCATION
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): 2.94

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	3184	0.644	2	3184	0.031	2	3184	0.675
08:00 - 09:00	4	2317	0.896	4	2317	0.561	4	2317	1.457
09:00 - 10:00	4	2317	0.906	4	2317	0.421	4	2317	1.327
10:00 - 11:00	4	2317	0.281	4	2317	0.216	4	2317	0.497
11:00 - 12:00	4	2317	0.281	4	2317	0.367	4	2317	0.648
12:00 - 13:00	4	2317	0.432	4	2317	0.583	4	2317	1.015
13:00 - 14:00	4	2317	0.270	4	2317	0.334	4	2317	0.604
14:00 - 15:00	4	2317	0.227	4	2317	0.291	4	2317	0.518
15:00 - 16:00	4	2317	0.388	4	2317	0.863	4	2317	1.251
16:00 - 17:00	4	2317	0.507	4	2317	0.669	4	2317	1.176
17:00 - 18:00	4	2317	0.356	4	2317	0.453	4	2317	0.809
18:00 - 19:00	4	2317	0.712	4	2317	0.183	4	2317	0.895
19:00 - 20:00	4	2317	0.140	4	2317	0.076	4	2317	0.216
20:00 - 21:00	4	2317	0.097	4	2317	0.313	4	2317	0.410
21:00 - 22:00	4	2317	0.022	4	2317	0.604	4	2317	0.626
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.159			5.965			12.124

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:	368 - 6000 (units: sqm)
Survey date range:	01/01/03 - 29/11/11
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 04 - EDUCATION/F - COMMUNITY EDUCATION

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	3184	0.031	2	3184	0.000	2	3184	0.031
08:00 - 09:00	4	2317	0.054	4	2317	0.022	4	2317	0.076
09:00 - 10:00	4	2317	0.129	4	2317	0.011	4	2317	0.140
10:00 - 11:00	4	2317	0.043	4	2317	0.000	4	2317	0.043
11:00 - 12:00	4	2317	0.000	4	2317	0.000	4	2317	0.000
12:00 - 13:00	4	2317	0.000	4	2317	0.076	4	2317	0.076
13:00 - 14:00	4	2317	0.011	4	2317	0.011	4	2317	0.022
14:00 - 15:00	4	2317	0.032	4	2317	0.065	4	2317	0.097
15:00 - 16:00	4	2317	0.000	4	2317	0.032	4	2317	0.032
16:00 - 17:00	4	2317	0.022	4	2317	0.011	4	2317	0.033
17:00 - 18:00	4	2317	0.022	4	2317	0.043	4	2317	0.065
18:00 - 19:00	4	2317	0.032	4	2317	0.000	4	2317	0.032
19:00 - 20:00	4	2317	0.022	4	2317	0.022	4	2317	0.044
20:00 - 21:00	4	2317	0.000	4	2317	0.011	4	2317	0.011
21:00 - 22:00	4	2317	0.000	4	2317	0.054	4	2317	0.054
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.398	0.358			0.756		

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

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

TRIP RATE for Land Use 04 - EDUCATION/F - COMMUNITY EDUCATION

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	3184	0.094	2	3184	0.000	2	3184	0.094
08:00 - 09:00	4	2317	0.367	4	2317	0.097	4	2317	0.464
09:00 - 10:00	4	2317	0.874	4	2317	0.140	4	2317	1.014
10:00 - 11:00	4	2317	0.475	4	2317	0.205	4	2317	0.680
11:00 - 12:00	4	2317	0.129	4	2317	0.313	4	2317	0.442
12:00 - 13:00	4	2317	0.917	4	2317	1.554	4	2317	2.471
13:00 - 14:00	4	2317	1.219	4	2317	0.507	4	2317	1.726
14:00 - 15:00	4	2317	0.324	4	2317	0.788	4	2317	1.112
15:00 - 16:00	4	2317	0.140	4	2317	0.615	4	2317	0.755
16:00 - 17:00	4	2317	0.173	4	2317	0.270	4	2317	0.443
17:00 - 18:00	4	2317	0.270	4	2317	0.248	4	2317	0.518
18:00 - 19:00	4	2317	0.604	4	2317	0.183	4	2317	0.787
19:00 - 20:00	4	2317	0.205	4	2317	0.151	4	2317	0.356
20:00 - 21:00	4	2317	0.140	4	2317	0.291	4	2317	0.431
21:00 - 22:00	4	2317	0.000	4	2317	0.529	4	2317	0.529
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.931			5.891			11.822

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

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

TRIP RATE for Land Use 04 - EDUCATION/F - COMMUNITY EDUCATION

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	3184	0.016	2	3184	0.000	2	3184	0.016
08:00 - 09:00	4	2317	0.216	4	2317	0.011	4	2317	0.227
09:00 - 10:00	4	2317	0.701	4	2317	0.043	4	2317	0.744
10:00 - 11:00	4	2317	0.507	4	2317	0.032	4	2317	0.539
11:00 - 12:00	4	2317	0.129	4	2317	0.183	4	2317	0.312
12:00 - 13:00	4	2317	0.227	4	2317	0.604	4	2317	0.831
13:00 - 14:00	4	2317	0.259	4	2317	0.151	4	2317	0.410
14:00 - 15:00	4	2317	0.054	4	2317	0.237	4	2317	0.291
15:00 - 16:00	4	2317	0.065	4	2317	0.313	4	2317	0.378
16:00 - 17:00	4	2317	0.086	4	2317	0.281	4	2317	0.367
17:00 - 18:00	4	2317	0.367	4	2317	0.270	4	2317	0.637
18:00 - 19:00	4	2317	0.626	4	2317	0.065	4	2317	0.691
19:00 - 20:00	4	2317	0.086	4	2317	0.000	4	2317	0.086
20:00 - 21:00	4	2317	0.000	4	2317	0.151	4	2317	0.151
21:00 - 22:00	4	2317	0.011	4	2317	1.014	4	2317	1.025
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.350			3.355			6.705

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

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

TRIP RATE for Land Use 04 - EDUCATION/F - COMMUNITY EDUCATION
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): 2.94

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	3184	1.131	2	3184	0.031	2	3184	1.162
08:00 - 09:00	4	2317	1.856	4	2317	0.777	4	2317	2.633
09:00 - 10:00	4	2317	3.064	4	2317	0.701	4	2317	3.765
10:00 - 11:00	4	2317	1.392	4	2317	0.496	4	2317	1.888
11:00 - 12:00	4	2317	0.615	4	2317	1.057	4	2317	1.672
12:00 - 13:00	4	2317	1.726	4	2317	2.967	4	2317	4.693
13:00 - 14:00	4	2317	1.867	4	2317	1.090	4	2317	2.957
14:00 - 15:00	4	2317	0.647	4	2317	1.511	4	2317	2.158
15:00 - 16:00	4	2317	0.820	4	2317	2.158	4	2317	2.978
16:00 - 17:00	4	2317	0.885	4	2317	1.608	4	2317	2.493
17:00 - 18:00	4	2317	1.068	4	2317	1.219	4	2317	2.287
18:00 - 19:00	4	2317	2.126	4	2317	0.486	4	2317	2.612
19:00 - 20:00	4	2317	0.464	4	2317	0.248	4	2317	0.712
20:00 - 21:00	4	2317	0.227	4	2317	0.842	4	2317	1.069
21:00 - 22:00	4	2317	0.022	4	2317	2.309	4	2317	2.331
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			17.910			17.500			35.410

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.

OUR LOCATIONS

Birmingham

2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol

Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ
T. 0117 302 7560
bristol@curtins.com

Cambridge

50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff

3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas

Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Dublin

11 Pembroke Lane
Dublin 2
D02 CX82
Ireland
T. +353 1 507 9447
dublin@curtins.com

Edinburgh

1a Belford Road
Edinburgh
EH4 3BL
T. 0131 225 2175
edinburgh@curtins.com

Glasgow

Queens House
29 St Vincent Place
Glasgow
G1 2DT
T. 0141 319 8777
glasgow@curtins.com

Kendal

Units 24 & 25 Riverside Place
K Village
Lound Road
Kendal
LA9 7FH
T. 01539 724 823
kendal@curtins.com

Leeds

Ground Floor
Rose Wharf
78-80 East Street
Leeds
LS9 8EE
T. 0113 274 8509
leeds@curtins.com

Liverpool

51-55 Tithebarn Street
Liverpool
L2 2SB
T. 0151 726 2000
liverpool@curtins.com

London

40 Compton Street
London
EC1V 0BD
T. 020 7324 2240
london@curtins.com

Manchester

Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG
T. 0161 236 2394
manchester@curtins.com

Nottingham

32-34 Stoney Street
Nottingham
NG1 1LL
T. 0115 941 5551
nottingham@curtins.com