

Loreto College
Chichester Road South, Manchester
Transport Statement
230425/SK222137/TS01(-01)

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK222137	TS01	00	Draft	L. Speers	LGS	29/03/2023
SK222137	TS01	01	Updated	L. Speers	LGS	25/04/2023

1 Introduction

- 1.1 SK has been instructed by Loreto College to prepare a Transport Statement (TS) that considers the impact of the construction of a new education building on a site bounded by Moss Lane West, Chichester Road South, Tamworth Street and Maher Gardens. The site is currently occupied by an office building with a floor area of 1,210sqm.
- 1.2 The College currently provides an education facility for 3,558 students, of which 216 students are currently located in temporary classroom accommodation.
- 1.3 The development proposal seeks to construct a new teaching block to accommodate the students currently located in temporary classrooms and to allow expanded student intake.
- 1.4 The preferred option is to construct a 2,229sqm teaching block that will accommodate 480 students (a net change from existing of 264 students). The College has submitted a funding bid to assist with the development costs associated with the new teaching block. Should funding not be granted an alternative option would be taken forward that constructs a 1,882sqm teaching block and accommodates 336 students (a new change from existing 120 students).
- 1.5 The TS considers the impact of the larger, preferred option, allowing a worst-case to be presented.
- 1.6 The report has been prepared in accordance with the following guidance:
 - Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
 - Manchester City Council (2012), Manchester's Local Development Framework: Core Strategy Development Plan
 - Ministry of Housing, Communities & Local Government (2016), Planning Practice Guidance
 - Ministry of Housing, Communities & Local Government (2021), National Planning Policy Framework
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
- 1.7 The request to submit a TS was agreed with the Local Planning and Highway Authority, Manchester City Council (MCC), during pre-application discussions.

2 Baseline Transport Context

College Location & Characteristics

- 2.1 Figure 2.1 shows that the College is located off Chichester Road South, in the Hulme area of the city.
- 2.2 The main entrance to the College is provided from Chichester Road South and a segregated pedestrian access and vehicle access is provided. The pedestrian access connects to on-site footpath routes that are used to access the buildings across the Campus.
- 2.3 The main vehicle access is also taken from Chichester Road South. Further vehicle accesses are provided from Maher Gardens and Bold Street. Vehicle routes across the site are traffic calmed and are subject to a 5mph speed limit.
- 2.4 Existing parking for staff is provided across the campus. Students are not permitted to park on Campus.
- 2.5 The College currently provides 56 cycle parking spaces.
- 2.6 Service activity is concentrated to the south of the Ball Building, with all deliveries and refuse collection co-ordinated from this location. Access to the service area is provided from the main entrance on Chichester Road South.
- 2.7 The existing Campus layout is attached as Appendix A.

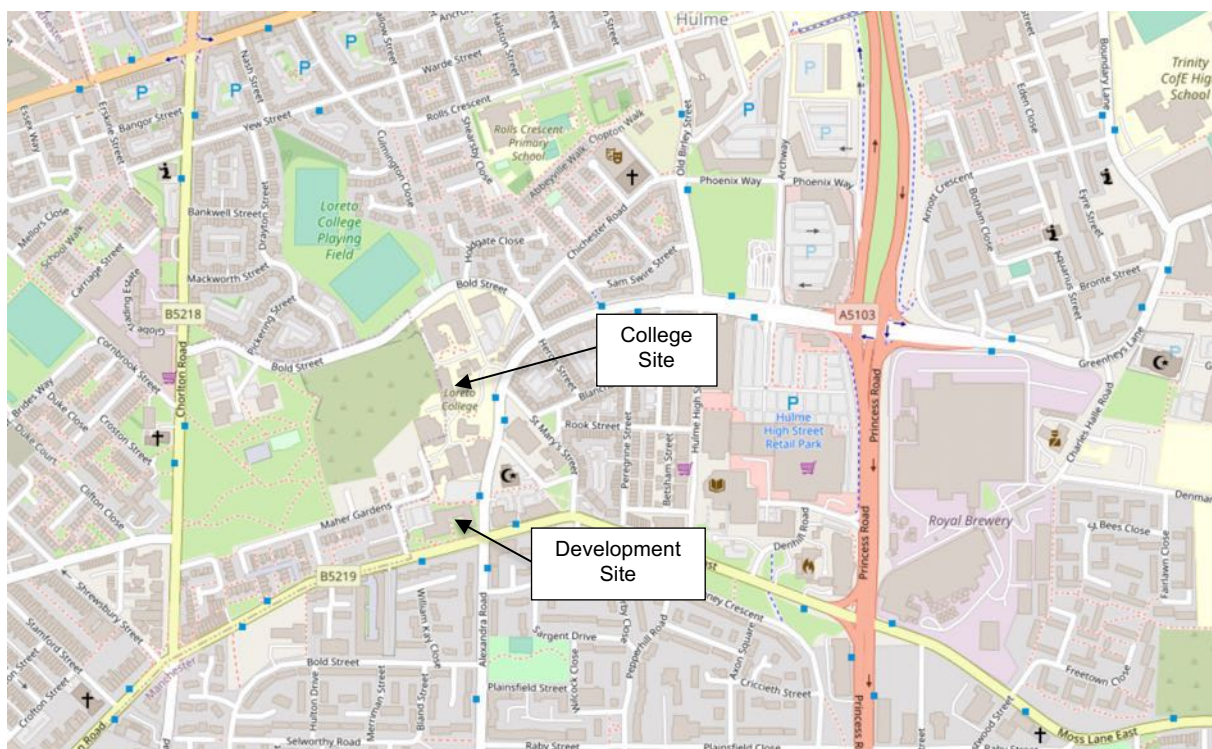


Figure 2.1: Site Location
[source: ISO4]

Development Site Location & Characteristics

- 2.8 Figure 2.1 shows that the site for the purposes of the planning application is located to the south of the existing College and is bounded by Chichester Road South, Moss Lane West, Maher Gardens and Tamworth Street.
- 2.9 The building on the site has a permitted office use and was previously in use as a Probation Office. The building has a floor area of 1,210sqm. The permitted use of the site is the baseline against which the development is assessed.
- 2.10 Vehicle access to the development site is provided from a priority junction on Tamworth Street and a priority junction on Chichester Road South. The junctions provide access to two separate parking areas. The Tamworth Street car park has 32 spaces marked out and the Chichester Road South car park is unmarked and has capacity for circa 40 cars. The latter parking area is currently rented by the College and is in use by staff.
- 2.11 As shown on Figure 2.2, there are footpaths that currently run across the site providing access between Chichester Road South and Maher Gardens, and Tamworth Street and Moss Lane West. MCC has confirmed that these are not on the definitive Public Rights of Way (PRoW) list, however MCC has advised that it considers these as PRoW due to uninterrupted continuous use for 20 years. MCC has advised that these routes would need to be stopped up via a Section 257 Application. The Section 257 Application has now been submitted.
- 2.12 The existing development site layout is attached as Appendix A.

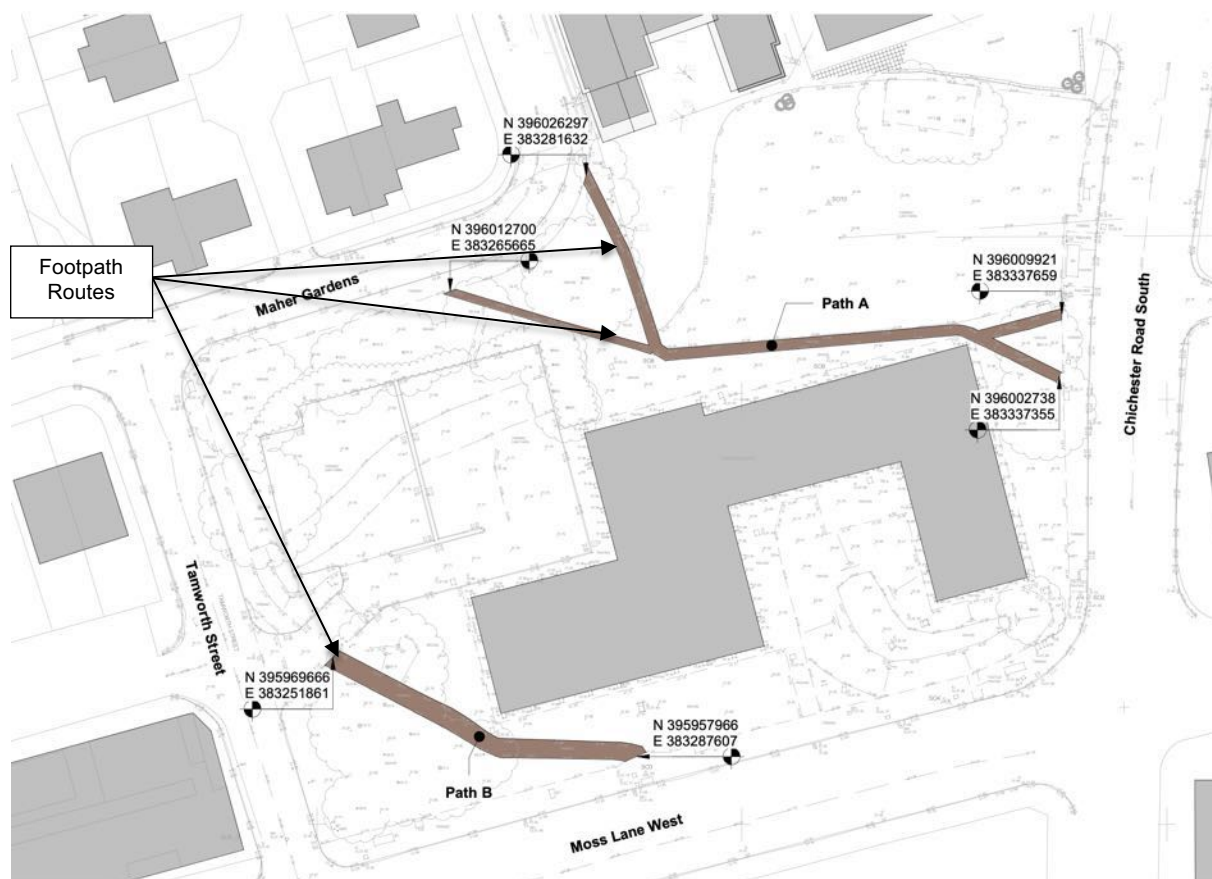


Figure 2.2: Footpath Routes
[source: 10 Architecture]

Transport Network Audit

- 2.13 Chichester Road South routes north-south along the eastern boundary of the site. In the vicinity of the site the road is 10m wide and is subject to a 20mph speed limit. Footways are provided on both sides of the carriageway with a typical width of above 2m. The footway widens at the main entrance at the site. Cycle lanes are in place on both sides of the carriageway and the road is a bus route corridor.
- 2.14 At its southern end, Chichester Road South meets Moss Lane West (B5219) at a signalised junction. The junction provides controlled crossings on all approaches, with tactile paving and dropped kerbs. Advanced cycle stop line provision is in place.
- 2.15 Moss Lane West routes along the southern boundary of the site providing a connection west-east between Chorlton Road (B5218) and Princess Road (A5103). In the vicinity of the site Moss Lane West is 11m wide with two lanes provided eastbound and one lane westbound. The road is subject to a 30mph speed limit. Footways of at least 2m are provided on both sides of the road. Cycle lanes are provided on both sides of the road along the site frontage. To the west of the site an eastbound bus lane is provided between Number 31 Moss Lane West and the Tamworth Street.
- 2.16 Tamworth Street is a residential street with a width of 7m. A 2m wide footway is provided on the western side of the road. No footway is in place on the eastern side of the road until north of the site access junction.
- 2.17 All of the roads providing access to the site benefit from street lighting.

Traffic Regulation Orders

- 2.18 Moss Lane West in the vicinity of the site is subject to Traffic Regulation Orders (TRO) in form of double yellow line controls. To the west of the junction with Tamworth Street, a bus lane is in place on the northern side of the road (eastbound).

- 2.19 Junction protection zone double yellow line controls are in place on Tamworth Street at the junction with Moss Lane West. There are no TRO controls on Tamworth Street north of the protection zone or on Maher Gardens.
- 2.20 Double yellow line controls are in place on Chichester Road South north to the junction with Parsonage Street. North of this point double yellow line controls are in place on the western carriageway edge, with no controls on the eastern carriageway edge other than at junction protection zones. While there are no control markings in place in this location there is a cycle lane present with a solid white line, which drivers are not allowed to cross and therefore cannot park on.
- 2.21 Figure 2.3 shows that the areas to the north and east of the College sit in Resident Parking Zones. Parking is permitted in Zone H1 (purple area) is permitted for resident permit holders and short stay parking for two hours. Parking is permitted in Zone H4 (blue area) for resident permit holders and short stay parking for two hours. Parking is permitted in Zone H4 (green area) for resident permit holders and short stay parking for three hours.

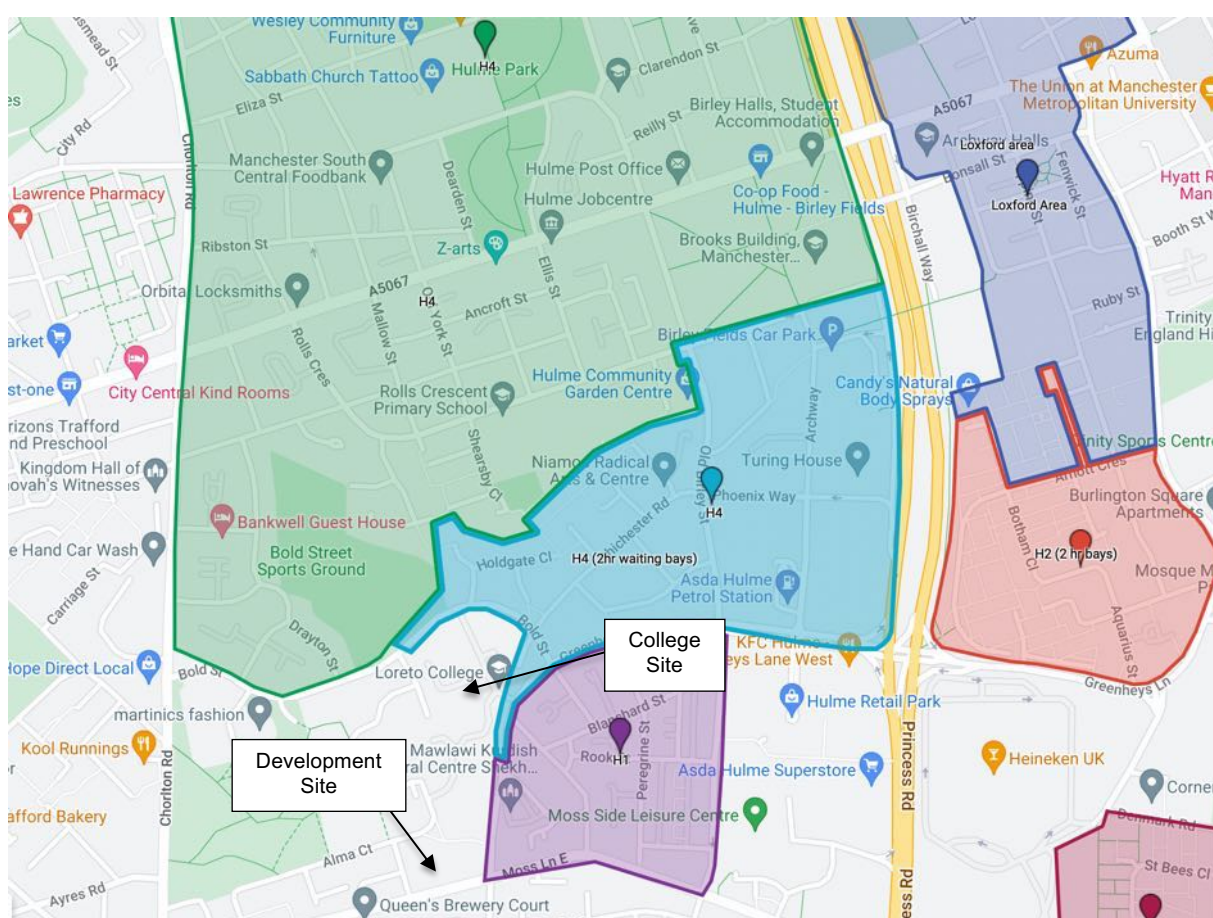


Figure 2.3: Resident Parking Zones
[source: MCC]

Road Safety Data

- 2.22 The TfGM (GMTU) database has been used to establish collision patterns over the most recent five-year period available for links / junctions in the study area. The database is regularly updated by TfGM. It states that the database states that the current period covered is five-years to 31 December 2022.

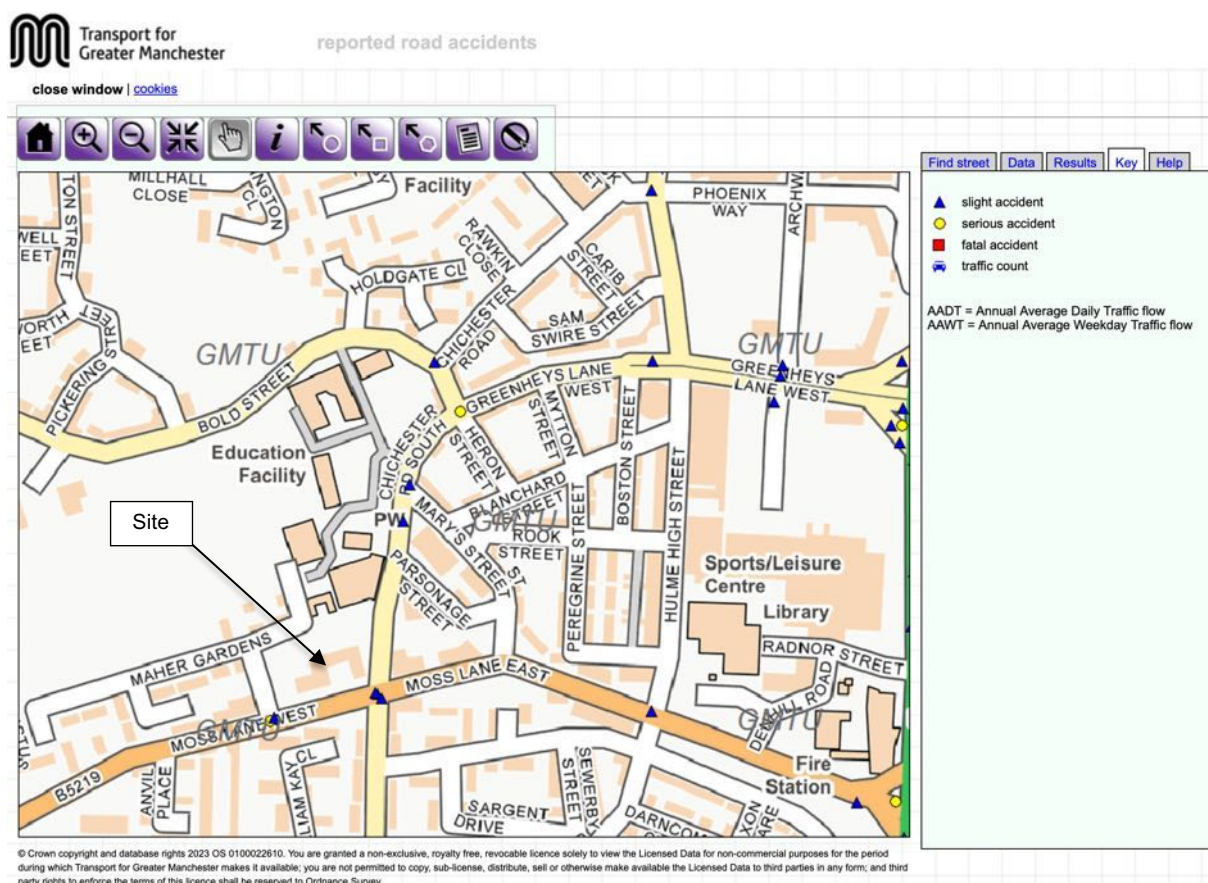


Figure 2.4: Road Safety
[source: GMTU]

- 2.23 Figure 2.4 shows that there have been two accidents at the junction of Moss Lane West / Tamworth Street during the five-year period reviewed. One was classified as slight and the other as serious.
- 2.24 Three accidents have occurred at the junction of Moss Lane West / Chichester Road South. All of the accidents were classified as slight.
- 2.25 One accident occurred at the Mary's Street junction with Chichester Road South and another accident just to the south of the junction. Both accidents were classified as slight.

Nearby Development

- 2.26 A planning application has been lodged with Trafford Council on a site located to the north of the proposal site. The planning application (109192 / FUL / 22) seeks permission for the construction of 161 dwellings. Vehicle access is proposed from Bold Street and Maher Gardens.
- 2.27 The TA submitted with the planning application shows that the proposal will distribute a total of 22 vehicles onto Maher Gardens in the AM peak hour and 25 vehicles in the PM peak hour. This is not a significant level of traffic and as such no junction modelling has been submitted with the TA.

3 Proposed Development

Overview

- 3.1 The proposed layout is attached as Appendix B.
- 3.2 The new teaching block will provide additional education accommodation for the College's to meet the needs of current students at the site and to accommodate additional students.
- 3.3 The preferred option is to construct a 2,229sqm teaching block that will accommodate 480 students (a net change from existing of 264 students). The College has submitted a funding bid to

assist with the development costs associated with the new teaching block. Should funding not be granted an alternative option would be taken forward that constructs a 1,882sqm teaching block and accommodates 336 students (a net change from existing 120 students).

- 3.4 It is anticipated that the construction of the new teaching block will be finished by January 2025, part way through the academic year. The temporary classrooms will be removed in 2026 to accommodate existing students during the construction period, allow for any construction delays, and to support the gradual transition / decant of existing students to the new teaching block.
- 3.5 The College has advised that the new student intake will be phased over a three-year period once the construction is complete.
- 3.6 The new teaching block will be staffed by an additional 30 people (FTE).

Access Arrangements

- 3.7 The proposal retains the existing vehicle access arrangements from Tamworth Street and Chichester Road South. A gate will be provided at the Tamworth Street access and this will be set back by 5.5m.
- 3.8 Tactile paving and dropped kerbs are currently not provided at either site access junction and these will be provided as part of the proposal.
- 3.9 Pedestrian access to the development site will be retained from segregated access at the main entrance to the Campus on Chichester Road South. Students based in the new building will access via the existing pedestrian routes through the Campus and new routes will be provided to link with the new area of Campus created by the development.
- 3.10 As noted in Section 2, the development necessitates stopping up of the footpaths currently crossing the site and a Section 257 Application has now been submitted.
- 3.11 As the footpaths are being extinguished it is considered appropriate to provide a replacement pedestrian route via provision of footway on the eastern side of Tamworth Street to connect the existing footway currently provided on the north side of the existing car park entrance with the footway on the northern side of Moss Lane. The provision of the new footway is subject to confirmation of the ownership of the area in question, which is being investigated by the College's legal team.
- 3.12 Service access arrangements will be maintained as existing, with service and refuse collection concentrated on the main entrance to the Campus on Chichester Road South. Service and refuse collection will continue to be co-ordinated from the service area located to the south of the Ball Building.

Travel Strategy Arrangements

- 3.13 MCC did not request a Framework Travel Plan be prepared for the planning application submission. However, it is expected that the requirement to implement a Travel Plan will be a condition of planning.
- 3.14 While the College does not currently have a formal Travel Plan, it does offer and promote measures to support and encourage sustainable trip making to the site. The existing measures and measures that will be adopted in the future Travel Plan are set out below.
- 3.15 The College operates a Cycle to Work scheme for staff and this will be offered to the new staff at the development.
- 3.16 The site is served by TfGM college bus services and students already benefit from TfGM's free bus travel scheme, [Our Pass](https://ourpass.co.uk)¹. The scheme is available for students who live in Greater Manchester who are between 16 and 18 and costs an initial £10 fee. The College already promotes the scheme to students on its [website](https://www.loreto.ac.uk/our-pass-free-travel-for-students/)².

¹ <https://ourpass.co.uk>

² <https://www.loreto.ac.uk/our-pass-free-travel-for-students/>

- 3.17 The College is currently considering introducing a Salary Sacrifice Scheme to assist staff with the purchase of EV cars. They will also introduce a car share scheme to encourage efficient management of the parking areas at the site.
- 3.18 TfGM runs a free initiative called [Travel Choices](https://tfgm.com/travel-choices)³ which provides guidance, assistance and details of any small grants that are available, to help employers across Greater Manchester adopt Travel Plan measures. Members of the Travel Choices network also benefit from regular training workshops, free membership of Car Share GM, monthly newsletters, and Personalised Journey Planning.
- 3.19 TfGM state that:

'Statistics, after the intervention from TfGM, have shown an 11% reduction in staff who drive to work every week whilst 8% of employees changed from driving to a more sustainable mode.'
- 3.20 The College will register the site with Travel Choices and will ensure that the College engages with the process to assist with promoting sustainable modes of travel to staff.
- 3.21 The College will also promote and support car sharing by setting up a simple database for staff. Registered car sharers will be permitted to park in the priority spaces in the Chichester Road South car park. Staff will also be offered a guaranteed lift home in case of emergencies. The car sharing strategy will be set out in the future Travel Plan for the site.

Parking Arrangements

- 3.22 The existing development site car parks are retained from Tamworth Street and Chichester Road South.
- 3.23 The Chichester Road South car park will be modified as part of the development proposal to accommodate the new teaching block. The car park will be laid out with 13 spaces, including two disabled parking spaces. The parking area will be promoted and managed for use by car sharers.
- 3.24 The Tamworth Street car park will be retained as existing (32 spaces, including two disabled parking spaces).
- 3.25 MCC's maximum parking standards are set out in the Core Strategy. This shows a maximum allowance of 1 space per 2 staff for Higher and Further Education facilities, equating to a maximum permitted of 15 spaces for the new development (30 staff). The standard includes parking for students. Given the accessibility of the site and as students are not permitted to park at the Campus, then it is not appropriate to apply the maximum standard, in this instance.
- 3.26 The proposal will result in a net increase of five spaces for use by the College (45 spaces), when compared to the current College use of the parking area within the red line boundary (circa 40 spaces). A reduction from the standard requirement is appropriate at the site as students are not permitted to park at the College and as spaces will be provided for car sharers to allow better management across the Campus. The existing street parking controls will assist in reducing incidence of overspill parking.
- 3.27 20% of the parking spaces at the development site will be to EV charging standard (fast charge: 7kW), resulting in nine EV spaces.
- 3.28 The Campus currently provides 56 cycle parking space, a rate of 1.5% when compared to the total student and staff numbers currently at the site. The proposal includes an additional 96 cycle parking spaces, bringing the total to 152 spaces and a rate of 3.7% when compared to the future total people at the site (staff and students). This is a substantial increase in cycle parking when considered in the context of existing facilities.
- 3.29 The College will periodically review the usage of the cycle parking area and will seek to increase provision in line with demand via the Travel Plan.

³ <https://tfgm.com/travel-choices>

4 Accessibility Audit & Assessment

Pedestrian Access: Audit

- 4.1 The main entrance to the site is provided from Chichester Road South. A segregated pedestrian access is provided and wide footways are provided outside the access point.
- 4.2 Chichester Road South is subject to a 20mph speed limit. In the vicinity of the site footways on both sides of the road are at least 2m wide.
- 4.3 At its southern end Chichester Road South meets Moss Lane West (B5219) at a signalised junction. The junction provides controlled crossings on all approaches, with tactile paving and dropped kerbs.
- 4.4 On Moss Lane West, in the vicinity of the development site, footways of at least 2m are provided on both sides of the carriageway.
- 4.5 Tamworth Street is a residential street with a 2m wide footway is provided on the western side of the road. No footway is in place on the eastern side of the road until north of the site access junction.
- 4.6 The roads all benefit from street lighting.
- 4.7 The accident data shows that there has been a single pedestrian accident on Chichester Road South during the five-year period assessed. The accident occurred to the south of St Marys Street in 2019 and was classified as slight.

Pedestrian Access: Proposed Development

- 4.8 The pedestrian access arrangements will be as for the rest of the Campus and will be taken from the segregated access on Chichester Road South at the main entrance. Students based in the new building will access via the existing pedestrian routes through the Campus and new routes will be provided to link with the new area of Campus created by the development.
- 4.9 The development proposes the provision of tactile paving and dropped kerbs at the development site access junctions.
- 4.10 The development requires the existing footpaths across the site to be stopped up. An alternative route is provided via suitable width footways already present on Moss Lane West and will be supplemented with additional footway provision on the eastern side of Tamworth Street to replace the existing connection and make full footway provision to the site boundary.
- 4.11 CIHT states that people will walk up to 2km for access to work and education destinations. Figure 4.1 shows a 2km catchment from the main entrance.

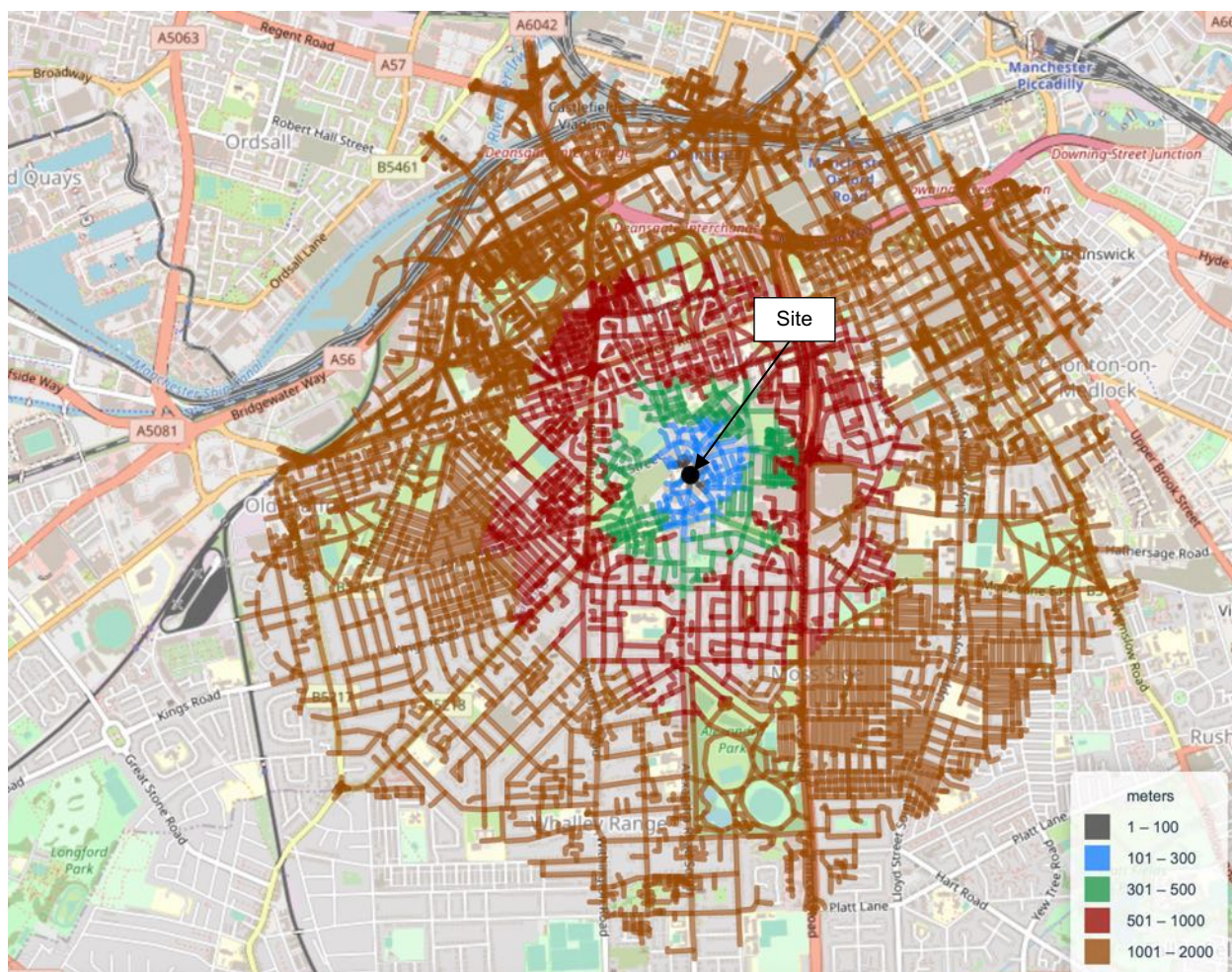


Figure 4.1: 2km Walking Catchment
[source: ISO4]

- 4.12 Figure 4.1 shows that the site is within a 2km walk of Hulme, Moss Side, Old Trafford, the City Centre, Chorlton on Medlock, and Whalley Range. Staff and students living within this area could walk to the Campus.
- 4.13 The site also relates well to district centre amenities at Hulme High Street, which is 300m from the site. The High Street provides numerous amenities, which includes food retail and non-food retail stores, a library, a leisure centre, a dentist, and an ATM.
- 4.14 The assessment confirms that all areas of the site are within accepted walk distances of local amenities and services.

Cycle Access: Audit

- 4.15 Figure 4.2 shows the cycle network serving the site.
- 4.16 The Campus is located next to roads that benefit from marked cycle route facilities, including Chichester Road South and Moss Lane West. Chichester Road South is defined as a Bee Network route. The routes provide cycle route facilities which is appropriate for the level of traffic using them.
- 4.17 The above routes can be used to access 20mph streets, segregated routes such as Route 6 of the National Cycle Network, and routes with physical segregation such as Chorlton Road.
- 4.18 The Chorlton Road route is being improved as part of the Chorlton Cycleway Bee Network scheme.

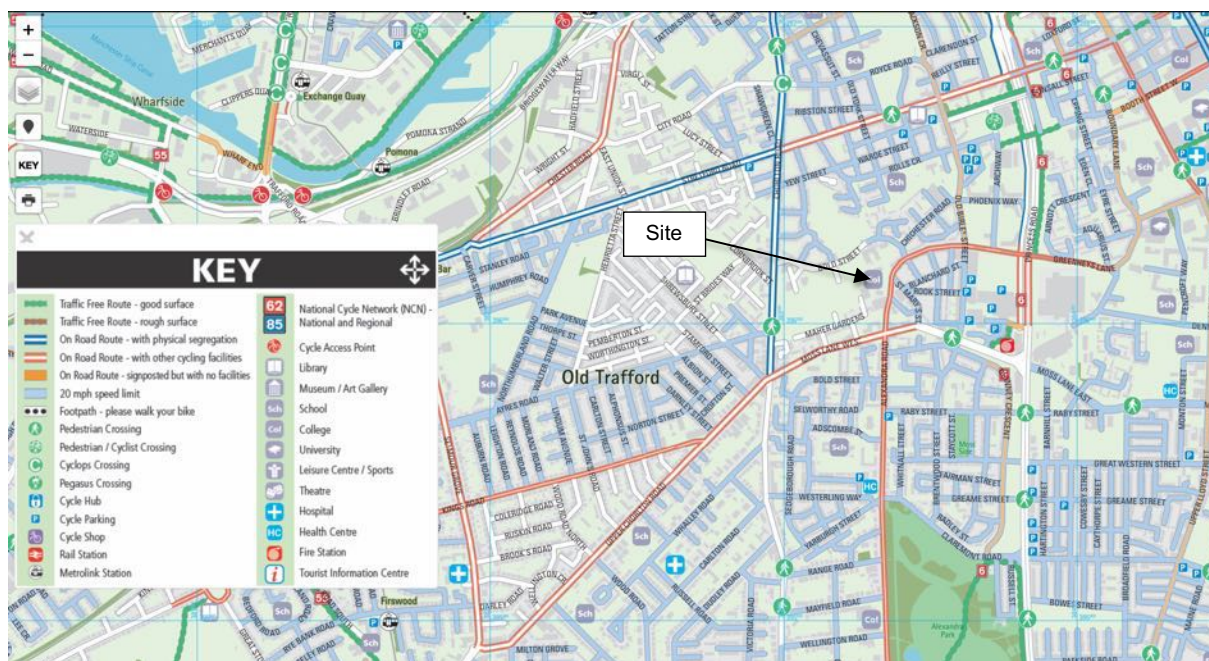


Figure 4.2: Cycle Network
[source: TfGM]

Cycle Access: Proposed Development

- 4.19 The development will provide an additional 96 cycle parking spaces at the site, bringing the total site provision to 152 spaces.
- 4.20 The assessment shows that the site is well served by formal cycle routes that provide connections across the area to 20mph streets, segregated routes and roads with formal cycle route provision.
- 4.21 Cycling can replace short car trips under 5km. Figure 4.3 shows a 5km catchment from the site.
- 4.22 Figure 4.3 shows that the city centre, Chorlton-on-Medlock, areas of south Salford, areas of Trafford, Chorlton and Didsbury are within a 5km cycle of the site.

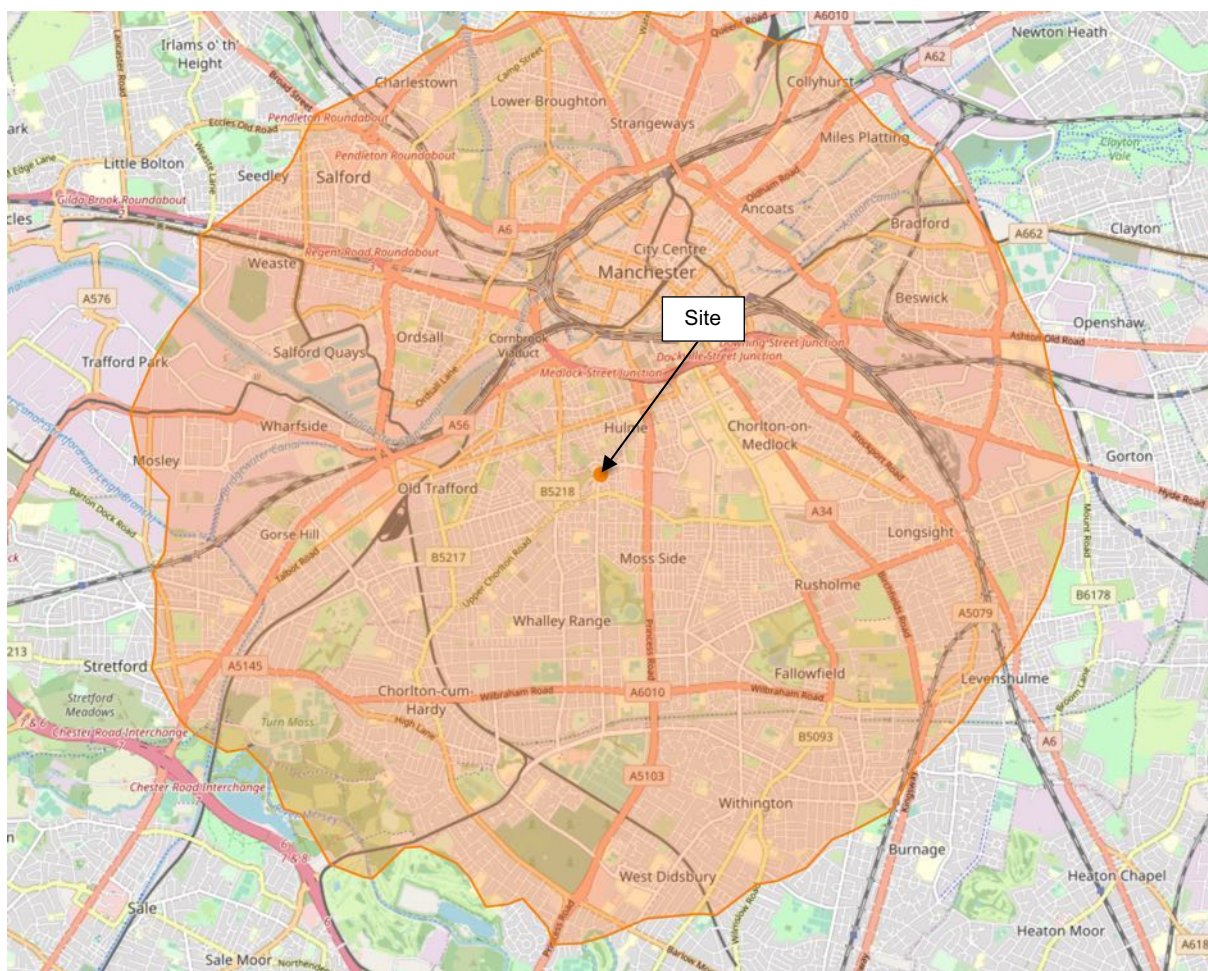


Figure 4.3: 5km Cycling Catchment
[source: ISO4]

Public Transport Access

- 4.23 The nearest bus stops to the site are located on Chichester Road South. A northbound bus stop is located immediately adjacent to the main entrance and the southbound bus stop is located to the south of the junction with St Mary's Street. A further northbound bus stop is provided to the south on Chichester Road South, next to the development site and 140m from the main entrance. A further southbound stop is provided on Alexandra Road, 230m from the main entrance. Bus stops are also provided on Moss Lane West, opposite the development site, and 280m from the main entrance.
- 4.24 Student bus services are provided to the Campus and these are set out in Table 4.1.

No.	Locations Served
742	Burnage – Heaton Chapel – Levenshulme - Longsight
743	Heald Green – Gatley – Northenden – Didsbury – Withington
744	Eccles – Monton Green – Patricoft – Stretford
745	Walkden – Swinton – Pendlebury – Pendleton

Table 4.1: Existing Student Bus Services
[source: TfGM]

- 4.25 As noted in Section 3, students at the site that are aged 16 to 18 and live in Greater Manchester qualify for TfGM's One Pass which allows them free bus travel across the Region.

- 4.26 The site is also served by standard bus services. Details of these services is provided in Table 4.2.

No.	Route	Weekday (buses per hour / each way)		
		AM Peak	Daytime	PM Peak
15	Flixton – Urmston – Stretford – Manchester City Centre	4	3	3
85	Chorlton – Whalley Range – Manchester City Centre	4	4	4
85A	Arrowfield Estate – Chorlton – Hulme – Manchester City Centre	1	1	1
86	Chorlton – Brooks Bar – Manchester City Centre	8	5	5

Table 4.2: Standard Bus Services
[source: TfGM]

- 4.27 The site is served by 13 buses during the day each way. These services provide frequent provision that can be used by staff and also students not served by the student bus routes.
- 4.28 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility.
- 4.29 Figure 4.4 shows that the site has a GMAL of index of 7, which is a very high level of accessibility in a suburban area.

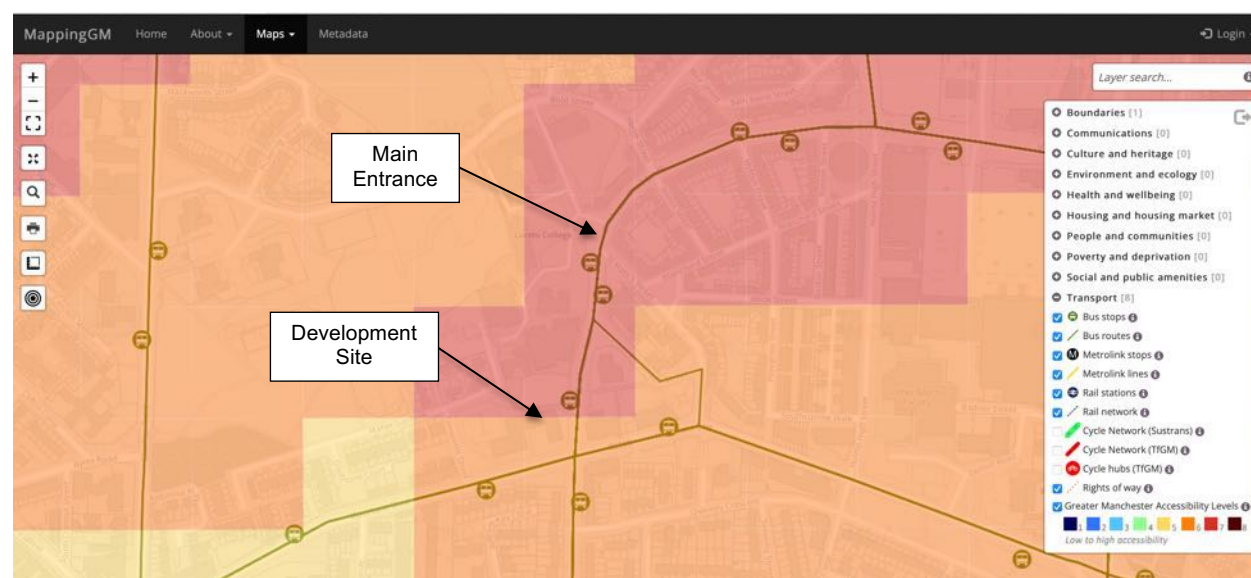


Figure 4.4: GMAL
[source: TfGM]

- 4.30 Based on the above, the Campus access arrangements are suitable to enable new staff and students to access local public transport services.

5 Traffic Assessment

Overview

- 5.1 The proposal will develop a new teaching block at the site to provide facilities for existing students housed in temporary accommodation and allow expanded student intake. Two options are currently being considered with the larger option being preferred, subject to a funding application. The larger option is used in the assessment to present worst-case development effects.

	Number of Students
New Teaching Block	480
Net Increase	264

Table 5.1: Preferred Option

- 5.2 The temporary classrooms will be retained at the site until 2026 to accommodate existing students during construction, cover any delays to the construction programme, and to allow efficient decant / transition to the new teaching block. This will be a decant arrangement only and at no point will the number of students exceed the figures shown for each option.
- 5.3 The College has advised that the new student intake (net increase) will be phased over a three-year period.

TRICS Trip Generation Method

- 5.4 The trips generated by the proposal has been derived using the TRICS database. In line with TRICS guidance⁴ comparable sites have been derived for the forecast based on adjustments to locational and accessibility qualities, rather than regions. Section 4 of the guidance states that:

'Bearing in mind the results of our research, with hard data now being available, it is not considered good practice to exclude survey sites within the TRICS database on the sole basis of such sites being located in a specific region.'

- 5.5 The TRICS software now also includes a warning on the region selection page that states that:

'The TRICS Good Practice Guide provides guidance on the selection/deselection of sites by area and region. It is preferred that selection/deselection of sites is undertaken by considering various local factors, including location type, population levels, car ownership, etc, with the deselection of regions not taking place without these factors being considered. Research undertaken by TRICS investigated potential variations in trip generation by region, with the results suggesting that there were not any conclusive differences when picking out various regions and areas. Cross-region data inclusion should therefore be the norm rather than the exception, with the correct filtering of various data field criteria being of most importance.'

- 5.6 In line with the above, no adjustment has been made to the regions in the sample. Instead, a review has been made of the comparability of the TRICS survey sites on the basis of type of education use, location, and accessibility. This is set out below.
- 5.7 TRICS sites in edge of town centre locations have been used to reflect the locational characteristics of the site next to Hulme local centre.
- 5.8 All TRICS sample sites have been removed that are universities. This has resulted in three sites being removed from the sample, including one in Greater London.
- 5.9 The remaining sample has a single site in Greater London. The site is in Hillingdon, which is in the outer suburbs of the metropolitan area. The site has a poor level of accessibility (PTAL 1b: very poor). The proposal site has a very high GMAL (GMAL 7: very high). Therefore, the use of the Greater London site with a much poorer accessibility level will lead to a robust assessment.

⁴ TRICS (2022), TRICS Good Practice Guide 2023

TRICS Trip Rates

- 5.10 The TRICS output is attached as Appendix C, with a summary of the trip rates provided in Table 5.2.

	Vehicle Trip Rates (per student)		
	In	Out	Total
AM Peak Hour	0.054	0.014	0.068
College PM Peak Hour	0.009	0.027	0.036
PM Peak Hour	0.017	0.029	0.046
Daily	0.195	0.194	0.389
	Pedestrian Trip Rates (per student)		
	In	Out	Total
AM Peak Hour	0.02	0.003	0.023
College PM Peak Hour	0.004	0.015	0.019
PM Peak Hour	0.006	0.008	0.014
	Cycle Trip Rates (per student)		
	In	Out	Total
AM Peak Hour	0.004	0	0.004
College PM Peak Hour	0	0.002	0.002
PM Peak Hour	0.001	0.002	0.003
	Public Transport Trip Rates (per student)		
	In	Out	Total
AM Peak Hour	0.086	0.003	0.089
College PM Peak Hour	0.005	0.057	0.062
PM Peak Hour	0.009	0.025	0.034

Table 5.2: TRICS Trip Rates

Multimodal Trip Generation

- 5.11 The trip rates have been applied to the net change in student numbers for each option and the resulting trips are set out in Table 5.3.

	Vehicle Trips		
	In	Out	Total
AM Peak Hour	14	4	18
College PM Peak Hour	2	7	10
PM Peak Hour	4	8	12
	Pedestrian Trips		
	In	Out	Total
AM Peak Hour	5	1	6
College PM Peak Hour	1	4	5
PM Peak Hour	2	2	4
	Cycle Trips		
	In	Out	Total
AM Peak Hour	1	0	1
College PM Peak Hour	0	1	1
PM Peak Hour	0	1	1
	Public Transport Trips		
	In	Out	Total
AM Peak Hour	23	1	23
College PM Peak Hour	1	15	16
PM Peak Hour	2	7	9

Table 5.3: Multimodal Trip Generation

Residual Traffic Impact

- 5.12 Table 5.3 shows that the proposal will not generate a significant level of traffic in the peak hours when considered in the context of DfT significance thresholds. A maximum change in traffic of 18 vehicles is forecast in the AM peak.
- 5.13 The baseline use of the development site is its permitted use as office space. TRICS has been used to derive a suitable trip rate for the baseline use of the site and the output is attached as Appendix C.

	Vehicle Trip Rates (per 100sqm)			Baseline Vehicle Trips		
	In	Out	Total	In	Out	Total
AM Peak Hour	1.19	0.145	1.335	14	2	16
College PM Peak Hour	0.125	0.747	0.872	2	9	11
PM Peak Hour	0.086	0.948	1.034	1	11	13

Table 5.4: Baseline Site Use Vehicle Trips

- 5.14 The assessment confirms that the proposal will not generate a significant level of traffic when considered in isolation with a maximum change of 18 vehicles in the AM peak hour. When

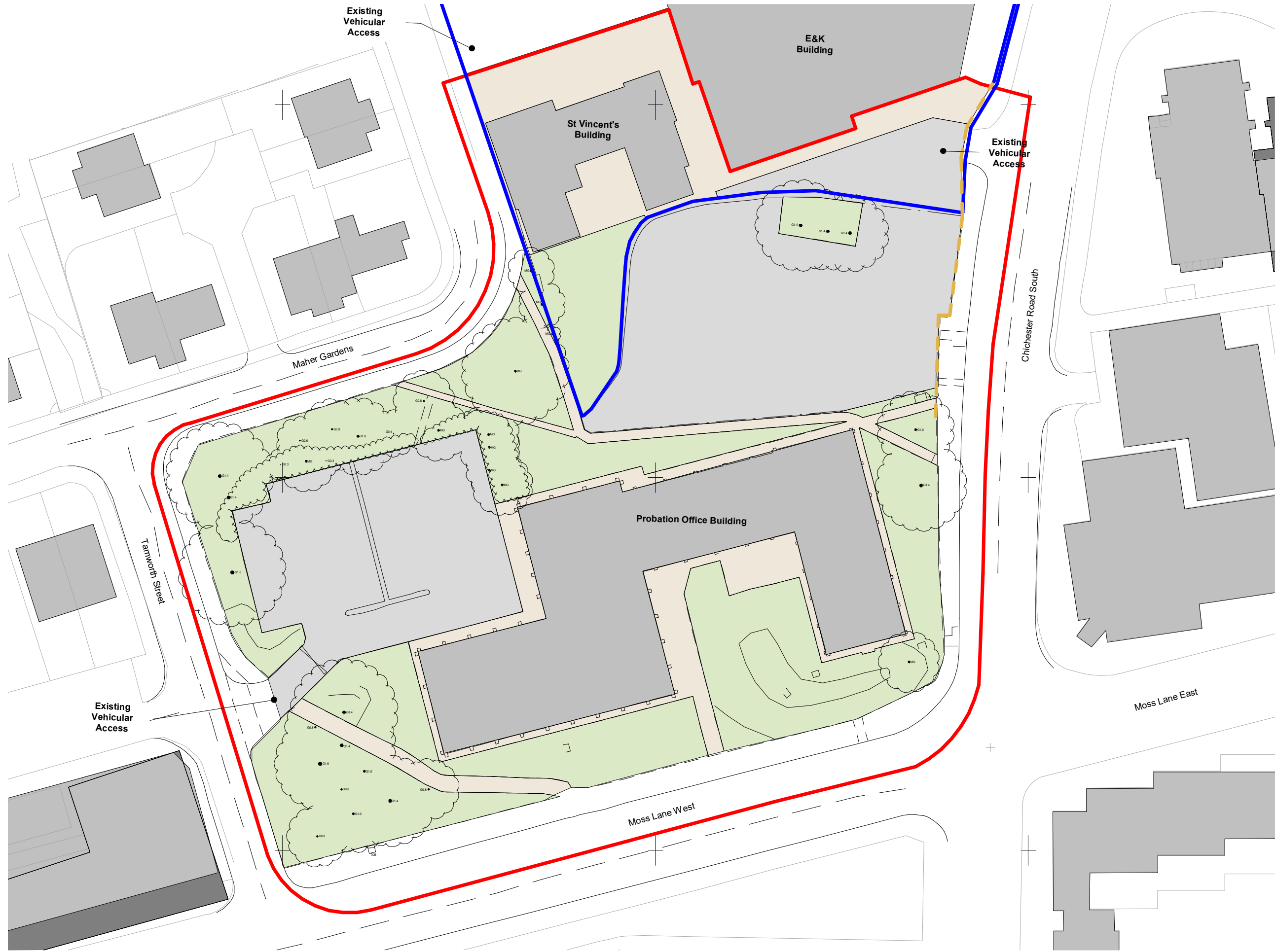
considered in the context of the baseline use of the site, the proposal not significantly change from the baseline (permitted) position.

- 5.15 The level of traffic generated by the proposal will not have a significant impact on highway operation.

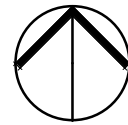
6 Conclusions

- 6.1 SK has been instructed by Loreto College to prepare a TS that considers the impact of the construction of a new education building on a site bounded by Moss Lane West, Chichester Road, Tamworth Street and Maher Gardens. The site is currently occupied by an office building with a floor area of 1,210sqm.
- 6.2 The development proposals the construction of a new teaching block to provide facilities for existing students in temporary classrooms and accommodate increased student intake.
- 6.3 The assessment has been prepared in line with standard appraisal methods and the level of assessment (TS) was agreed with the Local Highway Authority as part of the pre-application proposals.
- 6.4 The TS shows that the site occupies an accessible location that relates well to local amenities and services, and public transport nodes. The College is served by student bus services and also frequent standard bus services. The College has a GMAL of 7, which is a very high level of accessibility by public transport in a suburban area.
- 6.5 Pedestrian access to the site will be retained from the existing College access on Chichester Road South. Measures are proposed to provide pedestrian improvements to the development site access points and also to ensure replacement provision is made for the removal of the existing footpaths across the development site.
- 6.6 The proposal will provide additional cycle parking and measures will be adopted by the College to encourage sustainable trip making as part of the future Travel Plan.
- 6.7 Traffic forecasts have been undertaken using TRICS and the assessment shows that the proposal will not significantly increase traffic flows and won't have an impact on highway operation.

Appendix A



Rev Revision Notes
L1 i124 - Planning Application



Site Address:

Loreto College
Chichester Road South
Manchester
M15 5PB

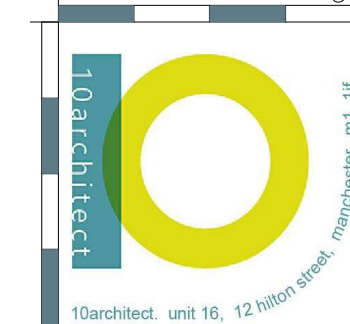
Application Boundary Area = 0.93 ha

Key

- Application Site Boundary
- Ownership Boundary
- Grass
- Pedestrian Routes
- Existing Parking
- Existing Buildings
- Existing Trees
- Existing Secure Line

Client: Loreto College
Project: New-Build
Job No.: 1273
Date: 04/04/23
BIM Model: LCPL-10A-M3
QA: AD DD
Scale: 1 : 500@A3
Drawing: **Existing Site Plan**
Rev notes: i124 - Planning Application

LCPL- 10A- V0- 00- DR- A- 0002 L1



1 Existing Site Plan
1 : 500 Ref Sheet: 9006



Appendix B

1 : 200 Ref Sheet: 9006



- | | | | | | |
|---|--------------------|---|--|---|--|
|  | Site Boundary |  | Future THT Development |  | Planting Areas |
|  | Ownership Boundary |  | Location of Culvert and 7m easement zone from culvert centre line. |  | Soft Landscaping - Playbark |
|  | Grass |  | Existing Trees |  | Lines of Demolition |
| | Tarmac | | Proposed Trees | | 2.4m(H) metal and post rail fence to match existing (refer to DWG. 9201) |
|  | Paving Slabs |  | Existing 2.4m(H) metal and post rail fence |  | External Compound |
|  | New Build | | | | |
|  | New Pavement | | | | |

Appendix C

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	HD HILLINGDON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
11	SCOTLAND	
	GC GLASGOW CITY	1 days

Primary Filtering selection:

Parameter: Number of students
 Actual Range: 2000 to 10558 (units:)
 Range Selected by User: 360 to 16000 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 06/04/22

Selected survey days:

Monday	1 days
Tuesday	1 days
Thursday	3 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	5
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Selected Location Sub Categories:

Residential Zone	2
Built-Up Zone	1
No Sub Category	2

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	13 days - Selected

Secondary Filtering selection:Use Class:

F1(a)	5 days
-------	--------

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

Secondary Filtering selection (Cont.):Population within 5 miles:

125,001 to 250,000	2 days
250,001 to 500,000	1 days
500,001 or More	2 days

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	3 days

Travel Plan:

Not Known	2 days
Yes	2 days
No	1 days

PTAL Rating:

No PTAL Present	4 days
1b Very poor	1 days

LIST OF SITES relevant to selection parameters

- 1 BT-04-C-01 COLLEGE OF N.W. LONDON BRENT**
 PRIORY PARK ROAD
 KILBURN
 Edge of Town Centre
 No Sub Category
 Total Number of students: 2000
 Survey date: TUESDAY 16/10/01
 Survey Type: MANUAL
- 2 GC-04-C-02 ENGINEERING COLL. GLASGOW CITY**
 SHAMROCK STREET
 GLASGOW
 GARNETHILL
 Edge of Town Centre
 No Sub Category
 Total Number of students: 2200
 Survey date: THURSDAY 13/09/01
 Survey Type: MANUAL
- 3 HD-04-C-01 COLLEGE HILLINGDON**
 PARK ROAD
 UXBRIDGE
 Edge of Town Centre
 Residential Zone
 Total Number of students: 8103
 Survey date: THURSDAY 03/03/16
 Survey Type: MANUAL
- 4 NF-04-C-02 COLLEGE NORFOLK**
 IPSWICH ROAD
 NORWICH
 LAKENHAM
 Edge of Town Centre
 Residential Zone
 Total Number of students: 10558
 Survey date: THURSDAY 23/09/10
 Survey Type: MANUAL
- 5 PB-04-C-02 COLLEGE PETERBOROUGH**
 BROOK STREET
 PETERBOROUGH
 Edge of Town Centre
 Built-Up Zone
 Total Number of students: 3000
 Survey date: MONDAY 17/10/16
 Survey Type: MANUAL

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
GM-04-C-01	University
SC-04-C-01	university
WE-04-C-01	University

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

MULTI-MODAL TOTAL VEHICLES

Calculation factor: **1 STUDEN**

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.42

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	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	5172	0.010	5	5172	0.002	5	5172	0.012
08:00 - 09:00	5	5172	0.054	5	5172	0.014	5	5172	0.068
09:00 - 10:00	5	5172	0.031	5	5172	0.011	5	5172	0.042
10:00 - 11:00	5	5172	0.012	5	5172	0.008	5	5172	0.020
11:00 - 12:00	5	5172	0.010	5	5172	0.008	5	5172	0.018
12:00 - 13:00	5	5172	0.012	5	5172	0.014	5	5172	0.026
13:00 - 14:00	5	5172	0.011	5	5172	0.011	5	5172	0.022
14:00 - 15:00	5	5172	0.006	5	5172	0.014	5	5172	0.020
15:00 - 16:00	5	5172	0.009	5	5172	0.018	5	5172	0.027
16:00 - 17:00	5	5172	0.009	5	5172	0.027	5	5172	0.036
17:00 - 18:00	5	5172	0.017	5	5172	0.029	5	5172	0.046
18:00 - 19:00	5	5172	0.009	5	5172	0.009	5	5172	0.018
19:00 - 20:00	4	5965	0.002	4	5965	0.007	4	5965	0.009
20:00 - 21:00	4	5965	0.002	4	5965	0.013	4	5965	0.015
21:00 - 22:00	4	5965	0.001	4	5965	0.009	4	5965	0.010
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.195			0.194			0.389

Parameter summary

Trip rate parameter range selected:	2000 - 10558 (units:)
Survey date date range:	01/01/00 - 06/04/22
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

MULTI-MODAL OGVS
Calculation factor: 1 STUDEN
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	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	5172	0.000	5	5172	0.000	5	5172	0.000
08:00 - 09:00	5	5172	0.000	5	5172	0.000	5	5172	0.000
09:00 - 10:00	5	5172	0.000	5	5172	0.000	5	5172	0.000
10:00 - 11:00	5	5172	0.000	5	5172	0.000	5	5172	0.000
11:00 - 12:00	5	5172	0.000	5	5172	0.000	5	5172	0.000
12:00 - 13:00	5	5172	0.000	5	5172	0.000	5	5172	0.000
13:00 - 14:00	5	5172	0.000	5	5172	0.000	5	5172	0.000
14:00 - 15:00	5	5172	0.000	5	5172	0.000	5	5172	0.000
15:00 - 16:00	5	5172	0.000	5	5172	0.000	5	5172	0.000
16:00 - 17:00	5	5172	0.000	5	5172	0.000	5	5172	0.000
17:00 - 18:00	5	5172	0.000	5	5172	0.000	5	5172	0.000
18:00 - 19:00	5	5172	0.000	5	5172	0.000	5	5172	0.000
19:00 - 20:00	4	5965	0.000	4	5965	0.000	4	5965	0.000
20:00 - 21:00	4	5965	0.000	4	5965	0.000	4	5965	0.000
21:00 - 22:00	4	5965	0.000	4	5965	0.000	4	5965	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

MULTI-MODAL CYCLISTS
Calculation factor: 1 STUDEN
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	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	5172	0.001	5	5172	0.000	5	5172	0.001
08:00 - 09:00	5	5172	0.004	5	5172	0.000	5	5172	0.004
09:00 - 10:00	5	5172	0.002	5	5172	0.000	5	5172	0.002
10:00 - 11:00	5	5172	0.001	5	5172	0.000	5	5172	0.001
11:00 - 12:00	5	5172	0.001	5	5172	0.001	5	5172	0.002
12:00 - 13:00	5	5172	0.001	5	5172	0.001	5	5172	0.002
13:00 - 14:00	5	5172	0.001	5	5172	0.000	5	5172	0.001
14:00 - 15:00	5	5172	0.001	5	5172	0.002	5	5172	0.003
15:00 - 16:00	5	5172	0.001	5	5172	0.002	5	5172	0.003
16:00 - 17:00	5	5172	0.000	5	5172	0.002	5	5172	0.002
17:00 - 18:00	5	5172	0.001	5	5172	0.002	5	5172	0.003
18:00 - 19:00	5	5172	0.000	5	5172	0.001	5	5172	0.001
19:00 - 20:00	4	5965	0.000	4	5965	0.001	4	5965	0.001
20:00 - 21:00	4	5965	0.000	4	5965	0.000	4	5965	0.000
21:00 - 22:00	4	5965	0.000	4	5965	0.000	4	5965	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.012			0.026

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 STUDEN

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	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	5172	0.001	5	5172	0.001	5	5172	0.002
08:00 - 09:00	5	5172	0.020	5	5172	0.003	5	5172	0.023
09:00 - 10:00	5	5172	0.013	5	5172	0.005	5	5172	0.018
10:00 - 11:00	5	5172	0.009	5	5172	0.009	5	5172	0.018
11:00 - 12:00	5	5172	0.016	5	5172	0.029	5	5172	0.045
12:00 - 13:00	5	5172	0.033	5	5172	0.048	5	5172	0.081
13:00 - 14:00	5	5172	0.027	5	5172	0.020	5	5172	0.047
14:00 - 15:00	5	5172	0.009	5	5172	0.013	5	5172	0.022
15:00 - 16:00	5	5172	0.005	5	5172	0.013	5	5172	0.018
16:00 - 17:00	5	5172	0.004	5	5172	0.015	5	5172	0.019
17:00 - 18:00	5	5172	0.006	5	5172	0.008	5	5172	0.014
18:00 - 19:00	5	5172	0.005	5	5172	0.002	5	5172	0.007
19:00 - 20:00	4	5965	0.001	4	5965	0.002	4	5965	0.003
20:00 - 21:00	4	5965	0.001	4	5965	0.002	4	5965	0.003
21:00 - 22:00	4	5965	0.000	4	5965	0.001	4	5965	0.001
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.150			0.171			0.321

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 1 STUDEN****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	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	5172	0.003	5	5172	0.001	5	5172	0.004
08:00 - 09:00	5	5172	0.086	5	5172	0.003	5	5172	0.089
09:00 - 10:00	5	5172	0.055	5	5172	0.003	5	5172	0.058
10:00 - 11:00	5	5172	0.023	5	5172	0.005	5	5172	0.028
11:00 - 12:00	5	5172	0.019	5	5172	0.011	5	5172	0.030
12:00 - 13:00	5	5172	0.025	5	5172	0.020	5	5172	0.045
13:00 - 14:00	5	5172	0.017	5	5172	0.020	5	5172	0.037
14:00 - 15:00	5	5172	0.008	5	5172	0.033	5	5172	0.041
15:00 - 16:00	5	5172	0.005	5	5172	0.044	5	5172	0.049
16:00 - 17:00	5	5172	0.005	5	5172	0.057	5	5172	0.062
17:00 - 18:00	5	5172	0.009	5	5172	0.025	5	5172	0.034
18:00 - 19:00	5	5172	0.004	5	5172	0.004	5	5172	0.008
19:00 - 20:00	4	5965	0.000	4	5965	0.002	4	5965	0.002
20:00 - 21:00	4	5965	0.000	4	5965	0.003	4	5965	0.003
21:00 - 22:00	4	5965	0.000	4	5965	0.001	4	5965	0.001
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.259			0.232			0.491

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 STUDEN****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 3.42

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	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	5172	0.017	5	5172	0.003	5	5172	0.020
08:00 - 09:00	5	5172	0.181	5	5172	0.018	5	5172	0.199
09:00 - 10:00	5	5172	0.111	5	5172	0.020	5	5172	0.131
10:00 - 11:00	5	5172	0.048	5	5172	0.023	5	5172	0.071
11:00 - 12:00	5	5172	0.049	5	5172	0.051	5	5172	0.100
12:00 - 13:00	5	5172	0.075	5	5172	0.089	5	5172	0.164
13:00 - 14:00	5	5172	0.061	5	5172	0.056	5	5172	0.117
14:00 - 15:00	5	5172	0.025	5	5172	0.066	5	5172	0.091
15:00 - 16:00	5	5172	0.021	5	5172	0.084	5	5172	0.105
16:00 - 17:00	5	5172	0.018	5	5172	0.113	5	5172	0.131
17:00 - 18:00	5	5172	0.033	5	5172	0.071	5	5172	0.104
18:00 - 19:00	5	5172	0.022	5	5172	0.017	5	5172	0.039
19:00 - 20:00	4	5965	0.004	4	5965	0.014	4	5965	0.018
20:00 - 21:00	4	5965	0.003	4	5965	0.023	4	5965	0.026
21:00 - 22:00	4	5965	0.002	4	5965	0.014	4	5965	0.016
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.670			0.662			1.332

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	BO BEDFORD	1 days
	HF HERTFORDSHIRE	2 days
	KC KENT	3 days
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	2 days
10	WALES	
	SW SWANSEA	2 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days

Primary Filtering selection:

Parameter: Gross floor area
 Actual Range: 280 to 32793 (units: sqm)
 Range Selected by User: 178 to 114000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 28/06/22

Selected survey days:

Monday	3 days
Tuesday	3 days
Wednesday	4 days
Thursday	5 days
Friday	1 days

Selected survey types:

Manual count	16 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	16
---------------------	----

Selected Location Sub Categories:

Development Zone	5
Residential Zone	2
Built-Up Zone	7
No Sub Category	2

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	14 days - Selected
Servicing vehicles Excluded	27 days - Selected

Secondary Filtering selection:Use Class:

Not Known	16 days
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Filter by Site Operations Breakdown:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000	3 days
25,001 to 50,000	12 days
100,001 or More	1 days

Population within 5 miles:

125,001 to 250,000	10 days
250,001 to 500,000	2 days
500,001 or More	4 days

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	10 days

Travel Plan:

Yes	4 days
No	12 days

PTAL Rating:

No PTAL Present	16 days
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LIST OF SITES relevant to selection parameters

1	BH-02-A-05	OFFICES		BRIGHTON & HOVE
	ROMAN ROAD			
	HOVE			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	280 sqm		
	Survey date: WEDNESDAY	04/07/18		Survey Type: MANUAL
2	BO-02-A-01	OFFICES		BEDFORD
	BROMHAM ROAD			
	BEDFORD			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1469 sqm		
	Survey date: MONDAY	14/10/13		Survey Type: MANUAL
3	DL-02-A-04	OFFICES		DUBLIN
	AMIENS STREET			
	DUBLIN			
	DOCKLANDS			
	Edge of Town Centre			
	Development Zone			
	Total Gross floor area:	13827 sqm		
	Survey date: THURSDAY	20/05/10		Survey Type: MANUAL
4	DU-02-A-01	OFFICES		DUNDEE CITY
	GREENMARKET			
	DUNDEE			
	Edge of Town Centre			
	Development Zone			
	Total Gross floor area:	3200 sqm		
	Survey date: THURSDAY	27/04/17		Survey Type: MANUAL
5	DY-02-A-02	REAL ESTATE DEVELOPERS		DERBY
	PRIME PARKWAY			
	DERBY			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	594 sqm		
	Survey date: THURSDAY	21/10/21		Survey Type: MANUAL
6	GM-02-A-09	LEASED OFFICES		GREATER MANCHESTER
	NEW MOUNT STREET			
	MANCHESTER			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2500 sqm		
	Survey date: MONDAY	26/09/16		Survey Type: MANUAL
7	HF-02-A-03	OFFICE		HERTFORDSHIRE
	60 VICTORIA STREET			
	ST ALBANS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	610 sqm		
	Survey date: WEDNESDAY	16/10/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HF-02-A-04	OFFICES		HERTFORDSHIRE
	STATION WAY			
	ST ALBANS			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	5000 sqm		
	Survey date: THURSDAY	02/10/14		Survey Type: MANUAL
9	KC-02-A-09	COUNCIL OFFICES		KENT
	SANDLING ROAD			
	MAIDSTONE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	1500 sqm		
	Survey date: WEDNESDAY	19/10/11		Survey Type: MANUAL
10	KC-02-A-10	COUNCIL OFFICES		KENT
	SANDLING ROAD			
	MAIDSTONE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2900 sqm		
	Survey date: WEDNESDAY	19/10/11		Survey Type: MANUAL
11	KC-02-A-11	COUNTY HALL		KENT
	SANDLING ROAD			
	MAIDSTONE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	32793 sqm		
	Survey date: MONDAY	17/10/11		Survey Type: MANUAL
12	MS-02-A-02	SCIENCE PARK OFFICES		MERSEYSIDE
	MOUNT PLEASANT			
	LIVERPOOL			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	11250 sqm		
	Survey date: TUESDAY	13/11/18		Survey Type: MANUAL
13	MS-02-A-04	OFFICES		MERSEYSIDE
	MANN ISLAND			
	LIVERPOOL			
	MANN ISLAND			
	Edge of Town Centre			
	Development Zone			
	Total Gross floor area:	15000 sqm		
	Survey date: TUESDAY	05/04/22		Survey Type: MANUAL
14	SW-02-A-01	OFFICES		SWANSEA
	LANGDON ROAD			
	SWANSEA			
	Edge of Town Centre			
	Development Zone			
	Total Gross floor area:	6630 sqm		
	Survey date: FRIDAY	25/10/13		Survey Type: MANUAL
15	SW-02-A-02	OFFICE		SWANSEA
	KINGS ROAD			
	SWANSEA			
	Edge of Town Centre			
	Development Zone			
	Total Gross floor area:	2225 sqm		
	Survey date: THURSDAY	24/10/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	WS-02-A-05	SOCIAL HOUSING COMPANY	WEST SUSSEX
	NORTH STREET		
	WORTHING		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	830 sqm	
	Survey date: TUESDAY	17/05/22	Survey Type: MANUAL

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.64

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	16	6227	0.582	16	6227	0.082	16	6227	0.664
08:00 - 09:00	16	6227	1.190	16	6227	0.145	16	6227	1.335
09:00 - 10:00	16	6227	0.643	16	6227	0.137	16	6227	0.780
10:00 - 11:00	16	6227	0.207	16	6227	0.122	16	6227	0.329
11:00 - 12:00	16	6227	0.182	16	6227	0.131	16	6227	0.313
12:00 - 13:00	16	6227	0.128	16	6227	0.148	16	6227	0.276
13:00 - 14:00	16	6227	0.163	16	6227	0.167	16	6227	0.330
14:00 - 15:00	16	6227	0.118	16	6227	0.178	16	6227	0.296
15:00 - 16:00	16	6227	0.099	16	6227	0.217	16	6227	0.316
16:00 - 17:00	16	6227	0.125	16	6227	0.747	16	6227	0.872
17:00 - 18:00	16	6227	0.086	16	6227	0.948	16	6227	1.034
18:00 - 19:00	16	6227	0.026	16	6227	0.305	16	6227	0.331
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.549			3.327			6.876

Parameter summary

Trip rate parameter range selected: 280 - 32793 (units: sqm)
 Survey date range: 01/01/10 - 28/06/22
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	16	6227	0.001	16	6227	0.001	16	6227	0.002
08:00 - 09:00	16	6227	0.004	16	6227	0.004	16	6227	0.008
09:00 - 10:00	16	6227	0.003	16	6227	0.002	16	6227	0.005
10:00 - 11:00	16	6227	0.003	16	6227	0.003	16	6227	0.006
11:00 - 12:00	16	6227	0.001	16	6227	0.002	16	6227	0.003
12:00 - 13:00	16	6227	0.003	16	6227	0.002	16	6227	0.005
13:00 - 14:00	16	6227	0.002	16	6227	0.003	16	6227	0.005
14:00 - 15:00	16	6227	0.000	16	6227	0.000	16	6227	0.000
15:00 - 16:00	16	6227	0.002	16	6227	0.002	16	6227	0.004
16:00 - 17:00	16	6227	0.001	16	6227	0.001	16	6227	0.002
17:00 - 18:00	16	6227	0.002	16	6227	0.002	16	6227	0.004
18:00 - 19:00	16	6227	0.000	16	6227	0.000	16	6227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.022			0.044