

Greenheys, Manchester Science Park (MSP) Transport Statement

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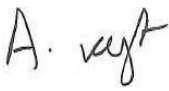


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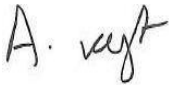
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- Drawing 81888-CUR-XX-00-D-TP-05001** – (Swept Path Analysis) 11.2m Large Refuse Vehicle
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- Appendix A** – Proposed Site Plan
- Appendix B** – TRICS Outputs

Executive Summary

Curtins has been appointed on behalf of Bruntwood Sci-Tech Ltd to provide traffic and transportation advice in relation to the redevelopment of the existing Greenheys Building within Manchester Science Park (MSP).

The development comprises the construction of a 7-storey building comprising up to 186,000 sq. ft. commercial floorspace across 6 occupiable floors (Use Class E), plus plant level above. The site is currently occupied by the existing two-storey Greenheys building, two terraced houses and storage space, and a single storey building located within the neighbouring McDougall site. There are c. 60 visitor parking spaces on the Greenheys site as existing, along with cycle parking for c. 100 bicycles, which is utilised by customers across the MSP campus.

The primary vehicular access to the site would be relocated to Greenheys Lane along the western boundary of the site and would predominantly be used for servicing and delivery drop-offs. A service yard would be created, which would comprise entry and exit points between two new access junctions. To accommodate this vehicular access, the existing southbound bus stop along Greenheys Lane would be relocated c. 8m to the north.

There will be a new pedestrian crossing further to the south of the site to tie into the pedestrian desire line along the east-west route between Greenheys and the neighbouring BASE building. The configuration of the pedestrian crossing will be developed during the detailed design stage / secured as part of a planning condition.

The redevelopment of the site is taking place in tandem with a reconfiguration of Bruntwood's car parking strategy across the MSP campus. A summary of the changes is shown as follows:

Existing Situation	Proposed Situation	Changes to Parking Strategy
Car parking across: - Greenheys Building (visitors only, free) *Denmark Road (customers only, spaces obtained via license or lease) *Temporary car park with consent expiring in 2024 (MCC planning reference: 124795/FO/2019) - Other locations within MSP campus (customers only, spaces obtained via license or lease)	Car parking across: - Denmark Road (pay and display for visitors and customers who require occasional use) - Other locations within MSP campus (customers only, spaces obtained via lease)	- No visitor / customer parking spaces at Greenheys Building (service vehicles only). - Denmark Road temporary car park consent to be extended to facilitate the delivery of the proposed development. - License offerings to be cancelled. - Spaces now offered on a leased basis, at a ratio of 1 space per 1,000 sq. ft. floorspace occupied by MSP customers, including those at Greenheys and BASE.

The existing 100 cycle parking spaces within the curtilage of the existing Greenheys site would also be relocated elsewhere within the MSP campus.

This change represents an optimised parking strategy which ensures sufficient capacity can be provided to meet on-site demand, whilst also minimising the amount of surplus unused parking spaces, and provides flexibility for customers who adopt a hybrid working pattern and do not need leased car parking spaces. Customers and visitors would be encouraged to travel by sustainable modes of transport where possible.

This is in line with the continued implementation of the accompanying Framework Travel Plan, and car park use / uptake would be monitored on an ongoing basis.

The accessibility credentials of the site have been assessed against Building Research Establishment Environmental Assessment Method (BREEAM) UK New Construction 2018 guidelines. Key destinations and local amenities are within walking and cycling distance of the site, including residential, retail, leisure, and employment facilities and services, together with major public transport interchanges within Manchester City Centre. The site is appropriately situated to take advantage of existing public transport infrastructure along the Oxford Road corridor, and to other areas of Greater Manchester. The site's Accessibility Index (AI) of 39.31 suggests that the site has an excellent level of public transport accessibility in relation to BREEAM.

Servicing and delivery trips associated with the development are considered negligible and ancillary to the primary uses of the site. It is envisaged that on average, there would be up to 10 servicing / delivery trips per day (20 two-way trips). Notwithstanding, these trips would not take place in the AM and PM peak hours.

The proposed development could result in an increase of 5 and 23 two-way vehicular trips in the normal AM and PM peak periods respectively. However, due to the location, the accessible nature of the proposed development, a limited ratio of available parking, and a lack of parking within the site boundary (only spaces for service vehicles are provided on-site; car parking spaces for customers and visitors are provided elsewhere on the MSP campus), it is considered that less people would be motivated to travel by car. Customers who travel by car would be directed to park within the MSP campus which has been demonstrated to comprise sufficient spare parking spaces to accommodate the parking needs of the new Greenheys Building.

The proposed development is in line with national and local transport policies and guidance, in particular Paragraph 111 of the NPPF, as it would not have an unacceptable impact on highway safety, nor would there be a severe residual cumulative impact on the surrounding highway network.

The development is also compliant with BREEAM 2018 standards under the categories "Tra 01 – Transport Assessment and Travel Plan" and "Tra 02 – Sustainable Transport Measures", and can achieve up to 9 transport credits.

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Bruntwood Sci-Tech Ltd to provide traffic and transportation advice in relation to the redevelopment of the existing Greenheys Building within Manchester Science Park (MSP).
- 1.1.2 The proposals seek to deliver purpose-built laboratory and office workspace to accommodate specialist life science and healthcare businesses, such as those working in diagnostics, genomics, biotech and digital health.
- 1.1.3 The description of development is as follows:

“Construction of a 7-storey building comprising up to 17,249sq. m (GIA) commercial floorspace (Use Class E), plus plant level above; in addition to associated cycle parking, hard and soft landscaping, access and servicing and other associated works.”

- 1.1.4 The proposed site plan is included in **Appendix A**.

1.2 Purpose of the Report

- 1.2.1 This Transport Statement (TS) has been prepared to consider the traffic and transport aspects of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective. This TS has therefore been prepared to assist Highways Officers at Manchester City Council (MCC) in the determination of the planning application.
- 1.2.2 The development would be assessed under Building Research Establishment Environmental Assessment Method (BREEAM) 2018 standards, and would seek to demonstrate compliance by obtaining a number of credits. As such, this TS also seeks to demonstrate compliance with BREEAM.

1.3 Scope of the Report

- 1.3.1 The scope of this report is consistent with the guidance and recommendations set out in Local and National planning policy.
- 1.3.2 Curtins held a scoping meeting with MCC Highways on 20th October 2022 to discuss the development proposals. It was agreed during this meeting that a TS would be sufficient to support the development, and the TS should contain the following:
 - Details of the existing situation in the vicinity of the site including highway infrastructure, pedestrian and cycle facilities, and highway safety;
 - A summary of the development proposals, with a focus on access and parking;

- Drawings of the site access arrangements and vehicle tracking;
- A summary of accessibility by sustainable modes of travel including walking, cycling, and public transport;
- A TRICS-based trip generation assessment for the development proposals;
- A summary of the likely transport impacts of the development proposals, focusing on the net increase in traffic generation; and
- A summary of the planning policy position.

1.3.3 Other main points regarding design, access, and parking that were discussed were as follows:

- MCC would require equal focus to be given to cyclists, especially a west-to-east connection between Greenheys Lane and Pencroft Way, as this was an issue that was raised during the consultation for the neighbouring BASE Building;
- Curtins suggested that the bus stop could be relocated to the area between the proposed two new access points. It was agreed that this would be a suitable solution, on the basis that the existing bus stop's facilities (i.e. pole, shelter, notice board) would not be compromised as part of the relocation;
- As vehicles servicing the site would be an infrequent occurrence, any instances of overlap between this occurrence and a bus pulling up would be highly unlikely and therefore visibility is not a concern to MCC from the proposed access. MCC's query regarding the bus stop would be for the existing hard defined kerbs along Greenheys Lane could be replaced by softer kerbs to improve pedestrian amenity;
- MCC queried the proposed emergency vehicle route between Pencroft Way and Burlington Street and stated that it could be used as a rat-run. To avoid this, MCC recommends physical measures such as bollards to ensure that the route is not used by other vehicles;
- MCC stated that any car-free plans would require justification, and further justification would be required to prevent on-street parking in the surrounding residential areas. MCC suggested referring to the BASE consultation notes to adopt solutions to parking that were agreed, and implement these for the proposed development;
- MCC stated that cycle parking would have to be provided in line with the number of staff anticipated, and that they would support as much cycle parking as possible; and
- Due to the sui generis use class of the development (as there is no category on TRICS for laboratory spaces), Curtins stated that the best possible estimate of trip rates would be from a site in Liverpool Science Park, which offers laboratory / office space/ co-working space. It was broadly agreed that this would be acceptable on the basis that it can be justified that the sites share similar characteristics in terms of parking, accessibility, and number of staff at the site.

1.3.4 The above points have been taken forward and implemented as part of the proposals.

- 1.3.5 MCC Highways also requested a Framework Travel Plan to accompany the TS. This has been provided in Document Reference: **81888-CUR-XX-XX-T-TP-00002**.

1.4 Structure of the Report

- 1.4.1 Following on from this introduction, **Section 2** of this report considers the site location, existing situation, and a brief description of the surrounding highway network.
- 1.4.2 **Section 3** provides an overview of the development proposals.
- 1.4.3 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.
- 1.4.4 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals and the highway impact.
- 1.4.5 **Section 6** demonstrates that the development accords with the transport requirements within BREEAM's New Construction guidance (2018).
- 1.4.6 Relevant local and national transport policy is summarised in **Section 7**, and the report is summarised and concluded in **Section 8**.

2.0 Existing Situation

2.1 Site Location

- 2.1.1 The site is bounded by Greenheys Lane to the west and Pencroft Way to the east. Directly to the north of the site lies the former McDougall sports centre that was used by the University of Manchester (the building is now vacant and disused), and to the south lies the new BASE building development. Further to the east of the site lies the Bright Building.
- 2.1.2 Manchester Science Park (MSP) is a strategic employment area on the Oxford Road Corridor, which in turn is an innovation district south of Manchester City Centre running the length of Oxford Road from St Peter's Square to Whitworth Park. The concentration of major education, health and commercial uses spanning the length of the Oxford Road Corridor means that it operates as a functional extension of Manchester City Centre.
- 2.1.3 A Strategic Regeneration Framework (SRF) for MSP was endorsed by Manchester City Council (MCC) in 2014 and subsequently updated in 2018, with the aim to meet market demand and continue to drive economic output in key knowledge sectors. Within the SRF, it is the intention to close Pencroft Way. This will enable further enhancement to the public realm between the proposed Greenheys building and the Bright building, additionally acting as a circulation space to connect to the BASE development.
- 2.1.4 The SRF has recently been updated with an addendum to the 2018 SRF. MCC Executive approved the SRF addendum on 22 March 2023. The addendum does not change the overarching principles set out within the 2018 SRF, but provides more detail on the proposed Greenheys Building development and the development principles across the Framework area to reflect the Council's Green and Blue Infrastructure Strategy (2022) and target to be net zero carbon by 2038.
- 2.1.5 **Figure 2.1** illustrates the site in a more local context relating to the local highway network.

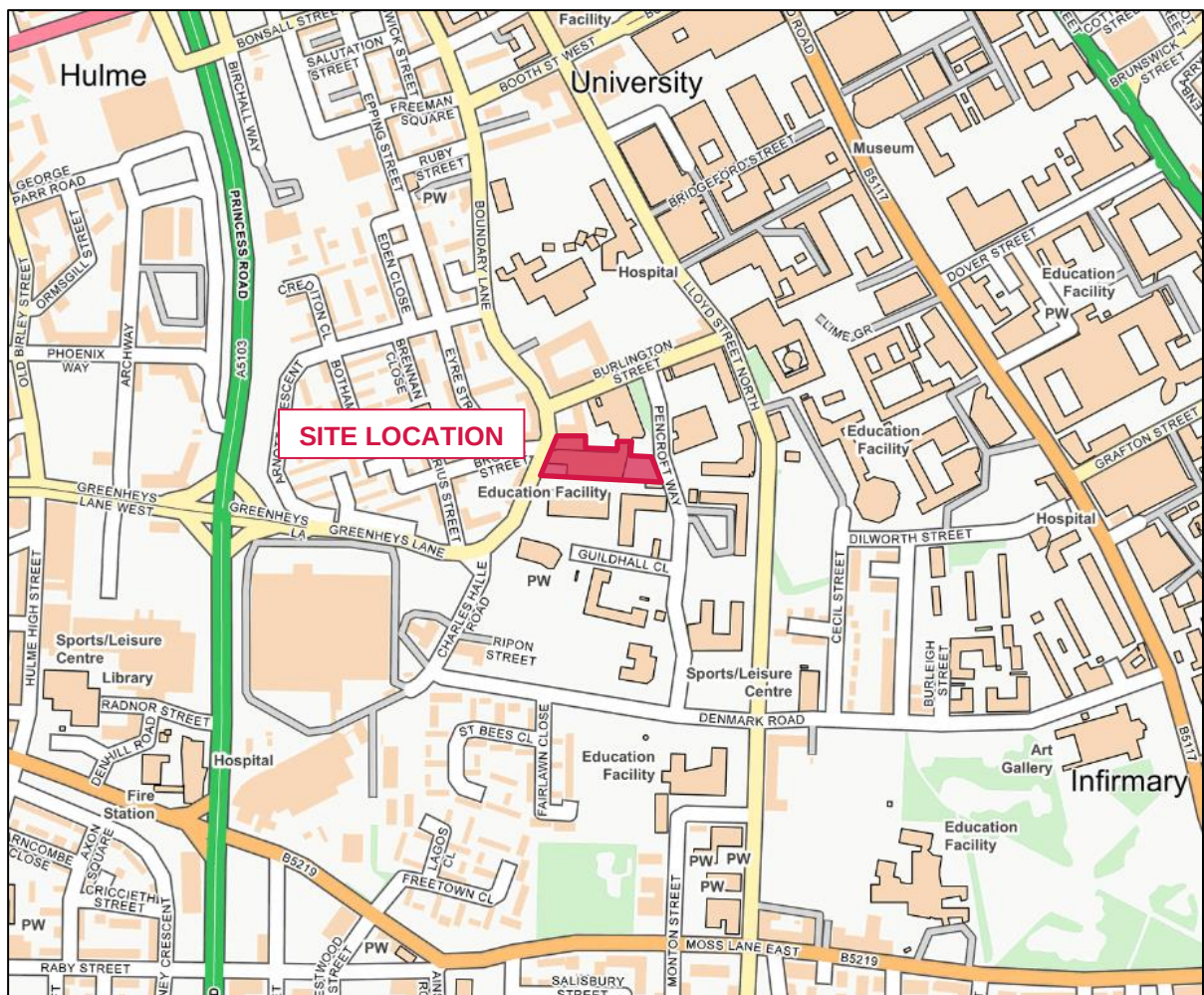


Figure 2.1 – Site Location in Relation to the Local Highway Network

(Source: OS Maps, 2022)

2.2 Existing Use and Access Arrangements

2.2.1 The site is currently occupied by the existing two-storey Greenheys building, two terraced houses and storage space, and a single storey 1960s building located within the McDougall site. The existing Greenheys building consists of a single storey construction to the east elevation and a double storey building located on the western half of the site.

Vehicular Access

2.2.2 Vehicular access to the existing Greenheys building is currently provided from Pencroft Way. This access serves the c. 60 on-site visitor parking spaces and a loading area for deliveries to the site. Access to the Greenheys car park is not restricted by any parking barriers.

2.2.3 There is also a secure service yard located adjacent to Greenheys Lane, that is secured by a gate. The service yard comprises a further c. 9 car parking spaces.

- 2.2.4 The existing terrace houses can be accessed directly off Greenheys Lane, whereas the 1960s building within the grounds of the McDougall site is accessed off Burlington Street to the north of the site.

Pedestrian and Cycle Access

- 2.2.5 Pedestrian and cycle access to the building is taken in a similar manner to the main vehicular access off Pencroft Way. Cycle parking for c. 100 bicycles is available within the curtilage of the Greenheys site, in the form of a covered cycle shelter to the north of the existing car park, and a standalone covered and secure bike store to the south of the existing car park. This cycle parking provision is utilised by customers across the MSP campus.
- 2.2.6 Additionally, due to the permeability of the MSP campus, there are many footpaths of c. 2m in width. Level access is also provided into the existing Greenheys building in the form of an entrance ramp.

2.3 Existing Parking Arrangements

- 2.3.1 Bruntwood has advised that there are currently 814 car parking spaces across the MSP campus. This includes the 60 visitor parking spaces at the existing Greenheys Building, and also includes the temporary surface car park at Denmark Road (formerly Ripon Street), comprising 157 spaces. This car park holds temporary consent which expires in 2024 (MCC planning reference: 124795/FO/2019).
- 2.3.2 As part of the Greenheys application, there is an application to extend the consent for the temporary car park to facilitate the delivery of Greenheys.
- 2.3.3 As existing, car parking for customers is offered either on a lease or licence, whereas visitors park at Greenheys and sign in. Visitor parking is also free.
- 2.3.4 Of these 814 spaces:
- 60 are visitor parking spaces at Greenheys Building;
 - 157 are customer spaces at Denmark Road, of which:
 - 5 are currently unusable due to the temporary storage of materials onsite;
 - 44 are offered on license;
 - 50 are offered on lease; and
 - 58 are vacant.
 - 597 are customer spaces across other locations within the MSP campus, of which:
 - 119 are offered on license;
 - 344 are offered on lease; and
 - 134 are vacant.
- 2.3.5 In summary, there are 557 spaces as existing which are occupied (163 on license and 394 on lease), 192 spaces which are vacant, and 5 spaces that are temporarily out of use.

2.4 Surrounding Highway Network

Greenheys Lane

- 2.4.1 Forming the western boundary of the site, Greenheys Lane commences at a major signalised junction with the A5103 Princess Road and extends in an easterly direction for approximately 500m. At its eastern terminus, it branches off into Boundary Lane towards the north and Burlington Street towards the north-east.
- 2.4.2 Princess Road is one of the key arterial routes into Manchester City Centre, in addition to providing a connection to the M56 and M60. Greenheys Lane therefore provides an excellent link to the local and strategic highway network.
- 2.4.3 In the vicinity of the site, the road comprises a single carriageway with a width of c. 8.5m, with one lane in either direction. There are wide footways of circa 2m on both sides of the road, which are complete with dropped kerbs and tactile paving at certain crossing points. Pedestrian infrastructure is in good condition along the road, as the footways are well-maintained, and there is also a pedestrian refuge island further to the south-west of the site to facilitate crossing in a safe manner. Towards the south-west of the site, there is also a guard rail fence to separate the footway from the road.
- 2.4.4 Greenheys Lane is well-lit with streetlights at regular intervals and is subject to a speed limit of 20mph. This is enforced by physical traffic calming measures such as the narrowing of the road at certain points. On-site observations have indicated that traffic flows are relatively light, and queuing occurs infrequently.
- 2.4.5 Double yellow parking restrictions (no waiting at any time) are also present on both sides of the road for the entirety of its length, except in areas where parking is permitted, such as along the shop fronts west of the site and ahead of the bus stop where there is a disabled parking spot. Parking in this area is free for up to 1 hour, with no return within 1 hour, on Mondays to Fridays between 08:00 – 18:00.
- 2.4.6 Along most of Greenheys Lane, there is also a cycle lane in both directions. There is also a bus lane further to the south-west of the site where the road meets the A5103 Princess Road, in addition to advanced cycle stop lanes at the major junctions.
- 2.4.7 The road also has two pairs of bus stops which host regular bus services to Chorlton, Wythenshawe, Manchester Airport, and Piccadilly Gardens. Most of the bus stops have good infrastructure such as a flag and pole, shelter, seating, and timetable information, whereas the northbound bus stop directly west of the site only has a flag and pole and timetable information.

Pencroft Way

- 2.4.8 Forming the eastern boundary of the site, Pencroft Way extends on a north to south alignment through the MSP campus for an approximate length of 420m. The road commences at a priority junction off Burlington Street and terminates at a priority junction with Denmark Road.
- 2.4.9 Pencroft Way comprises a single carriageway with an average width of 7m. There are also footways on both sides of the carriageway, some of which are separated from the road with a wide grass verge, to provide pedestrian access to the individual MSP buildings. These footways also have dropped kerbs. In the vicinity of the MSP campus, the road is well-lit with street lighting at regular intervals.
- 2.4.10 There are some parking restrictions in place in the form of double and single yellow lines (no waiting between 08:00 – 16:00), but there are also areas where short-stay on-street parking is designated (free for 3 hours, with no return within 1 hour, from Mondays to Fridays between 08:00 – 17:00).
- 2.4.11 Within the MSP campus, the road is subject to a speed limit of 20mph, which is enforced in the form of physical traffic calming measures such as speed humps and painted road markings.
- 2.4.12 On-site observations suggest that Pencroft Way is lightly trafficked for large parts of the day, and the only activity largely relates to the MSP customers / visitors and MSP servicing operations.

Burlington Street

- 2.4.13 Burlington Street lies further to the north of the site and commences at a priority junction with Higher Cambridge Street and Lloyd Street North, then extends for a length of circa 200m to the west before reaching a bend in the road where it continues as Greenheys Lane. It also provides access to Pencroft Way east of the Site which is one of the main entrances into the MSP campus.
- 2.4.14 The road comprises a two-way, single carriageway with a width of circa 7m, and wide footways of 2m-wide on both sides of the road. The footways are also complete with dropped kerbs and are well-maintained for the entire length of the road. Burlington Street is well-lit, with street lighting at regular intervals.
- 2.4.15 Burlington Street is bordered by a several MSP buildings, a residential block, and Burlington Square, and recently completed apartment building. The road is subject to a speed limit of 20mph and has double yellow parking restrictions on both sides of the road. In permitted areas, there are some on-street parking areas. Parking is free for up to 3 hours, with no return within 1 hour, on Mondays to Fridays between 08:00 – 18:00.

2.5 Highway Safety

2.5.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the Transport for Greater Manchester (TfGM) reported road accidents website for the most recent 60 months. The search area included local roads within close proximity of the site, shown in **Figure 2.2** below. A breakdown of the information is contained in **Table 2.1**:

Junction/Link	Slight	Serious	Fatal	Totals
Greenheys Lane / Bronte Street	1	0	0	1
Greenheys Lane	4	1	0	5
Greenheys Lane / Burlington Street	1	0	0	1
Boundary Lane	1	0	0	1
Denmark Road / Fairlawn Close	1	0	0	1
Burlington Street / Higher Cambridge Street / Lloyd Street North	1	0	0	1
Lloyd Street North	2	1	0	3
Lloyd Street North / Denmark Road	1	0	1	2
Denmark Road	1	0	0	1
Total	13	2	1	16

Table 2.1 – Personal Injury Accident Data Summary

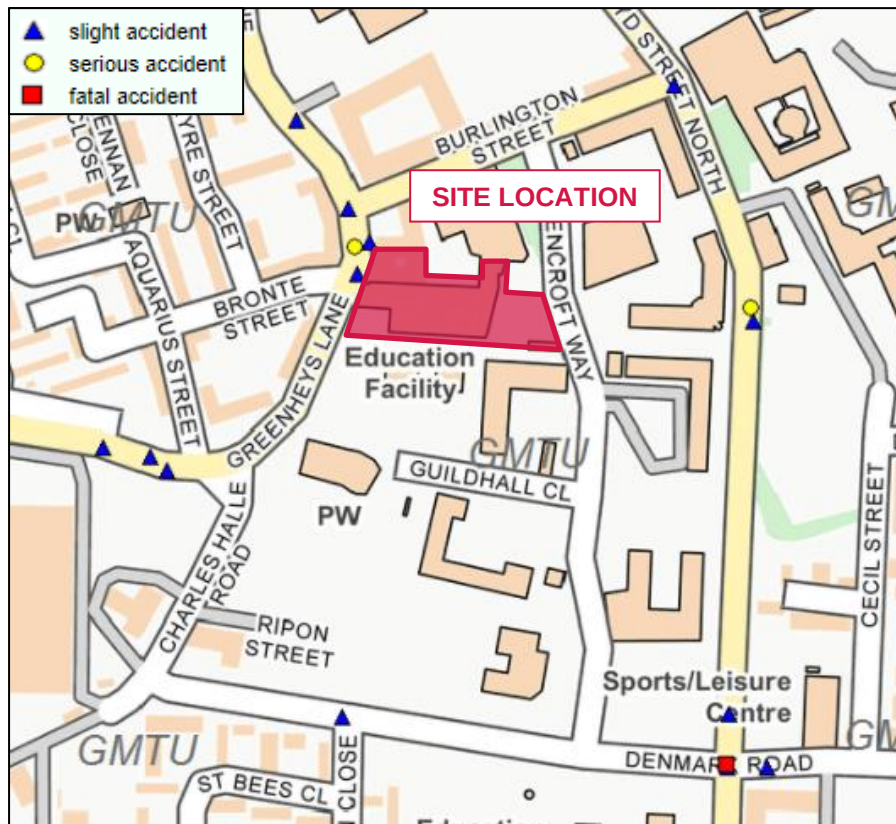


Figure 2.2 – Extents of Search Area

(Source: Transport for Greater Manchester and OS Maps, 2023)

- 2.5.2 There has been a total of 16 accidents in the latest five-year period available, 13 of which were 'slight' severity accidents, 2 of which were 'serious' severity incidents, and 1 of which was a fatal accident.
- 2.5.3 The collisions are generally spread out across the study area, with no notable clusters. The fatal accident at the Lloyd Street North / Denmark Road junction occurred in 2017 in the afternoon in dry and light conditions, where a man on a scooter suffered a fatal injury after colliding with the offside of a car waiting to turn right. No contributory factors were cited in the accident.
- 2.5.4 Whilst all accidents are regrettable, the fatal accident appears to be an isolated incident. The above review does not highlight any clusters of collisions with common causation factors that would warrant further investigation in relation to the proposed development.

3.0 Development Proposals

3.1 Overview of Proposals

3.1.1 The proposals seek to deliver purpose-built laboratory and office workspace to accommodate specialist life science and healthcare businesses, such as those working in diagnostics, genomics, biotech and digital health.

3.1.2 The description of development is as follows:

“Construction of a 7-storey building comprising up to 17,249sq. m (GIA) commercial floorspace (Use Class E), plus plant level above; in addition to associated cycle parking, hard and soft landscaping, access and servicing and other associated works.”

3.1.3 The site would comprise 130,413 sq. ft. net internal area (NIA) and 195,227 sq. ft. gross external area (GEA).

3.1.4 The proposed site plan is included in **Appendix A**.

3.2 Proposed Access

Vehicular Access

3.2.1 The existing vehicular access into the site off Pencroft Way would be redeveloped into public realm with pedestrian and cycle access to the building and the wider MSP campus. As the existing car parking spaces would be removed as part of the proposals and there will be no car parking onsite for general vehicles, the majority of vehicles would not turn into the site from Pencroft Way. The only vehicular access from Pencroft Way into the site would be for fire tender access and building maintenance needs where appropriate.

3.2.2 The primary vehicular access to the site would be relocated to Greenheys Lane along the western boundary of the site and would predominantly be used for servicing and delivery drop-offs. There would also be a liquid nitrogen storage tank area to the western side of the building for use by the pre-let tenant. A service yard would be created, which would comprise entry and exit points between two new access junctions. This access arrangement is shown in **Drawing 81888-CUR-XX-00-D-TP-75001** to the rear of the report.

3.2.3 **Drawing 81888-CUR-XX-00-D-TP-05002** to the rear of the report demonstrates that a 16.5m articulated heavy goods vehicle (HGV) would be able to access and egress from the site from both the northern and southern junctions. A 16.5m articulated HGV has been tracked as this is the largest vehicle anticipated to transport the nitrogen tanks.

- 3.2.4 To accommodate this vehicular access, the existing southbound bus stop along Greenheys Lane would need to be relocated c. 8m to the north. The proposed new location of this bus stop has also been identified in **Drawing 81888-CUR-XX-00-D-TP-75001** to the rear of the report.
- 3.2.5 The design of the bus stop in relation to the vehicle access points is cognisant of MCC's comments received during the scoping stage, whereby dropped kerbs with vehicle crossovers are proposed instead of raised kerbs in order to improve pedestrian amenity.
- 3.2.6 It is also the intention for the bus stop to remain operational throughout construction works, in the form of a temporary bus stop when the new bus stop is being constructed. Further details of this can be discussed at a post-submission stage.

Pedestrian and Cycle Access

- 3.2.7 The ground floor has been designed to provide a combined pedestrian entrance space for both MSP lab and the pre-let tenant's customers. This is located to be in close proximity to the entrances of Bright and the recently completed BASE building, off Pencroft Way.
- 3.2.8 As requested by local councillors and as previously suggested as part of the neighbouring BASE building consultation, there will also be a new pedestrian crossing located to the south of the east-west route between Greenheys and BASE, which ties in with the pedestrian desire line. The configuration of the pedestrian crossing will be developed during the detailed design stage / secured as part of a planning condition.
- 3.2.9 Cyclists can also access the site from Pencroft Way, where a secure cycle store within the building can be accessed from the north-east of the site. Additionally, cyclists accessing the site from the west can utilise the new west-to-east shared footway / cycleway to the south of the site that was delivered as part of the BASE building to arrive at the cycle store.
- 3.2.10 The existing cycle store located to the southeast corner of the site and surface car park is proposed to be retained in situ to accommodate existing users at MSP. It is proposed that a replacement cycle store will be provided elsewhere at MSP prior to the commencement of construction of the redevelopment of the site under the concurrent application for full planning permission. As such, demolition hoardings are proposed to exclude the existing cycle store and ensure access is maintained for existing users.
- 3.2.11 Level access will be provided for pedestrians and cyclists (all types of users regardless of the level of mobility or visual impairment) across all areas within the site in the form of ramps and lifts where necessary. There are also accessible toilets and showers.

Emergency Access

- 3.2.12 Access for fire tender and maintenance operations would be undertaken from the north of the Greenheys building, that is currently occupied by built development within the McDougall centre's site boundary. Bruntwood and the University of Manchester (UoM), who own the land occupied by the McDougall centre, have agreed to a land swap, where the proposed fire tender route would be located within Bruntwood's land ownership.
- 3.2.13 The emergency vehicle route would be accessed off Burlington Street and link onto Pencroft Way. Physical measures such as bollards as suggested by MCC Highways will be installed to prevent the use of the emergency route as a rat run.

3.3 Proposed Parking Arrangements

Parking Standards

- 3.3.1 Car and cycle parking standards for Manchester City Council (MCC) are provided in Appendix B of the Manchester Core Strategy, adopted in 2012. Bruntwood intend to seek flexibility for both laboratory space and standard office space, as such the parking standards for office spaces are reproduced in **Table 3.1** below as a worst-case scenario benchmark (noting there are no specific standards for laboratory spaces).
- 3.3.2 Parking standards differ for sites located in district centres or areas not within the city centre or district centres. The Core Strategy defines a district centre as a retail and service centre, often containing at least one supermarket and a range of non-retail services such as banks, building societies and restaurants as well as local public facilities for example libraries and doctor's surgeries.
- 3.3.3 As the proposed development is located within walking distance of the above services, it is considered that the parking standards for district centres should be referred to. The proposed building would comprise c. 130,413 sq. ft. net lettable floorspace, which equates to c. 12,116sqm. On this basis, the maximum number of parking spaces permitted by MCC parking standards for the proposed development is as follows:

Type of Development	Maximum standard for car parking	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision
B1 – Business (Business Parks)	1 space per 40 sqm	Up to 200 bays – Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater Over 200 bays – 6 bays plus 2% of total capacity	1 space per 200sqm – minimum of 2 spaces

Type of Development	Maximum standard for car parking	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision
Proposed Development (12,116 sqm)	303 spaces	12 bays	61 spaces

Table 3.1 – Manchester City Council Parking Standards and Comparison Against Proposals

Car Parking

- 3.3.4 It is noted that the redevelopment of the site would result in a loss of c. 60 visitor parking spaces. This leaves a total of 754 spaces throughout the MSP campus.
- 3.3.5 Bruntwood intend to cancel all license offerings and change over to a 1:1,000 sq. ft. parking ratio on a leased basis to customers. Additionally, the Denmark Road car park would continue to be used. Notwithstanding, all 157 spaces at the Denmark Road car park are to be changed to a pay-and-display (P&D) for use by all visitors and MSP customers who only require occasional use.
- 3.3.6 This change represents an optimised parking strategy that provides sufficient capacity to meet on-site demand whilst also minimising the amount of surplus unused parking spaces, and provides flexibility for customers who adopt a hybrid working pattern and do not need leased car parking spaces.
- 3.3.7 On this basis, it is not proposed that any car parking for visitors or customers would be provided within the site boundary. Two car parking spaces are proposed within the service yard off Greenheys Lane; however these would be for occasional use exclusively by service vehicles, and would not be available for customers and visitors. In general, customers and visitors would be encouraged to travel by sustainable modes of transport where possible.
- 3.3.8 This is in line with the continued implementation of the accompanying Framework Travel Plan (Document Reference: **81888-CUR-XX-XX-T-TP-00002**), and car park use / uptake would be monitored on an ongoing basis.
- 3.3.9 As such, of the remaining 754 spaces:
- 157 would be pay and display spaces at Denmark Road; and
 - 597 would be spaces across other locations within the MSP campus which can be offered for lease to customers, of which:
 - 373 would be offered to other buildings within MSP excluding Greenheys and the neighbouring BASE Building; and
 - 224 would be offered to Greenheys and BASE Building (which has been included as part of considerations, as BASE is not fully occupied yet).
- 3.3.10 224 spaces have been estimated for Greenheys and BASE based on Bruntwood's 1 space per 1,000 sq. ft. ratio. Greenheys has an approximate net floorspace of 130,500 sq. ft. (131 parking spaces

allocated), whereas BASE has an approximate floorspace of 93,000 sq. ft (93 parking spaces allocated). It is noted that car parking demand for Greenheys and BASE can be accommodated within the MSP campus.

- 3.3.11 When assessed against MCC's parking standards for standard office space within a business park, the maximum car parking permitted for Greenheys is 303 spaces. The car parking provision of 131 spaces is appropriate considering the accessible nature of the site, the availability of alternative parking arrangements in the vicinity of the site, and realistic needs of the end users of the site.
- 3.3.12 Of the 131 spaces that would be allocated for Greenheys, the minimum number of disabled parking spaces required in line with MCC's parking standards would be individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater. As the number of customers is not known at the time of writing, 7 out of the 131 spaces (5% of total capacity) available for Greenheys would be designated as disabled bays.
- 3.3.13 At the time of writing, there are 13 disabled bays across the MSP campus, 5 of which are located in close proximity to Greenheys, at the Bright building. All of these disabled spaces would be available to Greenheys customers.
- 3.3.14 It is noted that in the existing situation, there are 394 spaces leased to customers within the wider MSP site (aside from Greenheys and BASE), whereas there will only be 373 spaces offered for lease in the proposed scenario. Bruntwood have justified this decrease as not all existing tenants lease spaces on the 1:1,000 sq. ft. ratio which is their preferred commercial ratio, and some tenants currently have more spaces (i.e. 1:400 sq. ft.).
- 3.3.15 During upcoming lease renewals, the 1:1,000 sq. ft. ratio will be enforced across all MSP tenants, and any tenants who require additional spaces would be redirected to the pay and display at Denmark Road.
- 3.3.16 It is anticipated that the next phase of development at MSP of significant scale (such as Base or the proposed Greenheys scheme) will trigger the need for a Multi-Storey Car Park (MSCP). Denmark Road acts as an interim solution until this next phase is delivered and the MSCP will act as an enabler for the delivery of the future vision for the park.
- 3.3.17 This is in tandem with the overall strategy for the MSP campus, which is to rationalise parking and promote initiatives to encourage more customers and visitors to travel by sustainable modes. These initiatives are outlined in the accompanying Framework Travel Plan (Document Reference: **81888-CUR-XX-XX-T-TP-00002**).
- 3.3.18 Upon MCC's request, Curtins has undertaken a review of parking-related feedback from the neighbouring BASE building's public consultation process to identify residents' concerns and any solutions that may have been agreed. It was previously suggested that the Denmark Road car park

should be for use by local residents – this was addressed prior to completion of the BASE building, stating that the spaces need to be retained for allocation to MSP customers. Since then, further Transport Regulation Orders (TRO) have also been implemented on Denmark Road to protect on-street residential parking.

Cycle Parking

- 3.3.19 Cycle parking for 60 bicycles would be provided for customers, in the form of two-tier cycle racks (56 spaces) and 2 no. Sheffield cycle hoops (4 spaces) in the secure cycle store within the building. Additionally, Bruntwood has advised that visitors will be directed to use the Sheffield hoops that are located across the site.
- 3.3.20 When assessed against MCC's parking standards for standard office space within a business park, the minimum cycle parking provision required at Greenheys is 61 spaces. The development should not strictly adhere to this standard as Bruntwood intend to seek flexibility for both laboratory space and standard office space, as such not all of the net lettable space would be used for offices. The cycle parking provision of 60 spaces is considered appropriate on this basis.
- 3.3.21 This parking provision is also separate to the proposed permanent cycle hub situated next to the Bright building (to the east of the site), which will have capacity for c. 200 cycle parking spaces. This cycle hub is being delivered to replace the existing c. 100-space Greenheys cycle shelter that will be demolished as part of the proposed development. The new cycle hub would be available for all customers within the MSP campus to use as per the existing situation. As such, in addition to the 60 cycle parking spaces within the new Greenheys building, there would be spare capacity within the new cycle hub.
- 3.3.22 Cycle parking provision would also need to be determined against Building Research Establishment Environmental Assessment Method (BREEAM) requirements, which is based on occupancy numbers.
- 3.3.23 Bruntwood predict that the development could house between 356 – 716 customers, depending on how much of the space is let and how the floor plate is split. It is therefore assumed that there could be 716 customers at the site at any one time as a 'worst case' scenario.
- 3.3.24 Cycle parking provision of at least 45 spaces total should be provided to meet the BREEAM requirements as follows:
- **Other building transport type A** – Using the sliding scale of compliance to determine the number of cycle spaces as there are more than 200 building users:
 - 1 – 200 users @ 1 space per 10 users = 20 spaces;
 - 201 – 300 users @ 1 space per 15 users = 7 spaces;
 - 301 – 400 users @ 1 space per 20 users = 5 spaces; and
 - 401+ users @ 1 space per 25 users = 13 spaces.

3.3.25 As the development comprises 60 cycle parking spaces, it is considered that this criteria of the BREEAM assessment has been exceeded.

3.3.26 There would also be areas dedicated to cycle facilities, such as rooms which could provide lockers and showers. The minimum standards of cycle facilities will be provided as follows:

- **Lockers** – Number of lockers is at least equal to the number of cycle spaces required, lockers are in or adjacent to compliant changing rooms, where provided, and are sized appropriately for the storage of a cyclist's equipment; and
- **Showers** – 1 shower per 10 cycle storage spaces, catering to both male and female users.

3.4 Proposed Servicing Arrangements

3.4.1 Cleaners would be appointed by MSP to transfer waste from all floors to the bin store at the north-west corner of the site after closing time at the end of each day. Waste operators would be given keys to access the bin store.

3.4.2 Refuse vehicles would turn enter the site from the northern access and exit from the southern access, therefore the manoeuvre can be undertaken in forward gear throughout, with no need for reversing. **Drawing 81888-CUR-XX-00-D-TP-05001** to the rear of the report demonstrates the servicing arrangement using an 11.2m large refuse vehicle.

3.4.3 On collection days, waste operators will collect the bins and load them into the refuse vehicle. Once the bins have been emptied, containers would be wheeled immediately back to the bin stores by the waste operators.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Cycle Accessibility; and
- Public Transport Accessibility.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution for Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**.

CIHT Category	Town Centres (m)	Commuting / School / Sightseeing (m)	Elsewhere / Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Suggested Acceptable Walking Distances

4.2.2 To assist in summarising the accessibility of the site by foot, distances of 500m, 1,000m and 2,000m have been considered. These are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips; which are considered a good approximation for pedestrian trips associated with the development.

4.2.3 The Department for Transport's National Travel Survey (from Tables NTS0308a and NTS0601) shows that walking is the most frequent mode used for short trips: 80% of all trips and 74% of walking trips were under 1 mile (1.6km) in 2019 – with the 1.6km distance broadly comparable with the CIHT's 2.0km 'Preferred Maximum'. The average distance for walking trips was 1.5km and 96% of walking trips were under 2 miles (3.2km) in 2019.

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4.2.4 Guidance from the Building Research Establishment Environmental Assessment Method (BREEAM) UK New Construction 2018 consultation states that Transport Assessments and Travel Plans should include reporting on the number and type of amenities within 500m of the site (based on current Tra 02 criteria) to obtain credits. The number and type of existing accessible amenities within 500m of the site can be summarised in **Table 4.2** below, with the approximate area within this walking distance shown in **Figure 4.1** below:

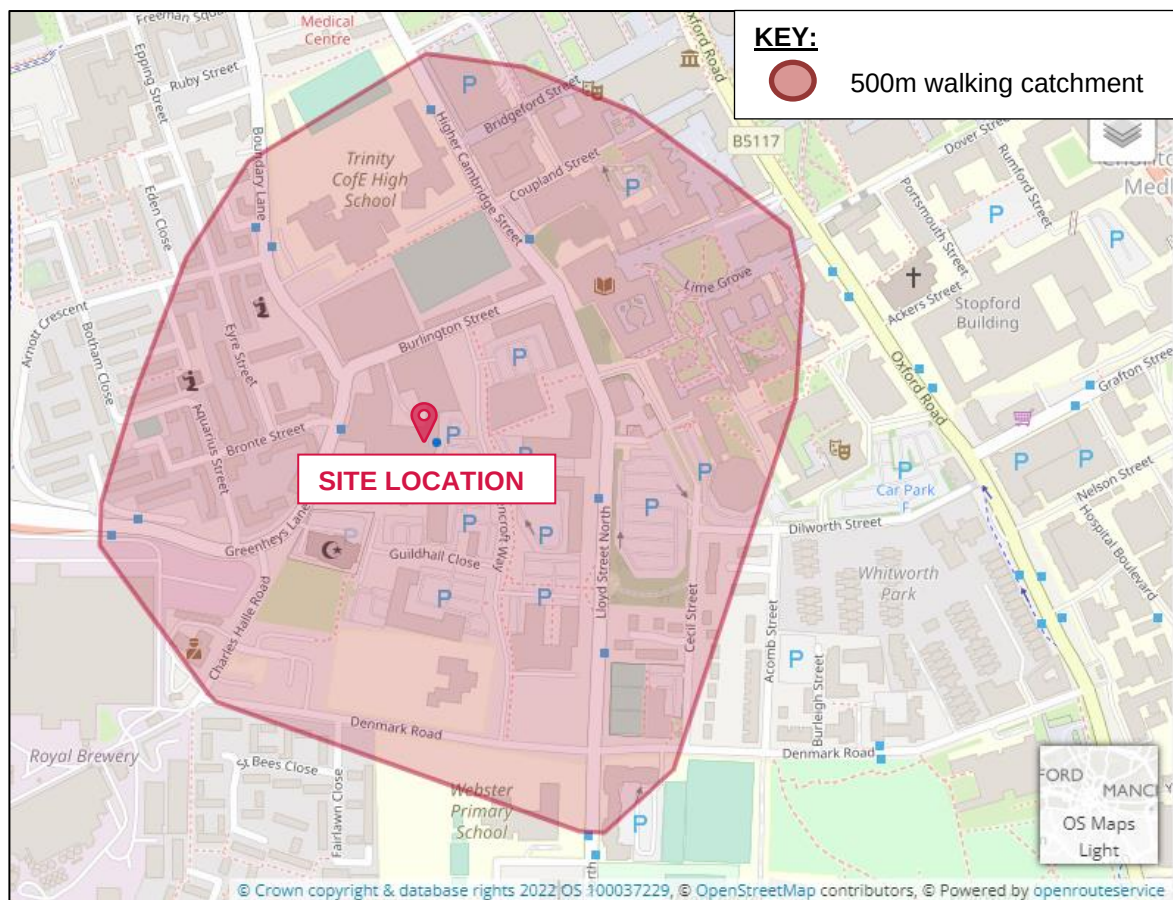


Figure 4.1 – Areas Accessible within 500m of the Site

(Source: OpenStreetMap, 2022)

No.	Amenity	BREEAM Criteria / Type	Proximity to Site (m)
1	The Old Abbey Taphouse, The Ducie Arms	Appropriate food outlet	175 – 275
2	Spicy Space, Abdul's (off Greenheys Lane)	Appropriate food outlet	300
3	Home Grown Hub, Alan Gilbert Square	Access to an outdoor open space	300 – 350
4	Trinity Sports Centre, Denmark Road Sports Centre	Access to a recreation or leisure facility for fitness or sports	450

No.	Amenity	BREEAM Criteria / Type	Proximity to Site (m)
5	Holy Name RC Primary School, Cornerstone Day Centre, Webster Primary School, Trinity C of E High School	Child care facility or school	450 – 500

Table 4.2 – Number and Type of Existing Accessible Amenities within 500m of the Site

- 4.2.5 In addition to the amenities accessible as shown above, the site is also located within a 500m walking distance of several residential apartment blocks. Most notably, the site is located within a 500m walking distance of several bus stops, detailed in **Section 4.4** below.
- 4.2.6 Within a 1,000m walking distance of the site, future customers and visitors will be able to benefit from the retail and leisure uses that offer key amenities to customers 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).
- 4.2.7 There is a close working relationship between MSP, the University of Manchester (UoM), and Manchester Metropolitan University (MMU), and the Central Manchester University Hospitals. Given the distances involved, walking is likely to be the primary mode of travel between these facilities.
- 4.2.8 Manchester City Centre is accessible within 2,000m walk from the site, ensuring that walking is a realistic mode of travel for customers or visitors who live in the city centre. Access to larger supermarkets and Manchester Royal Infirmary is also achievable.
- 4.2.9 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 campus. It is considered that the site is situated within a highly accessible area, with a number of complementary land uses within walking distance.

4.3 Cycle Accessibility

- 4.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.
- 4.3.2 8km (5-miles) is considered to be the maximum acceptable cycling distance for most people, based on the 2019 National Travel Survey statistics which demonstrate that 82% of cycling trips were under 5 miles (8km). The National Model Design Code – Part 2 (DLUHC, 2021) also references this distance, expressing *“the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles or less.”*

- 4.3.3 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.
- 4.3.4 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 Pencroft Way also contributes to the ease of accessibility of the site by cycle, as cyclists do not need to dismount to enter the site.
- 4.3.5 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.
- 4.3.6 Cycling infrastructure beyond the immediate vicinity of the site is excellent with Oxford Road forming a strategic cycle link from the south into Manchester City Centre, with safe and segregated cycle routes implemented on both sides of the carriageway. It is considered that Oxford Road could be utilised by customers and visitors to the site due to its proximity, convenience, and attractiveness of the route. The local cycle network within the vicinity of the site is reproduced in **Figure 4.2** overleaf:

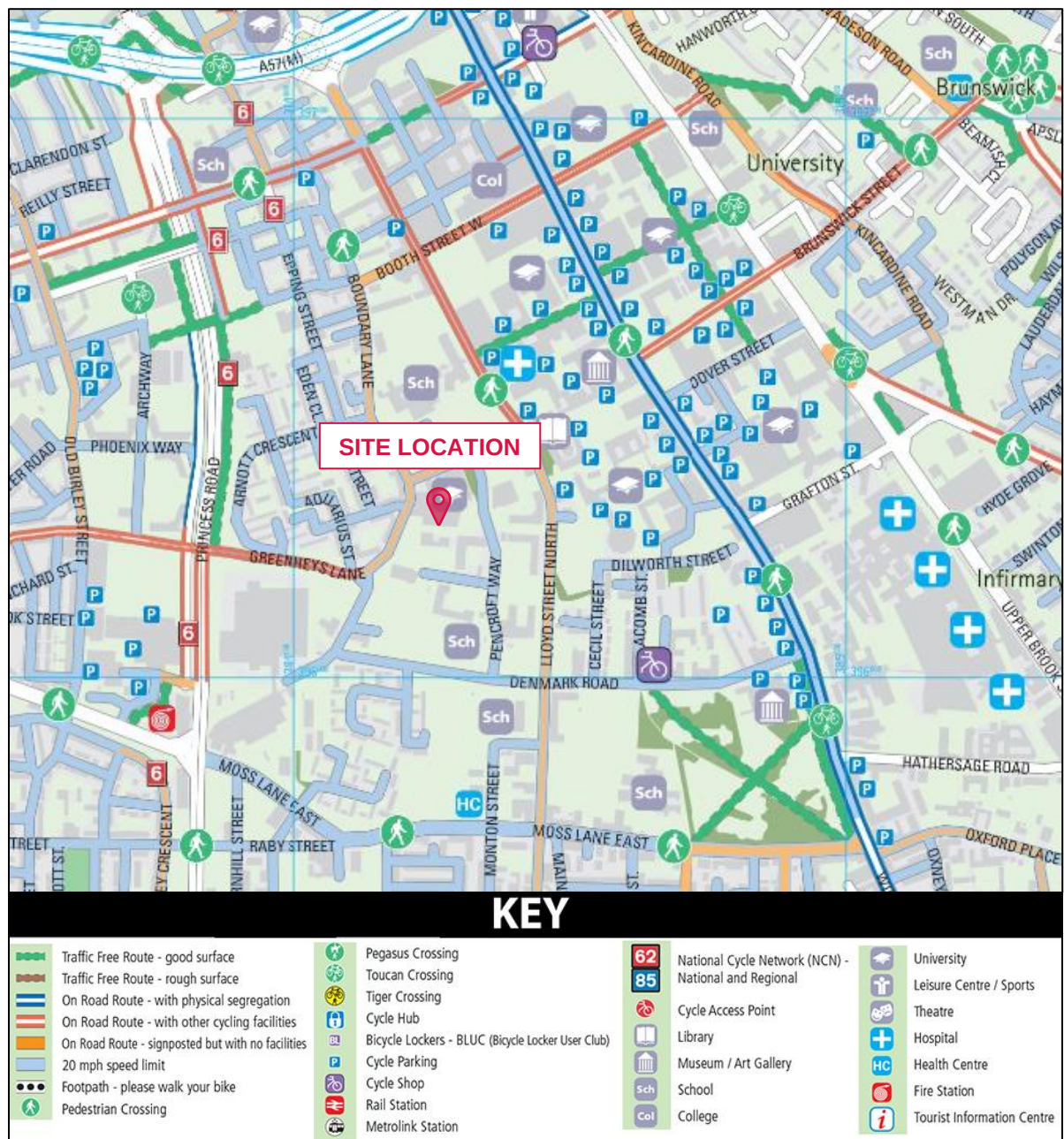


Figure 4.2 – Local Cycle Network

(Source: TfGM, 2022)

- 4.3.7 Additionally, a Bike Hire Scheme has recently been rolled out in Manchester. There is currently a docking station to the north of the site along Pencroft Way, with a capacity of 9 bikes for hire. These bikes are available on a Pay as You Ride (PAYR) basis where those interested would be required to download a mobile app which shows the location of their nearest docking stations. The Bike Hire Scheme operates within the following zone:

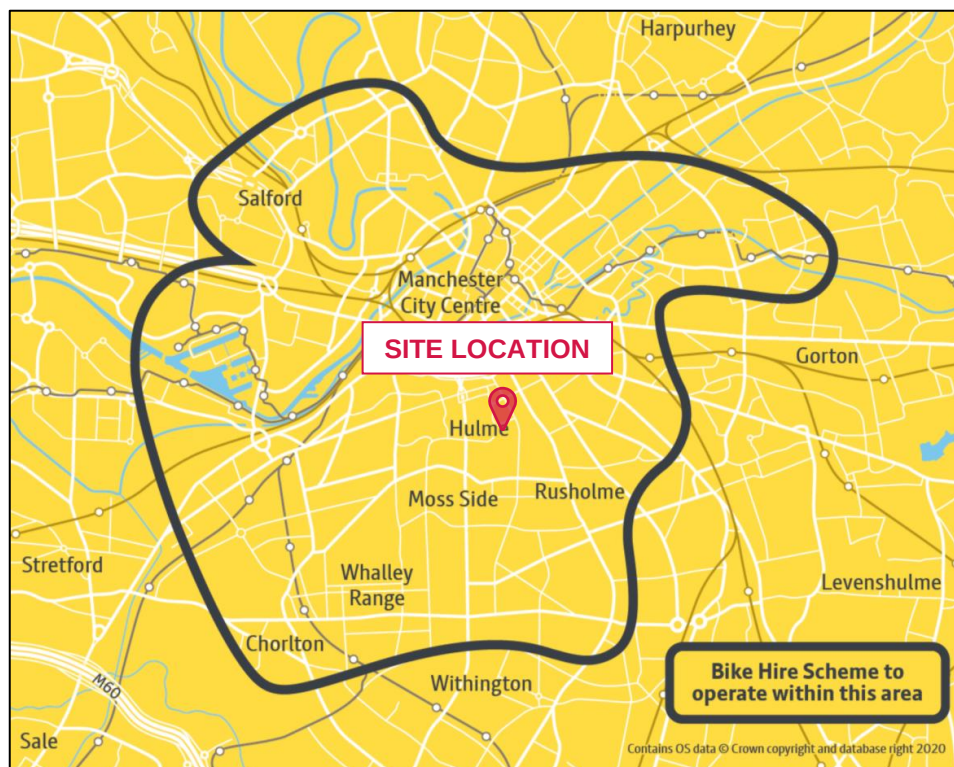


Figure 4.3 – Bike Hire Scheme in the Vicinity of the Site
(Source: TfGM, 2020)

- 4.3.8 The site is therefore ideally placed to take advantage of the cycle connections in the vicinity of the site and across Manchester City Centre and beyond. Furthermore, the development will provide secure cycle parking spaces to encourage cycling.
- 4.3.9 This accessibility review demonstrates that key destinations and local amenities are within cycling distance of the site, including residential, retail, leisure, and employment facilities and services, together with major public transport interchanges within Manchester City Centre.

4.4 Public Transport Accessibility

- 4.4.1 Developed by TfGM, Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e., bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.
- 4.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The site is located in an area with an 'excellent' GMAL rating of 8 and is considered appropriately

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situated to take advantage of existing public transport infrastructure within the Manchester City Centre fringe, especially along the Oxford Road corridor, and to other areas of Greater Manchester.

4.4.3 Accessibility by bus and rail are considered further below, with a local public transport network map included in **Figure 4.4** below:

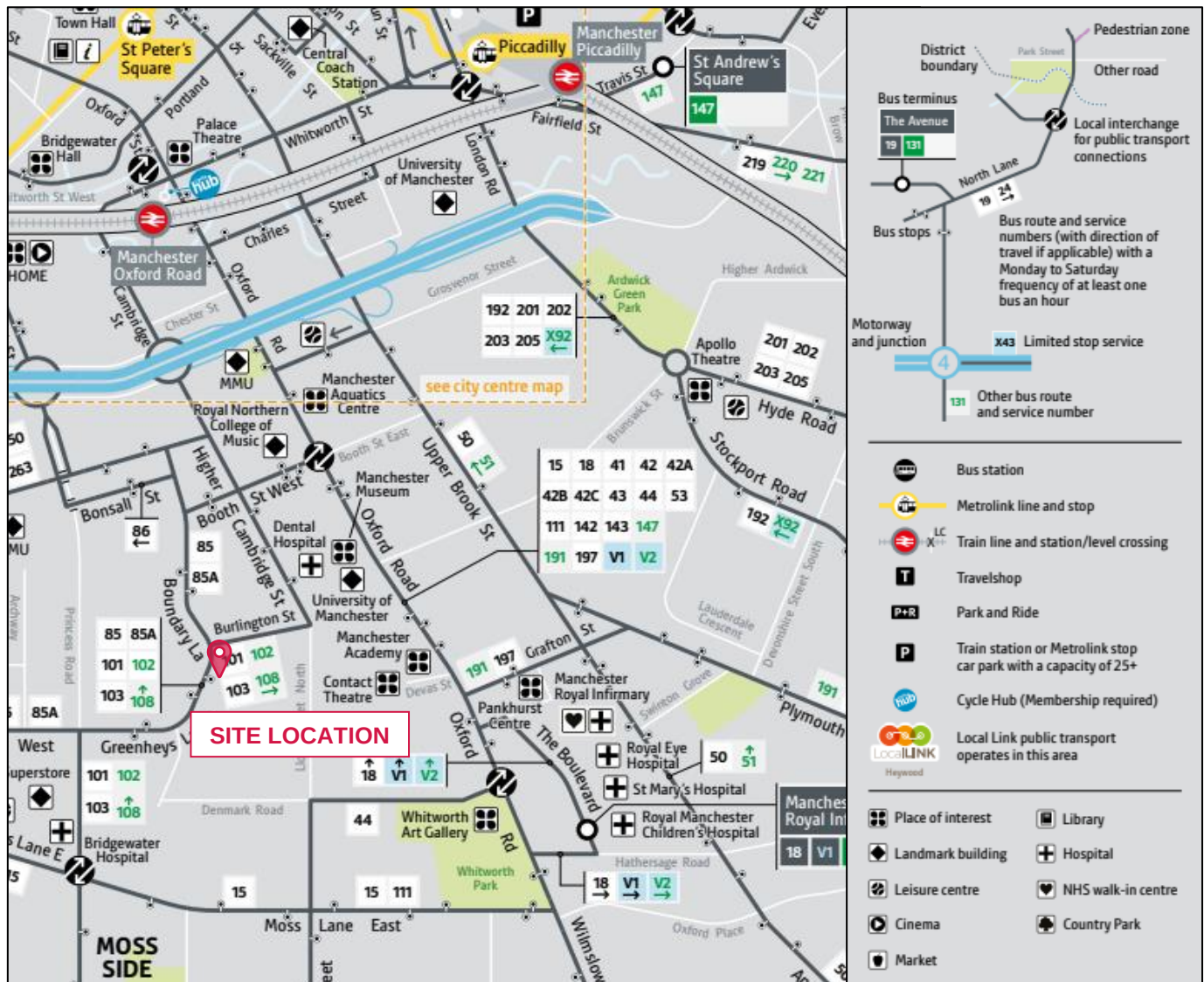


Figure 4.4 – Public Transport Network in the Vicinity of the Site
(Source: TfGM, 2022)

Bus Accessibility

4.4.4 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400m from a new development.

- 4.4.5 The nearest southbound bus stop is located along Greenheys Lane directly along the western boundary of the site; however as outlined in **Section 3.2** above, this bus stop would be relocated as part of the proposed development to accommodate the new service vehicle access points. There is a northbound bus stop approximately 50m to the south along Greenheys Lane, hosting the same bus services.
- 4.4.6 There are also more bus stops along Higher Cambridge Street and Oxford Road at an approximate 350m and 550m walk to the east of the site respectively. **Table 4.3** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun / Hols
From Greenheys Lane:				
85	Piccadilly Gardens – Hulme – Whalley Range – Chorlton	15 mins	15 mins	20 mins
85A	Piccadilly Gardens – Hulme – Chorlton – Arrowfield Estate	Hourly	Hourly	No Service
101	Piccadilly Gardens – Moss Side – Baguley – Wythenshawe	15 mins	15 mins	20 mins
102	Piccadilly Gardens – Moss Side – Fallowfield – Chorlton	No Service	No Service	Hourly
103	Piccadilly Gardens – Wythenshawe – Manchester Airport	30 mins	30 mins	Hourly
From Higher Cambridge Street: Services 101, 102, and 103 as above.				
From Oxford Road:				
15	Piccadilly Gardens – Hulme – Stretford – Urmston – Flixton	20 mins	20 mins	Hourly
18	Manchester Royal Infirmary – Blackley – Middleton – Langley	10 mins	12 mins	15 mins
41	Sale – Didsbury – Bowker Vale – Higher Blackley – Middleton	20 mins	20 mins	30 mins
42	Piccadilly Gardens – Didsbury – Heaton Mersey – Stockport	30 mins	30 mins	Hourly
42A	Piccadilly Gardens – Heaton Chapel – North Reddish	30 mins	30 mins	Hourly
42B	Piccadilly Gardens – Cheadle – Cheadle Hulme – Woodford	30 mins	Hourly	Hourly
42C	Piccadilly Gardens – Cheadle – Heald Green – Handforth Dean	Hourly	Hourly	No Service
43	Piccadilly Gardens – Wythenshawe – Manchester Airport	10 mins	10 mins	30 mins
44	Piccadilly Gardens – Withington – Wythenshawe Hospital	Hourly	Hourly	No Service

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun / Hols
53	Pendleton – Old Trafford – Higher Crumpsall – Cheetham Hill	30 mins	30 mins	Hourly
111	Piccadilly Gardens – Moss Side – Withington – Chorlton	12 mins	12 mins	20 mins
142	Piccadilly Gardens – Rusholme – Fallowfield – East Didsbury	10 mins	10 mins	10 mins
143	Piccadilly Gardens – Rusholme – Fallowfield – West Didsbury	10 mins	10 mins	10 mins
147	Ancoats – Rusholme – Fallowfield – West Didsbury	10 mins	No Service	No Service
191	Albert Square – Heaton Chapel – Stockport – Hazel Grove	3 per hour in the AM peak 4 in the PM peak	No Service	No Service
197	Albert Square – Heaton Moor – Heaton Mersey – Stockport	20 mins	30 mins	Hourly
V1	Manchester Royal Infirmary – Salford – Tyldesley – Leigh	10 mins	30 mins	30 mins
V2	Manchester Royal Infirmary – Salford – Tyldesley – Atherton	30 mins	30 mins	30 mins

Table 4.3 – Summary of Bus Service Frequencies in the Vicinity of the Site

4.4.7 The above table demonstrates that there are a number of bus services that provide regular access to a variety of destinations across Greater Manchester throughout the week and during weekends.

4.4.8 It is noted that the provision of bus services will change over time in response to current circumstances. The bus frequencies are accurate at the time of writing, whereas up-to-date bus times can be found on the TfGM website: tfgm.com/public-transport/bus.

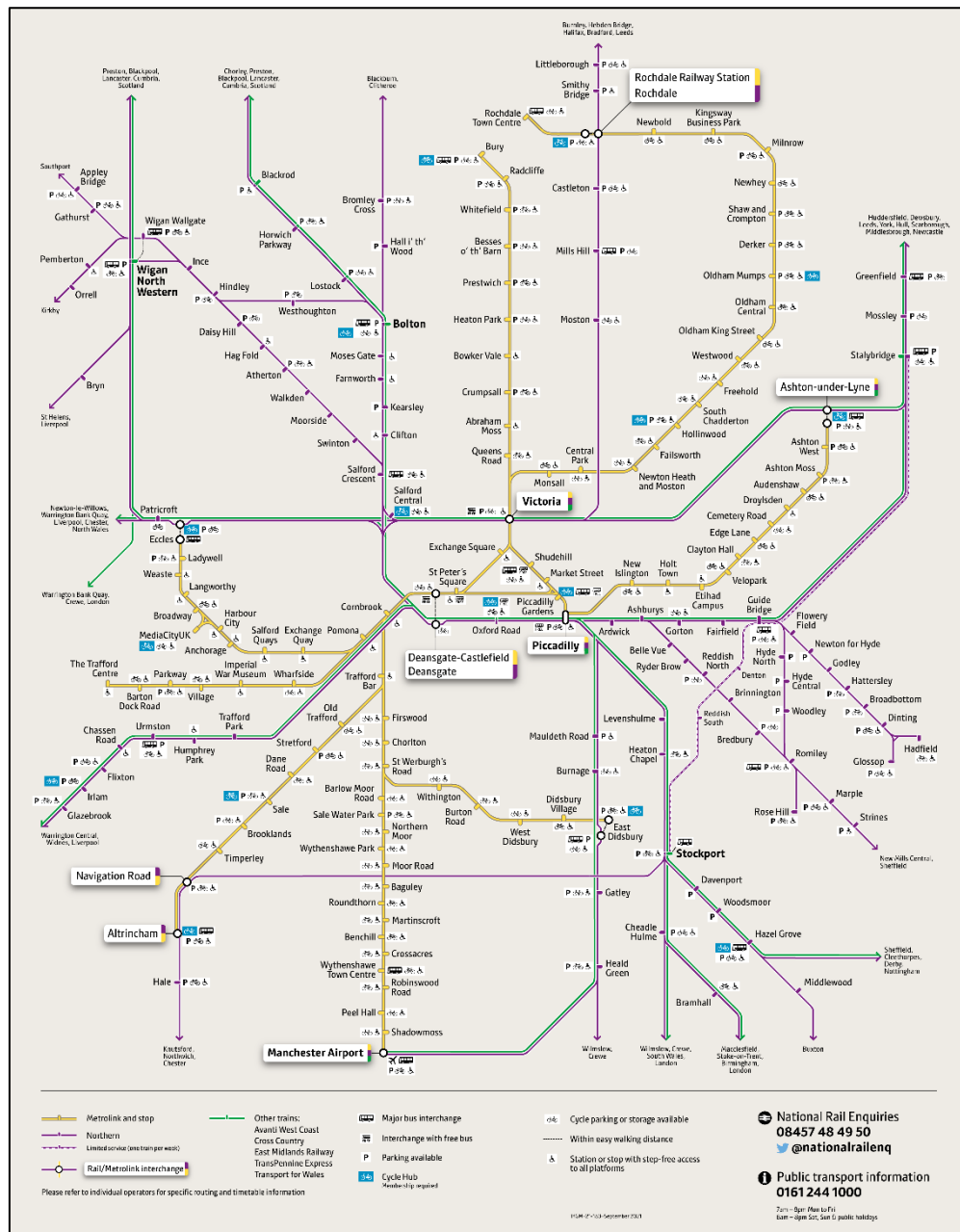
Rail Accessibility

4.4.9 The Chartered Institution of Highways and Transportation (CIHT) document, *‘Planning for Public Transport in Developments’* notes that those travelling to a site by rail will typically be prepared to walk further to the site than those travelling by bus, with a preferred distance of 800m.

4.4.10 The closest rail station to the development is Manchester Oxford Road, located c. 1.7km to the west of the site. This distance is located just within the acceptable walking catchment; however, future customers can board the 101 or 103 bus service on Greenheys Lane which would call at the station, thus forming a multi-modal journey.

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4.4.11 Manchester Oxford Road serves the southern part of Manchester City Centre, the University of Manchester, and Manchester Metropolitan University, on the line from Manchester Piccadilly westwards towards Warrington, Chester, Llandudno, Liverpool, Preston, and Blackpool. Eastbound trains go beyond Piccadilly to Crewe, Leeds, Sheffield, Nottingham, Peterborough, and Norwich. A detailed map of the train network served by Manchester Oxford Road is shown in **Figure 4.5** below:



4.4.12 The trains that service Manchester Oxford Road run regularly for 7 days a week from different locations across the whole of the United Kingdom; this provides frequent access for customers and visitors to the

site and is a viable alternative to private car use. Up-to-date rail times can be found on the respective train operators' websites:

- 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>.

4.4.13 Alternatively, Manchester Piccadilly station to the north-east of the site is a major transport interchange, being the main rail hub of the northwest of England. It provides regional and national frequent services with trains departing to London every 20 minutes, with an average journey time of 2 hours 10 minutes. Many of the buses that call along the Oxford Road bus stops also serve the Manchester Piccadilly station.

4.4.14 Overall, the site is highly accessible via rail.

BREEAM Public Transport Accessibility Index (AI)

4.4.15 Guidance from the BREEAM UK New Construction 2018 consultation also states that Transport Assessments and Travel Plans should include reporting on the public transport accessibility (i.e., Tra 01 – proximity to train, bus etc. stops and frequency of services) to obtain credits. This includes calculation of the Accessibility Index (AI) of the site.

4.4.16 The methodology for calculating the AI uses Transport for London's Public Transport Accessibility Level (PTAL) method, itself based on a methodology developed in 1992 by the London Borough of Hammersmith and Fulham. The GMAL methodology is also derived from the PTAL approach but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

4.4.17 Based on previous experience and guidance from the BREEAM Knowledge Base, it is considered that GMAL index scores can be used interchangeably as the AI of the site to demonstrate compliance against BREEAM.

4.4.18 The site is located in an area with a GMAL rating of 8 as mentioned earlier, with a further GMAL index score of 39.31. This is understood to be the AI of the site.

4.4.19 It can be observed that the site's AI of 39.31 suggests that the site has an excellent level of public transport accessibility in relation to BREEAM. Notwithstanding, as illustrated in **Table 6.1**, a range of measures will be implemented to encourage sustainable travel.

4.5 Summary

- 4.5.1 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 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 Existing Trip Generation

5.2.1 It is estimated that the existing Greenheys building comprises a footprint of c. 3,500sqm Gross Floor Area (GFA). The other uses onsite (two terraced houses and storage space, and a single storey 1960s building located within the McDougall site) have been omitted from this assessment, as it is considered that the majority of trips generated by the existing site in the normal AM and PM peak hours would primarily be attributed to the Greenheys building.

5.2.2 Using this information, TRICS trip rates and the estimated existing traffic generation are shown in **Table 5.1** below. All trip rates are per 100sqm, and the full TRICS outputs are provided in **Appendix B** to the rear of the report. The additional applied selection criteria are set out below:

- Sites in England only (excluding Greater London);
- Land Use and Category of '02 – Employment' and 'B – Business Park';
- Edge of Town Centre and Edge of Town;
- Only weekday surveys were included; and
- Only the most recent surveys were included for each site.

TRICS Category: Business Park	TRICS Trip Rates (per 100sqm)			Existing Trip Generation (3,500sqm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00 – 09:00)	1.251	0.151	1.402	44	5	49
PM Peak (17:00 – 18:00)	0.083	0.867	0.950	3	30	33

Table 5.1 – Existing Trip Generation

5.2.3 The number of vehicle trips generated by the existing uses onsite could equate to 49 and 33 two-way movements respectively in the normal AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00).

5.3 Forecasted Trip Generation

- 5.3.1 The proposed building would comprise c. 130,413 sq. ft. net lettable floorspace, which equates to c. 12,116sqm.
- 5.3.2 Due to the niche uses of the proposed site as laboratory space, the TRICS website only has one site which is classed as a science park. This is Liverpool Science Park (LSP), located within Liverpool's Knowledge Quarter. LSP offer laboratory spaces, office space, co-working space, and virtual spaces.
- 5.3.3 The surrounding area is a mix of residential, retail, and commercial land use types. It is approximately 680m from Liverpool Central train station, and there are several bus stops on Mount Pleasant which are outside the site. At the time of the survey in 2019, it had a GFA of 11,250sqm and employed circa 400 people (300 full-time, 100 part-time).
- 5.3.4 The trip rates from the TRICS database for this single site, and the resultant trip generation of the proposed development are summarised as follows:

TRICS Category: Liverpool Science Park	TRICS Trip Rates (per 100sqm)			Proposed Trip Generation (12,116sqm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00 – 09:00)	0.267	0.178	0.445	32	22	54
PM Peak (17:00 – 18:00)	0.196	0.267	0.463	24	32	56

Table 5.2 – Proposed Trip Generation

- 5.3.5 The number of vehicle trips generated by the proposed development could equate to 54 and 56 two-way movements in the typical AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00) respectively.
- 5.3.6 Servicing and delivery trips associated with the development are considered negligible and ancillary to the primary uses of the site. It is envisaged that on average, there would be up to 10 servicing / delivery trips per day (20 two-way trips). Notwithstanding, these trips would not take place in the AM and PM peak hours.

5.4 Net Impact

- 5.4.1 The following **Table 5.3** indicates the net impact of the change in number of trips at the site when comparing the existing and proposed situations.

Scenario	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Existing Building	44	5	49	3	30	33

Scenario	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Proposed Development	32	22	54	24	32	56
Net Impact	-11	16	+5	+21	+2	+23

Table 5.3 – Net Site Impact

- 5.4.2 The proposed development could result in an increase of 5 and 23 two-way vehicular trips in the normal AM and PM peak periods respectively. However, due to the location, the accessible nature of the proposed development, a limited ratio of available parking, and a lack of parking within the site boundary (only spaces for service vehicles would be provided on-site, the remaining car parking spaces for customers and visitors are provided elsewhere on the MSP campus), the above is considered a worst-case assessment as less people would be motivated to travel by car.
- 5.4.3 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 adopting remote / hybrid working, which in turn reduce the number and / or frequency of people travelling to the site for work.
- 5.4.4 **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.
- 5.4.5 Additionally, there has been a significant increase in residential accommodation within Central Manchester in recent years, as such many more people are able to walk / cycle / travel by sustainable modes to work within the city. From the Manchester Crane Survey undertaken by Deloitte in 2022, it was found that 19,548 residential units have completed in Manchester between the start of 2016 and the end of 2021 with over 25% of the figure delivered in the last year. The overall number of residential units under construction in Central Manchester was c. 10,717, a figure that is expected to grow in the coming years.
- 5.4.6 Considering the above, the highly accessible nature of the site, the lack of on-site 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.
- 5.4.7 Should customers and visitors wish to travel by private car, a comprehensive parking strategy for the site has been identified in **Section 3.3** above, which demonstrates that the MSP campus comprises sufficient spare parking spaces to accommodate the parking needs of the new Greenheys Building.
- 5.4.8 On this basis, Curtins do not believe that capacity assessments would be required, and that the highway network is sufficient to accommodate the additional proposed development traffic.

6.0 Building Research Establishment Environmental Assessment Method (BREEAM) Compliance

6.1 Introduction

6.1.1 The development would be assessed under Building Research Establishment Environmental Assessment Method (BREEAM) 2018 standards, and would seek to demonstrate compliance by obtaining a number of credits. The assessment categories pertaining to traffic and transport, the relevant sections where they are provided, together with credits they obtain, are summarised in **Table 6.1** below:

BREEAM Category	Description	Signposts	No. of Credits
Tra 01	<u>Transport Assessment and Travel Plan:</u>		
	1. No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form.	This document	
	2. The site-specific travel assessment (or statement) shall cover as a minimum:		
	If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities;	N/A	
	Predicted travel patterns and transport impact of future building or site users;	Section 5 of TS	
	Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors;	Section 2 of TS	
	Reporting of the number and type of existing accessible amenities within 500m of the site;	Section 4 of TS	2
	Disabled access accounting for varying levels and types of disability, including visual impairment;	Section 3 of TS	
	Calculation of the existing public transport Accessibility Index (AI); and	Section 4 of TS	
	Current facilities for cyclists.	Section 2 of TS	
	3. Following a transport assessment (in accordance with the requirements set out in criteria 2), develop a site-specific travel plan that provides a long-term management strategy which encourages more sustainable travel. The travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the building's operation.	Framework Travel Plan (FTP) provided in 81888-CUR-XX-XX-T-TP-00002	
	4. If the occupier is known, involve them in the development of the travel plan.	MSP engaged	

BREEAM Category	Description	Signposts	No. of Credits
	5. Demonstrate that the travel plan will be implemented and supported by the building's management in operation.	Section 9 of FTP	
Tra 02	<u>Sustainable Transport Measures:</u> 1. Prerequisite: Achieve criteria 3–5 in the Tra 01 Transport Assessment and Travel Plan credit. 2. Identify the sustainable transport measures as per Table 7.4 in BREEAM guidance.	This document	<i>Points:</i>
	The existing AI calculated in Tra 01 ≥ 8;	Section 4 of TS	1
	Demonstrate an increase over the existing Accessibility Index through negotiation with local bus, train or tram companies to increase the frequency of the local service provision for the development; OR	Not achieved, not required considering existing site's high accessibility	0
	Demonstrate an increase over the existing Accessibility Index. This could be through provision of a diverted bus route, a new or enhanced bus stop, or other similar solutions; OR		
	Provide a dedicated service, such as a bus route or service.		
	Provide a public transport information system in a publicly accessible area, to allow building users access to up-to-date information on the available public transport and transport infrastructure. This may include signposting to public transport, cycling, walking infrastructure or local amenities;	Section 7 of FTP	1
	Provide electric recharging stations of a minimum of 3kW for at least 10% of the total car parking capacity for the development;	Not applicable, no parking provided	0
	Set up a car sharing group or facility to facilitate and encourage building users to car share; AND		
	Raise awareness of the sharing scheme with marketing and communication materials; AND	Not achieved as no parking provided	0
	Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development; AND		
	Locate priority parking spaces nearest the development entrance used by the sharing scheme participants.		
	During preparation of the brief, the design team consults with the local authority (LA) on the state of the local cycling network and public accessible pedestrian routes, to focus on whichever the LA deems most relevant to the project, and how to improve it; AND	Not achieved, development is located centrally	0
	Agree and implement one proposition chosen with the local authority. The proposition supported by the development is additional to existing local plans and has a significant impact on the local cycling network or on pedestrian routes open to the public.		
	Install compliant cycle storage spaces to meet the minimum levels set out in Table 7.5 (sliding scale of compliance used as development comprises over 200 users);	Section 3 of TS	1

BREEAM Category	Description	Signposts	No. of Credits
	The above has been achieved; provide at least two compliant cyclists' facilities for the building users (showers, changing facilities, lockers, drying spaces);	Section 3 of TS	1
	Existing amenities: At least three existing accessible amenities are present;	Section 4 of TS	1
	Enhanced amenities: - Ensure a minimum of one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided; OR - Ensure more than one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided. - Implement one site-specific improvement measure, not covered by the options already listed in this issue, in line with the recommendations of the travel plan. Submit this for review by BRE.	Not achieved	0
	3. Award credits according to the existing Accessible Index (AI) of the project, and the total number of points achieved for the options implemented, see Table 7.3 of BREEAM guidance.	Section 7 of FTP	Pending BRE review
		Site AI: 39.31 Points achieved under criteria 2: 5	7
Total Transport Credits Obtained			9

Table 6.1 – BREEAM Credits Targeted

6.1.2 Other relevant considerations in a BREEAM-compliant report include the following, with the compliance of the proposed development to these considerations outlined next to the criteria:

- **Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas** – Pleasant pedestrian environments will be delivered within the site as part of proposed development, public transport waiting areas will not be delivered within the site due to existing infrastructure that is already available in the vicinity of the MSP campus;
- **Restrictions or charging for car parking** – Not applicable, no parking will be provided within the site boundary and a lack of parking within the site boundary (only spaces for service vehicles would be provided on-site, the remaining car parking spaces for customers and visitors are provided elsewhere on the MSP campus). However, license / lease parking is already in place across the MSP campus, and the future strategy is for licensed spaces to be cancelled, leased spaces to remain in operation on a 1:1000 sq. ft. ratio, and a pay and display option to be introduced;
- **Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes** – Direct routes, appropriate surfaces, lighting and signposting will be delivered within the site, and a safe crossing point across Greenheys Lane will be delivered as part of the proposed development. Cycle lanes out of the site

will not be delivered due to the presence of existing infrastructure that is already available in the vicinity of the MSP campus;

- **Provision of suitable taxi drop-off or waiting areas** – Not applicable for the proposed development due to nature of site and end users; and
- **Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, e.g. community centre)** – Not applicable as development is located in close proximity to the city centre.

6.1.3 A key part of the Travel Plan (TP) will be monitoring, whereby travel surveys will be distributed to customers and visitors in order to understand travel habits. Recipients will be encouraged to participate, and the surveys would extract key information such as place of residence, usual mode of travel and reason for modal choice, attractiveness of and barriers to active and sustainable modes of travel, and any incentives that could encourage customers to travel more sustainably. The findings will provide information on reasons for travel patterns and attitudes of site users to identify relevant constraints and opportunities.

6.1.4 The Framework Travel Plan includes Travel Information Packs as an initiative to encourage sustainable travel, which would be a site-specific improvement measure in line with the aims, objectives, and recommendations of the Travel Plan. This measure is submitted for review by BRE.

7.0 Transport Planning Policy

7.1 Introduction

- 7.1.1 When developing the scheme proposals, it is important to understand the national and local transport related planning policies. This section aims to outline the key policies throughout relevant policy and guidance documents.

7.2 National Planning Policy Framework (NPPF) (2021)

- 7.2.1 The National Planning Policy Framework (NPPF) sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

- 7.2.2 Paragraph 11 states that:

“Plans and decisions should apply a presumption in favour of sustainable development.”

- 7.2.3 For decision taking this means granting permission unless:

“...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies.”

- 7.2.4 Section 9 of the NPPF is entitled Promoting Sustainable Transport and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

“The planning system should actively manage patterns of growth ...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

- 7.2.5 The document emphasises the need for developments to offer a choice of sustainable modes of transport to “reduce congestion and emissions, and improve air quality and public health” and provide “safe and suitable access” for all users.

- 7.2.6 Paragraph 110 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

- a) *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the Site can be achieved for all users;*
- c) *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; and*

- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

7.2.7 The development proposals have shown that safe and suitable access to the site will be achieved. Additionally, the site is located within an accessible area, and it is not anticipated that the proposals would result in any significant impacts on the highway network.

7.2.8 Paragraph 111 of the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

7.2.9 Trip generation forecasts using TRICS data have demonstrated that there would be an increase in vehicular trip generation for the proposed uses of the site during the network AM and PM peak hours. However, due to the location, the accessible nature of the proposed development, and the lack of on-site parking, the above is considered a worst-case assessment as less people would be motivated to travel by car. Future customers who travel by car would be directed to park within the MSP campus (out of the Greenheys site boundary), and it has been demonstrated that the MSP campus comprises sufficient spare parking spaces to accommodate the parking needs of the new Greenheys Building.

7.2.10 Paragraph 112 of the NPPF states that applications for development should:

- *“give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

7.2.11 The proposed development is situated in an accessible location. There is good walking and cycling infrastructure adjacent to the site, and public transport is accessible within an acceptable walking and cycling distance.

7.2.12 The proposed development therefore accords with the general principles of the NPPF.

7.3 National Planning Practice Guidance (NPPG)

7.3.1 In addition to the NPPF, a National Planning Practice Guidance (NPPG) document has also been developed by the Ministry of Housing, Communities & Local Government in 2012, with a revised version in 2014. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

“Travel Plans, Transport Assessments and Statements can positively contribute to:

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads.”*

7.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Statement. It also clarifies the process for establishing a scope for what the documents should contain. The NPPG has been considered in the production of this TS and the accompanying Framework Travel Plan (FTP) (Document Reference: **81888-CUR-XX-XX-T-TP-00002**).

7.3.3 As outlined above, this TS demonstrates that the site is accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals therefore apply the principles set out in the NPPG and will seek to create a sustainable development.

7.4 Manchester Core Strategy (2012 – 2027)

7.4.1 The Manchester Core Strategy promotes similar principles to the NPPF. It contains three specific “Transport” policies, comprising:

- Policy T1 – Sustainable Transport;
- Policy T2 – Accessible Areas of Opportunity and Need; and
- Policy T3 – Strategic Integration.

7.4.2 Policy T1 focuses on sustainable transport and access for all. The accessibility of the site would encourage users of the proposed development to travel by sustainable modes.

7.4.3 Policy T2 of the Manchester Core Strategy states:

“The Council will actively manage the pattern of development to ensure that ... Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development.”

- 7.4.4 **Section 3** above has demonstrated that the provision of car parking is considered in accordance with the transport policy and residential guidance set out by MCC, with respect to the nature of the site and realistic needs of the end users. Additionally, cycle parking would also be provided to encourage more people to travel by sustainable modes.
- 7.4.5 Policy T3 is in relation to strategic integration of developments with the sustainable transport network. The proposed development would not prejudice the implementation of any of the strategic integration projects.

7.5 Greater Manchester Transport Strategy 2040

- 7.5.1 In 2021, TfGM updated the 2040 Vision for Transport to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.
- 7.5.2 Under Policy 3, the Transport Strategy states that TfGM will “maintain a programme of interventions designed to encourage people to make sustainable journeys. We will support this through journey planning tools and information to encourage travel behaviour change and mode shift, and in order to make the most efficient use of available capacity (particularly during peak periods).” Such interventions comprise:
- *“Reducing the carbon and environmental cost of journeys;*
 - *New ways of working which make the best use of the transport network;*
 - *Maximising the benefit of new, integrated transport infrastructure and services;*
 - *Delivering public health benefits through enabling more active travel;*
 - *Supporting town and city centre economic vitality and sustainability;*
 - *Improving access to key services and jobs;*
 - *Maximising sustainable travel in new developments; and*
 - *Becoming more resilient to disruption.”*
- 7.5.3 The principles of the above measures, and additional initiatives, are reflected in the accompanying Framework Travel Plan (Document Reference: **81888-CUR-XX-XX-T-TP-00002**).
- 7.5.4 Under Policy 4, TfGM will also “work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network.” This will be in accordance with the principles of:

- *“Reducing the need to travel;*
- *Reducing the need to travel by car, and the distance travelled;*
- *Maximising accessibility by sustainable modes;*
- *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*
- *Maximising opportunities to provide additional public transport; and*
- *Designing to encourage active travel.”*

7.5.5 This TS has demonstrated that the development proposals would not adversely impact the transport network, and instead would support the Transport Strategy by promoting opportunities for sustainable travel.

7.6 Conclusions

7.6.1 It is considered that the proposed development is in line with national and local transport policies and guidance. The site is located within an area which has a range of existing local facilities and plenty of sustainable travel choices within walking distance.

8.0 Summary and Conclusions

8.1 Summary

8.1.1 Curtins has been appointed on behalf of Bruntwood Sci-Tech Ltd to provide traffic and transportation advice in relation to the redevelopment of the existing Greenheys Building within Manchester Science Park (MSP).

8.1.2 The proposals seek to deliver purpose-built laboratory and office workspace to accommodate specialist life science and healthcare businesses, such as those working in diagnostics, genomics, biotech and digital health.

8.1.3 The description of development is as follows:

“Construction of a 7-storey building comprising up to 17,249sq. m (GIA) commercial floorspace (Use Class E), plus plant level above; in addition to associated cycle parking, hard and soft landscaping, access and servicing and other associated works.”

8.1.4 A review of baseline conditions in the vicinity of the site has been undertaken. This demonstrates that the site is accessible for all types of users regardless of the level of mobility or visual impairment.

8.1.5 Relevant details of the proposed development quantum, site layout, and parking facilities have been provided. Future customers who travel by car would be directed to park within the MSP campus (out of the Greenheys site boundary), and it has been demonstrated that the MSP campus comprises sufficient spare parking spaces to accommodate the parking needs of the new Greenheys Building.

8.1.6 The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within walking distance of the site. With regards to BREEAM, the site achieves an Accessibility Index score of 39.31.

8.1.7 An appropriate TRICS assessment has been undertaken to establish the likely number of vehicular trips associated with the proposed development. It is considered that the negligible amount of additional vehicular traffic generated by the proposed development would not have a significant impact on the surrounding highway network.

8.1.8 Additionally, this Transport Statement is supplemented by proposed measures in the accompanying Framework Travel Plan (Document Reference: **81888-CUR-XX-XX-T-TP-00002**) to increase the level of walking, cycling and public transport use to and from the site, and to reduce reliance on the private car.

8.2 Conclusions

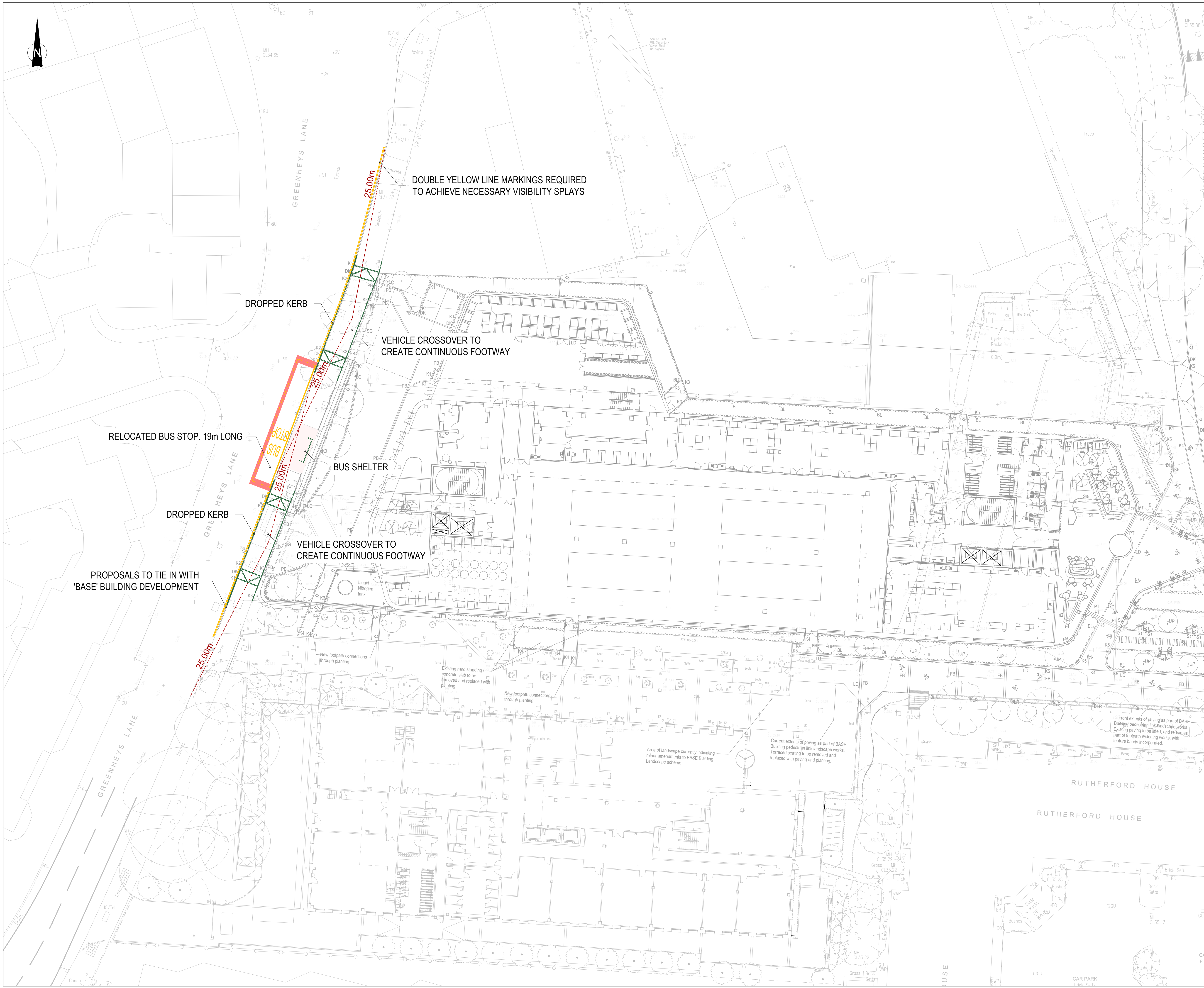
- 8.2.1 It is reasonable to conclude that the proposed development is in accordance with Paragraph 111 of the NPPF, as it would not have an unacceptable impact on highway safety, nor would there be a severe residual cumulative impact on the surrounding highway network.
- 8.2.2 This document also demonstrates the development is compliant with Building Research Establishment Environmental Assessment Method (BREEAM) 2018 standards under the categories “Tra 01 – Transport Assessment and Travel Plan” and “Tra 02 – Sustainable Transport Measures”, and can achieve up to 9 transport credits.
- 8.2.3 From a traffic and transportation perspective, there are no reasons why the development proposals should not be granted planning approval.

Drawings

Drawing 81888-CUR-XX-00-D-TP-75001 – Proposed Access Arrangement

Drawing 81888-CUR-XX-00-D-TP-05001 – (Swept Path Analysis) 11.2m Large Refuse Vehicle

Drawing 81888-CUR-XX-00-D-TP-05002 – (Swept Path Analysis) 16.5m Articulated HGV



GENERAL NOTES:	
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- KEY: PROPOSED RAISED KERB
 PROPOSED FLUSH KERB / BACK OF FOOTWAY
 PROPOSED ROAD MARKINGS
 PROPOSED VISIBILITY SPLAYS (20mph)

P04	Layout updated, Topo added	13/02/23	DD	AV
P03	Layout updated	30/11/22	DD	AV
P02	Access arrangement updated	01/11/22	DD	AV
Rev:	Description:	Date:	By:	Chkd:



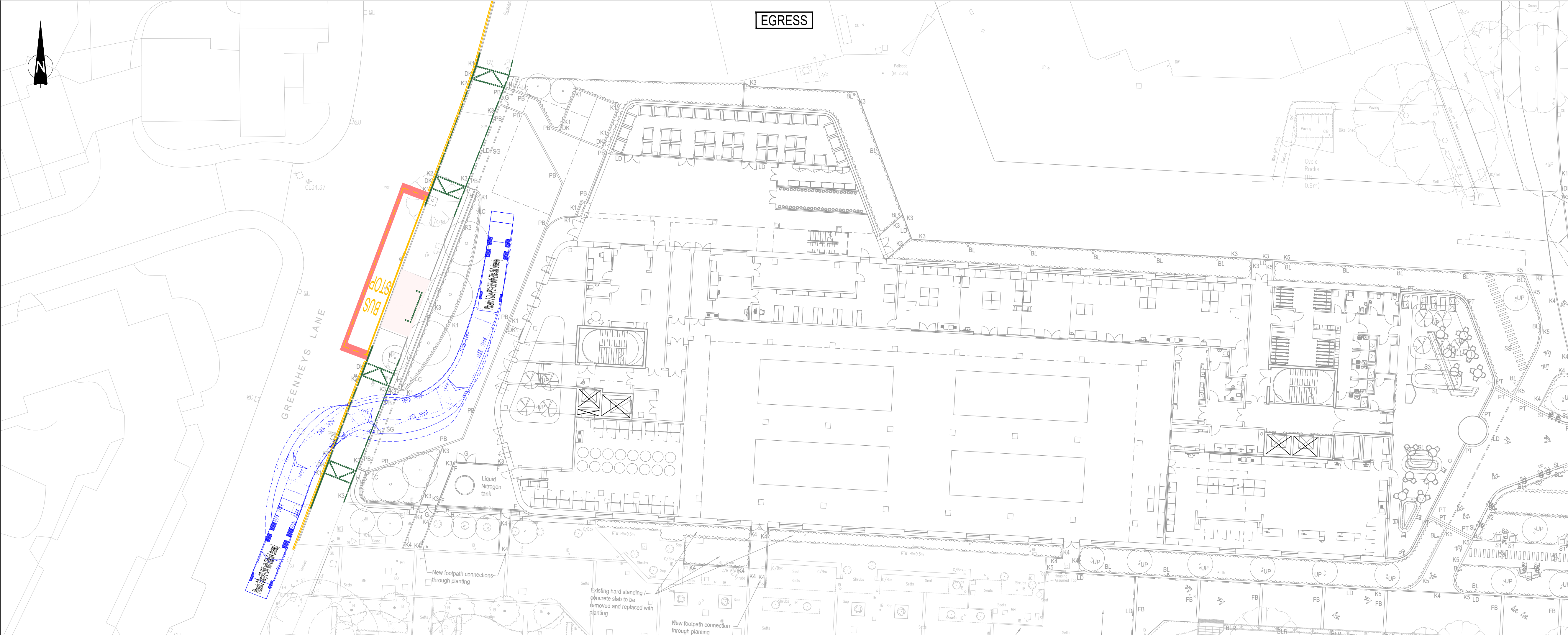
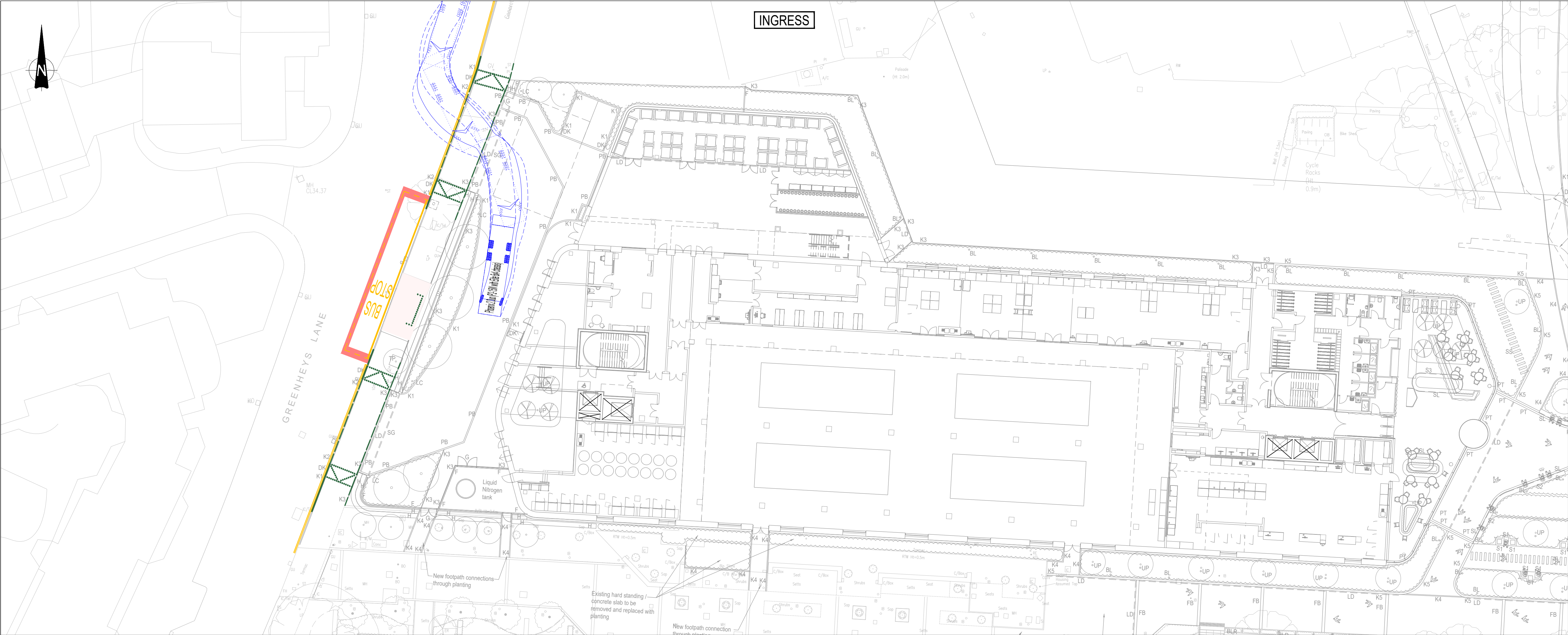
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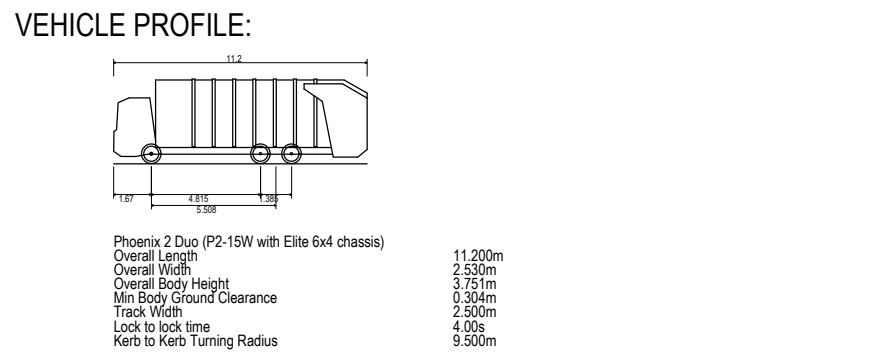
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81888 - CUR - XX - 00 - D - TP - 75001 - P04							



- GENERAL NOTES:
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 - DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
 - ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
 - FOR GENERAL NOTES REFER TO DRAWING.
 - THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
 - BASED ON LAYER BDP'S LAYOUT: 'GRE-BDP-ZZ-XX-DR-L-00-101-P03'
 - BASED ON LAND SURVEY WHERE AVAILABLE

KEY:

- PROPOSED RAISED KERB
- PROPOSED FLUSH KERB / BACK OF FOOTWAY
- PROPOSED ROAD MARKINGS



P03	Site layout updated	13/02/23	DD	AV
P02	Site layout updated	30/11/22	DD	AV
Rev:	Description:	Date:	By:	Chk:

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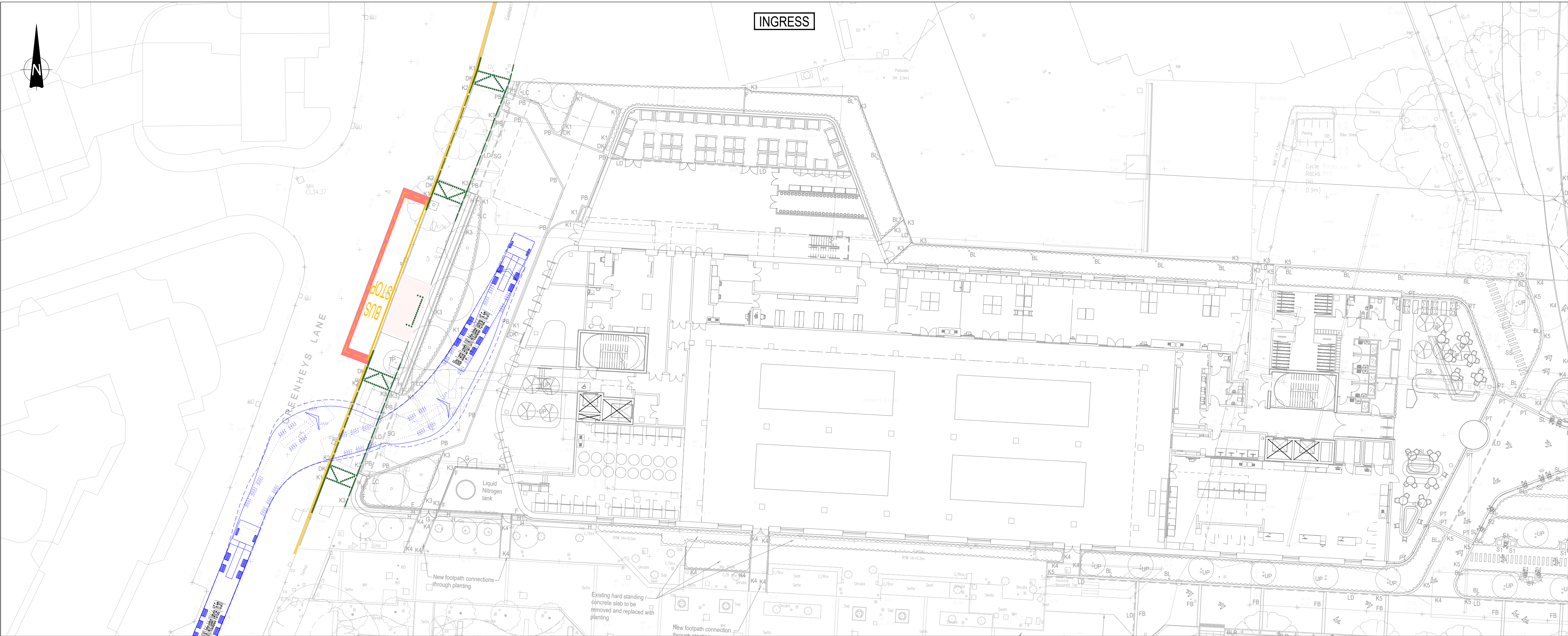
Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Harlow • Leeds • Liverpool • London • Manchester • Nottingham

Status: PRELIMINARY

Project: GREENHEYS - MANCHESTER SCIENCE PARK

Orig Title: SWEPT PATH ANALYSIS
11.2m REFUSE VEHICLE

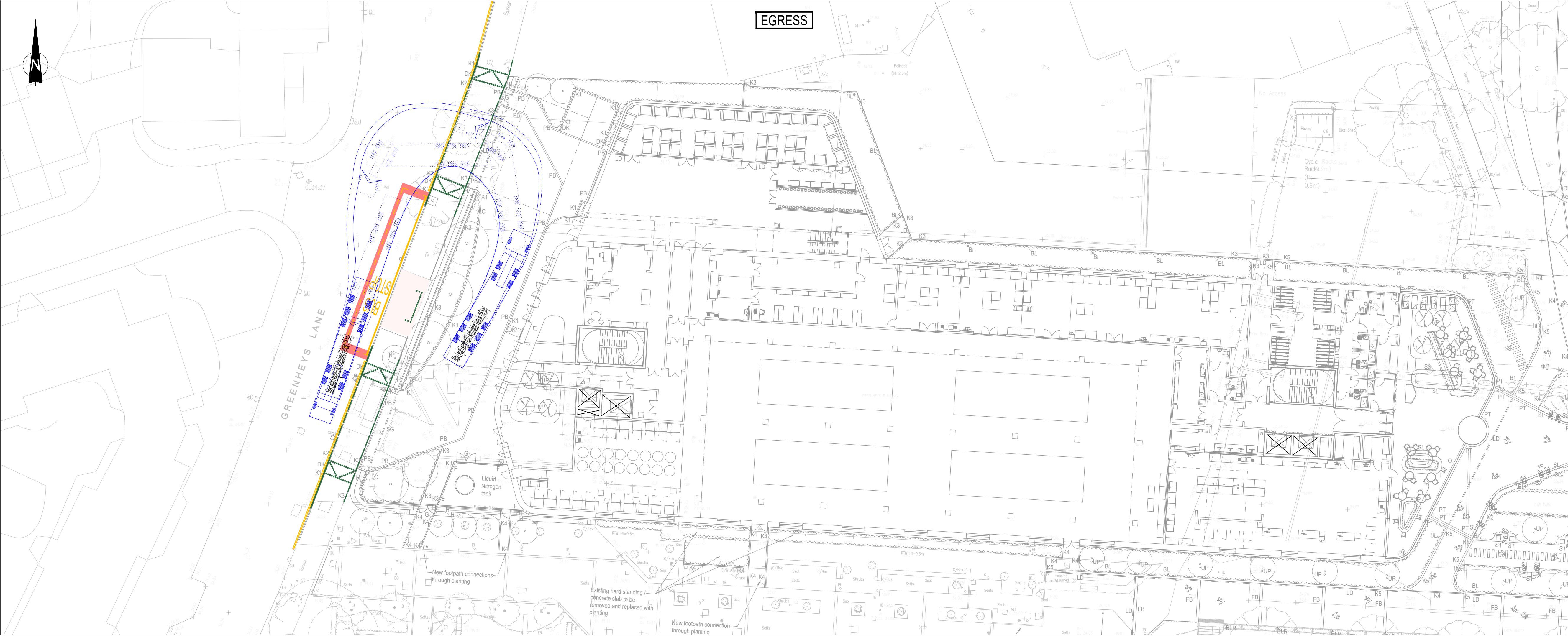
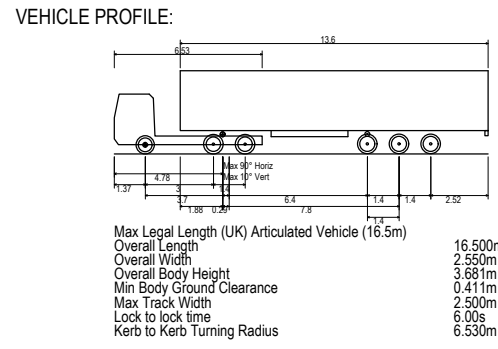
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- ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
- FOR GENERAL NOTES REFER TO DRAWING.
- THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
- BASED ON LAYER BDP'S LAYOUT: 'GRE-BDP-ZZ-XX-DR-L-00-101-P03'
- BASED ON LAND SURVEY WHERE AVAILABLE

KEY:
 — PROPOSED RAISED KERB
 — PROPOSED FLUSH KERB / BACK OF FOOTWAY
 — PROPOSED ROAD MARKINGS



P04	Layout updated. Topo added	13/02/23	DD	AV
P03	Layout and tracking updated	30/11/22	DD	AV
P02	Alternative movements tracked	04/07/22	DD	AV
Rev:	Description:	Date:	By:	Chkd:



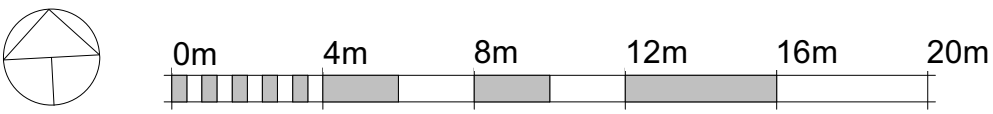
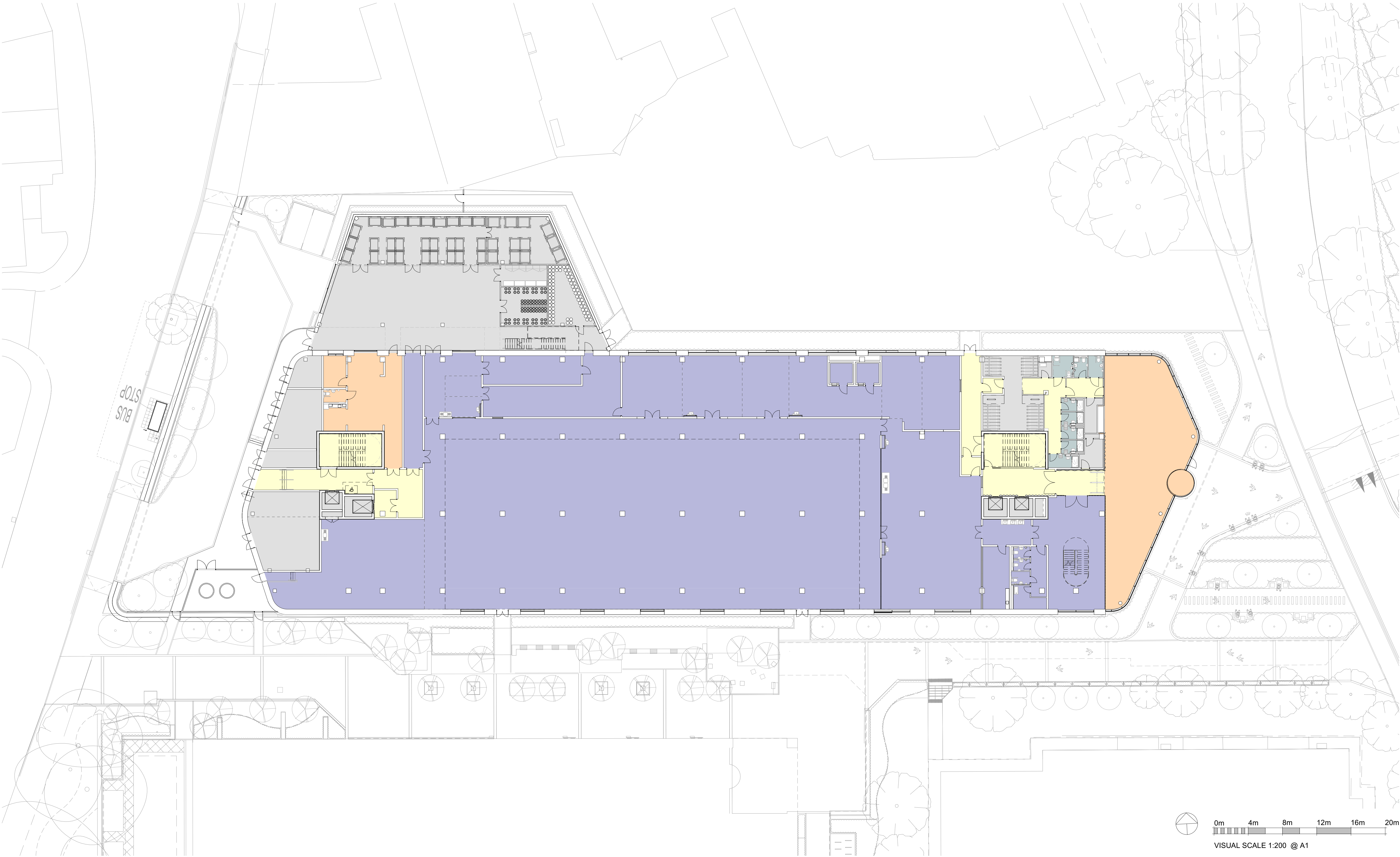
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Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Harlow • Leeds • Liverpool • London • Manchester • Nottingham

Status: PRELIMINARY				
Project: GREENHEYS - MANCHESTER SCIENCE PARK				
Orig Title: SWEPT PATH ANALYSIS 16.5m ARTICULATED HGV				
Size: A1	Date: 30/06/22	Drawn By: DD	Designed By: DD	Checked By: AV
Scale: 1:250				
Project No: 81888	Originator: CUR	Volume: XX	Level: 00	Type: D
				TP
				05002
				P04

V:\m50\Projects\081001 - 08000008 1888 - MSP Greenheys\QA\Production\A-Model Drawings\TP\CAD05

Appendix A – Proposed Site Plan



VISUAL SCALE 1:200 @ A1

BUILDING DESIGN PARTNERSHIP SHALL HAVE NO RESPONSIBILITY FOR ANY USE MADE OF THIS DOCUMENT OTHER THAN FOR THAT WHICH IT WAS PREPARED AND ISSUED.

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DO NOT SCALE FROM THIS DRAWING.

ANY DRAWING ERRORS OR DIVERGENCIES SHOULD BE BROUGHT TO THE ATTENTION OF BUILDING DESIGN PARTNERSHIP AT THE ADDRESS SHOWN BELOW.

DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE FOLLOWING BEFORE WORK COMMENCES.

- THE CDM DESIGN ISSUES REGISTER
- THE BDP RISK SERIES OF DRAWINGS
- THE PROJECT CDM RISK REGISTER

NOTES

Subject to design development, survey, consultant input & statutory approval.

REVISION	DESCRIPTION	DRAWN	CHECKED	DATE
P02	General Update	KK	GW	18.04.23
P01	First Issue	KK	GW	06.04.23

REVISION	DESCRIPTION	DRAWN	CHECKED	DATE
P02	General Update	KK	GW	18.04.23
P01	First Issue	KK	GW	06.04.23

REVISION	DESCRIPTION	DRAWN	CHECKED	DATE
P02	General Update	KK	GW	18.04.23
P01	First Issue	KK	GW	06.04.23

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M60 3JA
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www.bdp.com

BDP.

PROJECT TITLE
MSP Greenheys (Private & Confidential)

REF / REV NUMBER
P3001624

DRAWING TITLE
General arrangement - Ground floor
Planning

SCALE
@ A1
1 : 200

DATE FIRST ISSUED
Apr 23

DRAWING NO.
GRE-BDP-ZZ-00-DR-A-20-900

REVISION
P02

81888 Greenheys, Manchester Science Park (MSP)

Transport Statement



Appendix B – TRICS Outputs

Calculation Reference: AUDIT-148301-220929-0956

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : B - BUSINESS PARK
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
	WG WOKINGHAM	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	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: 1500 to 132084 (units: sqm)
 Range Selected by User: 975 to 132084 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 25/09/19

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

Selected survey days:

Monday	2 days
Wednesday	6 days
Thursday	1 days
Friday	4 days

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

Selected survey types:

Manual count	13 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	1
Edge of Town	12

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:

Industrial Zone	4
Commercial Zone	2
Development Zone	3

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

Secondary Filtering selection:

Use Class:

Not Known 13 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	5 days
10,001 to 15,000	5 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	11 days

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

Travel Plan:

Yes	2 days
No	11 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	13 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-02-B-02 LYNCH WOOD PETERBOROUGH	BUSINESS PARK	CAMBRIDGESHIRE
	Edge of Town Commercial Zone Total Gross floor area:	12800 sqm	
	Survey date: WEDNESDAY	19/10/16	Survey Type: MANUAL
2	CA-02-B-03 MILTON ROAD CAMBRIDGE	SCIENCE PARK	CAMBRIDGESHIRE
	Edge of Town No Sub Category Total Gross floor area:	142687 sqm	
	Survey date: FRIDAY	06/10/17	Survey Type: MANUAL
3	CH-02-B-01 WINTERTON WAY MACCLESFIELD	BUSINESS PARK	CHESHIRE
	Edge of Town Development Zone Total Gross floor area:	2395 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
4	DV-02-B-01 MANATON CLOSE EXETER MATFORD BUSINESS PARK	BUSINESS PARK	DEVON
	Edge of Town Commercial Zone Total Gross floor area:	1500 sqm	
	Survey date: WEDNESDAY	05/07/17	Survey Type: MANUAL
5	EX-02-B-01 BRUNEL COURT COLCHESTER SEVERALLS INDUSTRIAL PK	BUSINESS PARK	ESSEX
	Edge of Town Industrial Zone Total Gross floor area:	2900 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
6	EX-02-B-02 WYNCOLLS ROAD COLCHESTER SEVERALLS INDUSTRIAL PK	BUSINESS PARK	ESSEX
	Edge of Town Industrial Zone Total Gross floor area:	4083 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
7	LE-02-B-01 NOTTINGHAM ROAD MELTON MOWBRAY	BUSINESS PARK	LEICESTERSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:	10219 sqm	
	Survey date: MONDAY	28/11/16	Survey Type: MANUAL
8	LN-02-B-02 CARDINAL CLOSE LINCOLN	BUSINESS PARK	LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	5000 sqm	
	Survey date: THURSDAY	25/06/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	ST-02-B-04 STONE ROAD STAFFORD	BUSINESS PARK	STAFFORDSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	20760 sqm	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
10	WG-02-B-02 WHARFEDALE ROAD READING WINNERSH	BUSINESS PARK	WOKINGHAM
	Edge of Town Development Zone Total Gross floor area:	4775 sqm	
	Survey date: FRIDAY	20/11/15	Survey Type: MANUAL
11	WK-02-B-01 GALLOWES HILL WARWICK	BUSINESS / TECH. PARK	WARWICKSHIRE
	Edge of Town Out of Town Total Gross floor area:	56520 sqm	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
12	WM-02-B-03 PARADISE WAY COVENTRY	BUSINESS PARK	WEST MIDLANDS
	Edge of Town Development Zone Total Gross floor area:	13000 sqm	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
13	WY-02-B-02 ARMITAGE BRIDGE HUDDERSFIELD	BUSINESS PARK	WEST YORKSHIRE
	Edge of Town No Sub Category Total Gross floor area:	9200 sqm	
	Survey date: WEDNESDAY	23/04/14	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

TOTAL VEHICLES

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	13	20919	0.908	13	20919	0.095	13	20919	1.003
08:00 - 09:00	13	20919	1.251	13	20919	0.151	13	20919	1.402
09:00 - 10:00	13	20919	0.514	13	20919	0.138	13	20919	0.652
10:00 - 11:00	13	20919	0.179	13	20919	0.121	13	20919	0.300
11:00 - 12:00	13	20919	0.146	13	20919	0.141	13	20919	0.287
12:00 - 13:00	13	20919	0.210	13	20919	0.254	13	20919	0.464
13:00 - 14:00	13	20919	0.217	13	20919	0.174	13	20919	0.391
14:00 - 15:00	13	20919	0.128	13	20919	0.207	13	20919	0.335
15:00 - 16:00	13	20919	0.106	13	20919	0.424	13	20919	0.530
16:00 - 17:00	13	20919	0.097	13	20919	0.799	13	20919	0.896
17:00 - 18:00	13	20919	0.083	13	20919	0.867	13	20919	0.950
18:00 - 19:00	12	22029	0.052	12	22029	0.605	12	22029	0.657
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.891			3.976			7.867

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:	1500 - 132084 (units: sqm)
Survey date range:	01/01/14 - 25/09/19
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Calculation Reference: AUDIT-148301-221005-1043

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

08 NORTH WEST

MS MERSEYSIDE

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: 11250 to 11250 (units: sqm)

Range Selected by User: 118 to 175000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 06/05/22

*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

1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count

1 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

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:

Built-Up Zone

1

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

Secondary Filtering selection:

Use Class:

Not Known

1 days

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

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000

1 days

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

Population within 5 miles:

500,001 or More

1 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

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

1 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

1 days

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

LIST OF SITES relevant to selection parameters

1 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

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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BH-02-A-05	Not Science Park
CB-02-A-02	Not Science Park
DA-02-A-02	Not Science Park
DY-02-A-02	Not Science Park
EC-02-A-04	Not Science Park
ES-02-A-12	Not Science Park
GM-02-A-09	Not Science Park
HF-02-A-04	Not Science Park
LE-02-A-04	Not Science Park
NF-02-A-02	Not Science Park
NF-02-A-03	Not Science Park
NF-02-A-04	Not Science Park
NM-02-A-01	Not Science Park
NY-02-A-01	Not Science Park
NY-02-A-03	Not Science Park
PB-02-A-04	Not Science Park
SF-02-A-03	Not Science Park
SO-02-A-02	Not Science Park
WL-02-A-01	Not Science Park
WO-02-A-02	Not Science Park
WO-02-A-03	Not Science Park
WY-02-A-05	Not Science Park

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

TOTAL VEHICLES

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	1	11250	0.107	1	11250	0.071	1	11250	0.178
08:00 - 09:00	1	11250	0.267	1	11250	0.178	1	11250	0.445
09:00 - 10:00	1	11250	0.213	1	11250	0.142	1	11250	0.355
10:00 - 11:00	1	11250	0.133	1	11250	0.089	1	11250	0.222
11:00 - 12:00	1	11250	0.098	1	11250	0.107	1	11250	0.205
12:00 - 13:00	1	11250	0.160	1	11250	0.160	1	11250	0.320
13:00 - 14:00	1	11250	0.213	1	11250	0.231	1	11250	0.444
14:00 - 15:00	1	11250	0.124	1	11250	0.089	1	11250	0.213
15:00 - 16:00	1	11250	0.098	1	11250	0.133	1	11250	0.231
16:00 - 17:00	1	11250	0.107	1	11250	0.196	1	11250	0.303
17:00 - 18:00	1	11250	0.196	1	11250	0.267	1	11250	0.463
18:00 - 19:00	1	11250	0.071	1	11250	0.071	1	11250	0.142
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.787			1.734			3.521

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:	11250 - 11250 (units: sqm)
Survey date range:	01/01/14 - 06/05/22
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	22

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.

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