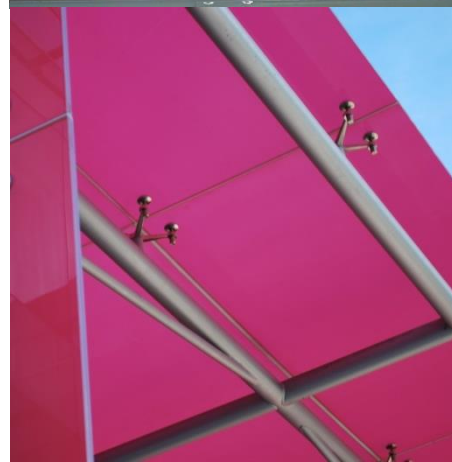


Alberton House

Transport Statement

Curtins Ref: 80058-CUR-XX-XX-T-TP-00001
Revision: P04
Issue Date: 29 June 2022

Client Name: Bruntwood RB Ltd



Merchant Exchange
17 – 19 Whitworth Street West
Manchester. M1 5WG.
Tel: 0161 236 2394
www.curtins.com

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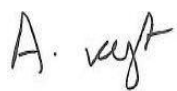


Control Sheet

Rev	Description	Issued by	Checked	Date
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P02	2 nd Issue	AV	AV	10 May 2022
P03	3 rd Issue, standard terminology updated	AV	AV	19 May 2022
P04	4 th Issue, for planning	AV	AV	29 June 2022

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Author	Signature	Date
Alex Fry BA (Hons) Graduate Transport Planner		29 June 2022

Reviewed	Signature	Date
Alex Vogt BSc (Hons) MSc FCIHT TPP Director of Transport Planning		29 June 2022

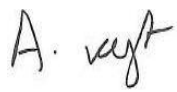
Authorised	Signature	Date
Alex Vogt BSc (Hons) MSc FCIHT TPP Director of Transport Planning		29 June 2022

Table of Contents

1.0	Introduction.....	1
1.1	Background	1
1.2	Purpose of the Report	1
1.3	Scope of the Report	1
1.4	Structure of the Report.....	2
2.0	Existing Situation	3
2.1	Site Location.....	3
2.2	Existing Use and Access.....	4
2.3	Surrounding Highway Network.....	5
2.4	Access for Mobility and Visually Impaired Users	9
2.5	Highway Safety	9
3.0	Development Proposals	13
3.1	Overview of Proposals	13
3.2	Proposed Access	14
3.3	Proposed Parking.....	14
3.4	Proposed Servicing Arrangements	21
4.0	Accessibility by Sustainable Modes of Travel	24
4.1	Introduction.....	24
4.2	Pedestrian Accessibility	24
4.3	Cycle Accessibility.....	26
4.4	Public Transport Accessibility	29
4.5	Summary	38
5.0	Building Research Establishment Environmental Assessment Method (BREEAM) Compliance	39
5.1	Introduction.....	39
6.0	Traffic Forecasting and Highway Impact	43
6.1	Introduction.....	43
6.2	Existing Trip Generation.....	43
6.3	Forecasted Trip Generation	44
6.4	Net Site Impact.....	45
6.5	Sensitivity Test: Combining TRICS and Census Data	46
6.6	Highway Impact Summary	50
7.0	Transport Planning Policy	51
7.1	Introduction.....	51
7.2	National Planning Policy Framework (2021)	51
7.3	National Planning Practice Guidance (NPPG)	53
7.4	Manchester Core Strategy (2012 – 2027).....	53
7.5	Greater Manchester Transport Strategy 2040	54
7.6	St Mary's Parsonage Strategic Regeneration Framework (SRF)	55

7.7	Conclusions	57
8.0	Summary and Conclusions	58
8.1	Summary	58
8.2	Conclusions	59

Figures

Figure 2.1	– Site Location in relation to the St Mary's Parsonage SRF area	3
Figure 2.2	– Site Location in Relation to the Local Highway Network	4
Figure 2.3	– Closure of St Mary's Parsonage at its Junction with Blackfriars Street	6
Figure 2.4	– Delivery Van Pulled Up on Footway in the Vicinity of the Site	6
Figure 2.5	– Map of Changes to Deansgate and Surrounding Roads	8
Figure 2.6	– Area Assessed for Personal Injury Accident Data (5 years)	10
Figure 3.1	– Electric Vehicle (EV) Charge Points in the vicinity of the site	20
Figure 3.2	– Enterprise Car Club Locations in Manchester	21
Figure 3.3	– Illustration of the Vehicles Accommodated by Various Carriageway Widths	22
Figure 4.1	– Local Cycle Network	27
Figure 4.2	– Bee Network Map	28
Figure 4.3	– Bike Hire Scheme in the Vicinity of the Site	29
Figure 4.4	– Manchester City Centre Public Transport Network	30
Figure 4.5	– Free Bus Route and Timetable	32
Figure 4.6	– TfGM Metrolink Network Map	35
Figure 6.1	– Surface Car Parks and MSCPs in the vicinity of the Site	49
Figure 6.2	– MCC-Operated On-Street Car Parks in the vicinity of the Site	50

Tables

Table 2.1	– Personal Injury Accident Data Summary	11
Table 3.1	– MCC Parking Standards	15
Table 3.2	– Existing Off-site Car Parking Provision	18
Table 4.1	– CIHT Recommended Walking Distances	24
Table 4.2	– Number and Type of Existing Accessible Amenities within 500m of the Site	25
Table 4.3	– CIHT Maximum Suggested Walking Distances to Bus Stops	31
Table 4.4	– Summary of Bus Service Frequencies in the vicinity of the Site	31
Table 4.5	– Summary of Rail Services calling at Salford Central	33
Table 4.6	– BREEAM Public Transport Accessibility Index (AI) Calculator	37

Table 5.1 – BREEAM Credits Targeted	41
Table 6.1 – Existing Multi-Modal Trip Rates and Split	43
Table 6.2 – Existing Trip Generation.....	44
Table 6.3 – Proposed Trip Generation*	44
Table 6.4 – Net Vehicular Site Impact*	45
Table 6.5 – Multi-Modal Sensitivity Test: Proposed Person Trips	46
Table 6.6 – Multi-Modal Sensitivity Test: Method of Travel to Work.....	47
Table 6.7 – Multi-Modal Sensitivity Test: Net Site Impact*	47

Plans

Plan 80058-CUR-00-XX-DR-TP-06001 – (Location Plan) Regional Level

Plan 80058-CUR-00-XX-DR-TP-06002 – (Location Plan) Local Level

Plan 80058-CUR-00-XX-DR-TP-06003 – (Accessibility) Indicative Walking Catchment

Plan 80058-CUR-00-XX-DR-TP-06004 – (Accessibility) Indicative Cycle Catchment

Plan 80058-CUR-00-XX-DR-TP-06005 – (Accessibility) Indicative Public Transport Catchment

Drawings

Drawing 80058-CUR-XX-00-D-TP-75002 – (Proposed Loading Bay) Option 1

Drawing 80058-CUR-XX-00-D-TP-75003 – (Proposed Loading Bay) Option 2

Drawing 80058-CUR-XX-00-D-TP-05004 – (Swept Path Analysis) Servicing Bay – Option 1

Drawing 80058-CUR-XX-00-D-TP-05005 – (Swept Path Analysis) Servicing Bay – Option 2

Appendices

Appendix A – Proposed Site Layout

Appendix B – TRICS Output

1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Bruntwood RB Ltd to provide transport and highways advice in relation to a planning application for a proposed office development at Alberton House, off St Mary's Parsonage in Manchester City Centre.

1.1.2 The existing site comprises a part 12, part 4 storey office building with basement car park (20 spaces).

1.1.3 The proposed development is described as follows:

"Demolition of existing building and erection of a 19 storey (basement, ground including mezzanine, plus 18) building comprising ground floor food and beverage (Use Class E, Sui Generis), 16 floors of office (Class E), and two floors of wellness centre (Sui Generis) including ancillary food and beverage (Use Class E), landscaping, highways and other associated works."

1.1.4 The development proposals do not include any provision for car parking. The secure and sheltered cycle parking provision will comprise of two-tier racks (providing 102 spaces) and Brompton lockers (18 spaces). There will also be short-stay cycle spaces for visitors, in the form of Sheffield stands (14 spaces) provided as part of the landscape outside the building.

1.1.5 The loss of existing car parking spaces (20 spaces) will result in a net reduction in the number of vehicle movements accessing the site daily, therefore representing a net benefit in traffic terms.

1.1.6 The proposed site layout is provided in **Appendix A** to the rear of the report.

1.2 Purpose of the Report

1.2.1 This Transport Statement (TS) has been prepared to inform Highway Officers at Manchester City Council (MCC) as the Local Highway Authority (LHA) of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

1.2.2 The TS is supported by a range of appendices, with swept path assessments showing the proposed servicing arrangements. Additionally, the TS is supported by an Interim Travel Plan (Document Reference: **80058-CUR-XX-XX-T-TP-00002**) with measures and initiatives to encourage active and sustainable travel.

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 initially held a pre-application meeting with MCC Highways on 5th October 2021 to discuss the development proposals and present multiple options for a servicing strategy. Discussions regarding the servicing strategy continued throughout the remainder of 2021 and into 2022, until a position of agreement was reached in May 2022.

1.3.3 It was agreed during these discussions that a Transport Statement would be sufficient to support the development and the TS should contain the following:

- A description of the transport and highway network in the vicinity of the site;
- A review of highway safety within the vicinity of the site for the most recent five years;
- A summary of the development proposals, proposed parking arrangements, and justification for the provision;
- Drawings showing the proposed servicing strategy;
- An audit of accessibility by all modes of travel including walking, cycling, and public transport;
- Details of future vehicular trips and commentary on any highway impacts; and
- A review of the relevant local and national transport planning policy.

1.4 Structure of the Report

1.4.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists, and public transport users.

1.4.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of accidents adjacent to the site over the most recent five-year period available.

1.4.3 **Section 3** gives an overview of the development proposals including details on proposed access, parking provision, and a servicing and refuse strategy.

1.4.4 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling, and public transport.

1.4.5 **Section 5** demonstrates that the development accords with the transport requirements within Building Research Establishment Environmental Assessment Method (BREEAM)'s New Construction guidance (2018).

1.4.6 **Section 6** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals, and the highway impact.

1.4.7 **Section 7** summarises key national and local transport planning policy, and **Section 8** provides a report summary and conclusion.

2.0 Existing Situation

2.1 Site Location

2.1.1 The site is within the St Mary's Parsonage Strategic Regeneration Framework (SRF) area within Manchester City Centre and is adjacent to the Parsonage Gardens Conservation Area. **Figure 2.1** illustrates the location of the SRF area in relation to the local highway network and site:

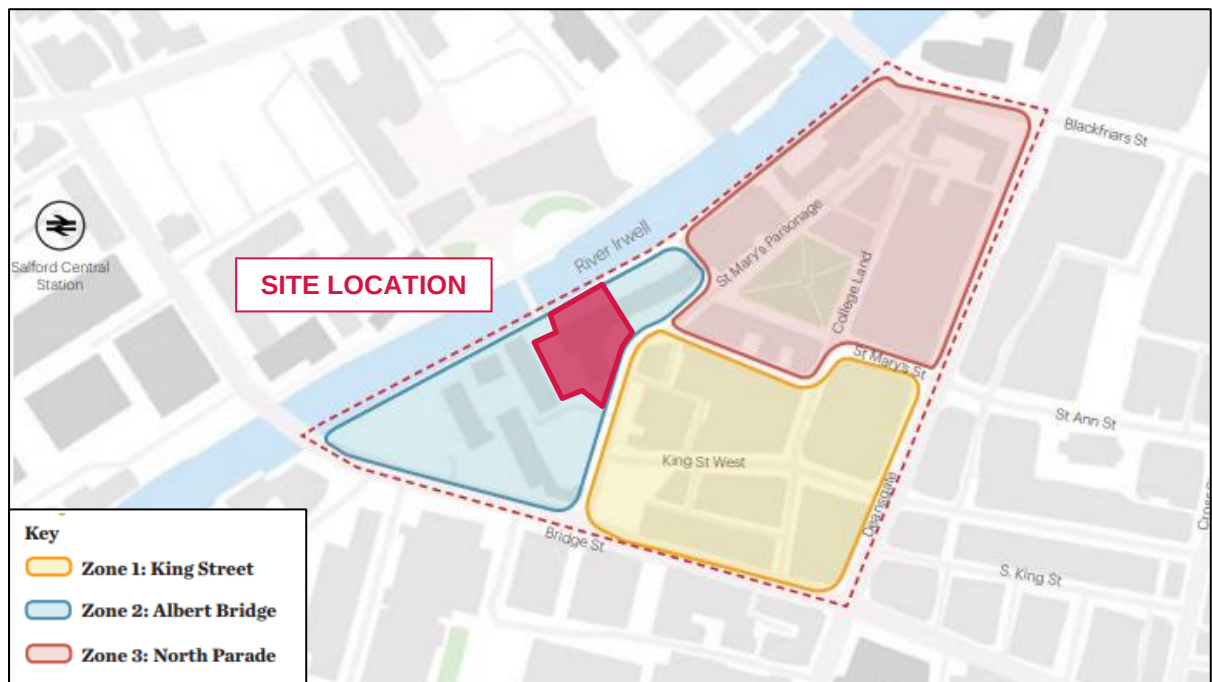


Figure 2.1 – Site Location in relation to the St Mary's Parsonage SRF area

(Source: Sheppard Robson, 2020)

2.1.2 The site is located in Zone 2 of the SRF area and is bound by River Irwell to the north, Cardinal House to the east, St Mary's Parsonage to the south, and Albert Bridge House and the access to Trinity Bridge to the west. **Plan 80058-CUR-00-XX-DR-TP-06001** to the rear of the report illustrates the location of the site in relation to the regional highway network.

2.1.3 **Figure 2.2** below and **Plan 80058-CUR-00-XX-DR-TP-06002** to the rear of the report show the site in a local context relating to the local highway network:

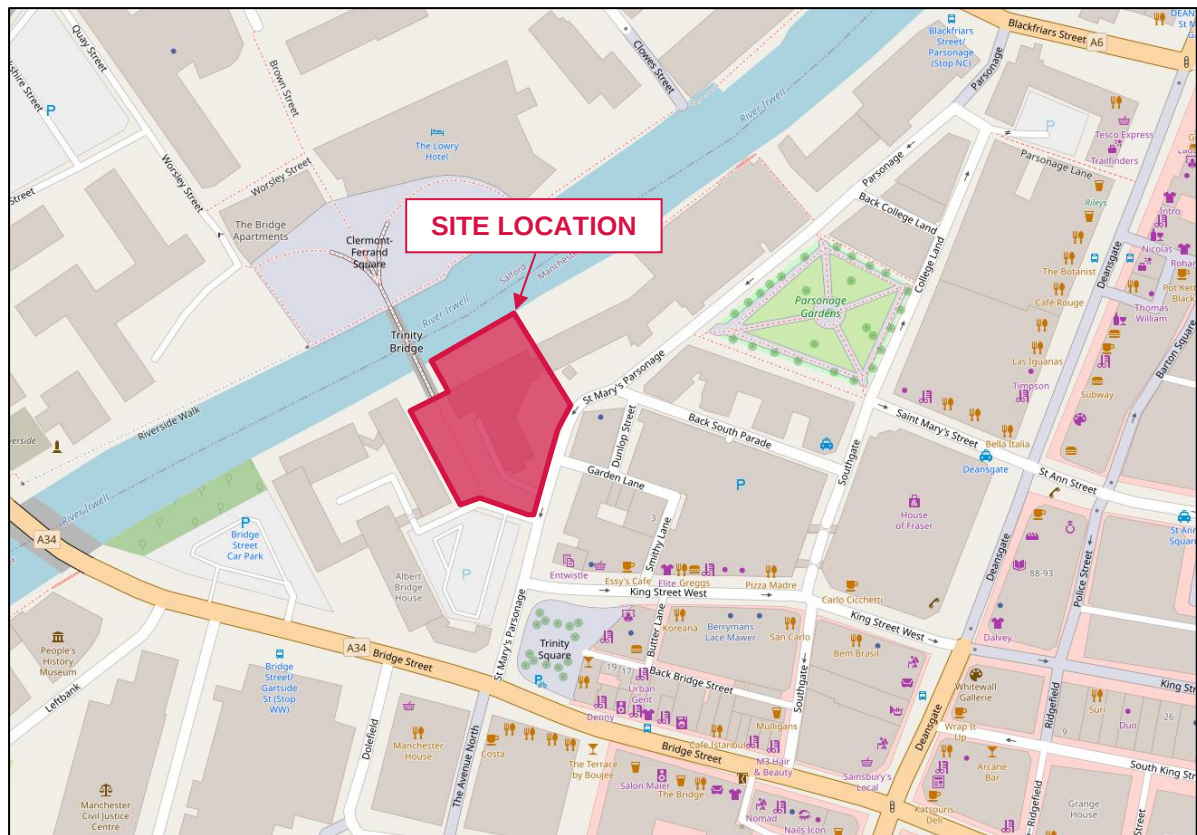


Figure 2.2 – Site Location in Relation to the Local Highway Network
(Source: OpenStreetMap, 2021)

2.2 Existing Use and Access

- 2.2.1 The existing site comprises of an L-shaped 1970s office building. Alberton House is 12 storeys along the north parallel to the River Irwell, and 4 storeys adjacent along the west of the side to the access to Trinity Bridge. There is also a link connecting Alberton House to Cardinal House.
- 2.2.2 The site is accessible for vehicles along St Mary's Parsonage. There is an access road to the west of the existing building which leads to a car park, and another access road to the south-east of the site which leads to a car park with undercroft parking. Both car parks are barrier-controlled and have a combined parking provision of c. 20 spaces.
- 2.2.3 The main pedestrian entrance to the building is located off a public square to the south of the building, which can be accessed off St Mary's Parsonage. Pedestrians can also access St Mary's Parsonage from Trinity Bridge, connecting the site to Salford.

2.3 Surrounding Highway Network

St Mary's Parsonage

- 2.3.1 St Mary's Parsonage stretches for circa 350m between a three-arm signalised yellow box junction with Bridge Street to a pedestrianised area at the intersection with Blackfriars Street.
- 2.3.2 The road is c. 6.5-7m wide and has footways of c. 2.5-3m wide along both sides. Along the eastern side of the road are Trinity Square (to be reconfigured and rebranded as Motor Square as part of the SRF, and will become one of the gateways into the Parsonage Gardens district) and Parsonage Gardens where pedestrians have significantly more space. Opposite Parsonage Gardens, on the north-western side of St Mary's Parsonage, the footway narrows to c. 1.6m wide.
- 2.3.3 There are dropped kerbs, tactile paving, and push-button operated traffic lights on all arms of the junction with Bridge Street, along with central refuge islands on the eastern and western arms. There are dropped kerbs in most places along the road and tactile paving on some.
- 2.3.4 There are Traffic Regulation Orders (TROs) in the form of double yellow lines (no waiting at any time) on both sides of the road between the junctions with Bridge Street and Back South Parade / Dunlop Street to prevent on-street parking – with the exception of two Car Club bays and some pay-and-display parking bays. The double yellow lines continue along the entirety of the north-western side of the road and recommence on the south-eastern side north of the junction with Parsonage Lane.
- 2.3.5 St Mary's Parsonage is also located within Zone 1 of Manchester City Centre's Controlled Parking Zone (CPZ), where there are on-street pay-and-display parking bays owned and operated by Manchester City Council (MCC). Parking charges in Zone 1 apply Monday to Sunday, from 08:00 – 22:00, with no charge for parking on a Bank Holiday. The maximum stay time in this zone is two hours, however these charges and time restrictions do not apply to Blue Badge holders.
- 2.3.6 As part of the proposed permanent scheme to partially pedestrianise the A56 Deansgate corridor, the northern end of St Mary's Parsonage near Blackfriars Street has been blocked with Rhino blocks to prevent traffic from Deansgate diverting along the road. These were in place at the time of the site visit on 25th October 2021 and are shown in **Figure 2.3** below:



Figure 2.3 – Closure of St Mary's Parsonage at its Junction with Blackfriars Street

- 2.3.7 The road has a speed limit of 20mph and is well-lit by street lighting at regular intervals.
- 2.3.8 On site observations for a period of approximately 30 minutes during the mid-morning of 25th October 2021 showed vehicular movements to be limited to local access and servicing vehicles, with a low number of total vehicular movements observed. Notwithstanding, delivery vehicles were observed on the footways in the vicinity of the site, as shown in **Figure 2.4** below.



Figure 2.4 – Delivery Van Pulled Up on Footway in the Vicinity of the Site

Trinity Bridge and Access

- 2.3.9 Along St Mary's Parsonage, between Alberton House and Albert Bridge House, is a narrow and poorly signed footpath to Trinity Bridge. This path is initially c. 3m wide before widening significantly to a more attractive c. 15m wide path with trees.
- 2.3.10 The c. 5m wide bridge is a pedestrian link between Manchester and Salford City Centres. At the northern end of the bridge, the area opens to a large area of public realm – Clermont Ferrand Square.

A34 Bridge Street

- 2.3.11 Bridge Street is a section of the A34 which continues from John Dalton Street at a signalised yellow box junction with the A56 Deansgate and continues west for 370m, and subsequently continuing as New Bailey Street on the Salford / northern side of the River Irwell.
- 2.3.12 As part of the Deansgate proposals detailed below, access to Salford across the River Irwell has been proposed to be limited to buses only, with eastbound traffic into Manchester unaffected.
- 2.3.13 The road has a speed limit of 20mph and is well-lit by street lighting at regular intervals. There are also footways over 2m-wide along both sides of the carriageway, although the eastern footway in the direction of Salford Central rail station is closed at the time of writing in the vicinity of the Trinity Riverside development (Salford City Council planning reference: 16/67779/FULEIA) that is undergoing construction.

A56 Deansgate

- 2.3.14 The A56 Deansgate is a major route connecting Manchester City Centre to the north and the A56 Chester Road and the A57(M) Mancunian Way to the south. It commences to the south at the signalised junction with Whitworth Street West as a continuation of A56 Chester Road. Deansgate extends for approximately 1.2km towards the north, where it becomes Victoria Street at a signalised junction with Victoria Bridge Street.
- 2.3.15 Deansgate is approximately 14 metres wide with footways provided along both sides of the carriageway. Loading bays, disabled parking, taxi ranks and some on-street parking reduce the available width of the carriageway. The road is subject to a speed limit of 20mph.
- 2.3.16 In May 2020, during the COVID-19 pandemic, a section of Deansgate between King Street West and Blackfriars Street was pedestrianised / closed to car traffic, under emergency legislation brought in by the Government to allow people more room to social distance. 'Surface guard' barriers were installed to block access to vehicles whilst providing space for bicycles to pass, and tree planters were also placed in the middle of the carriageway.

- 2.3.17 During the closure period, road closure signs appear on both ends of the pedestrianised zone to inform vehicles about the restriction; however, vehicles accessing local premises were still able to access the closed sections to load and unload during certain times (06:00 – 08:00 on Mondays to Saturdays). Emergency services would also have full access if necessary.
- 2.3.18 In December 2020, Manchester City Council installed new ‘Rhino’ barriers to allow buses and taxis to travel one-way down the road (southbound, with the northbound carriageway still closed). Pedestrians still have extra room to walk along the carriageway, and the tree planters remain. This remains the arrangement along this section of Deansgate at the time of writing.
- 2.3.19 MCC then held a public consultation on the permanent pedestrianisation of the remainder of the A56 Deansgate up until its junction with the A34 Quay Street / Peter Street (and additional changes to surrounding roads), shown in **Figure 2.5** overleaf. In these proposals, the remainder of Deansgate could be made one-way in a southbound direction, with a contraflow cycle provision in place northbound.

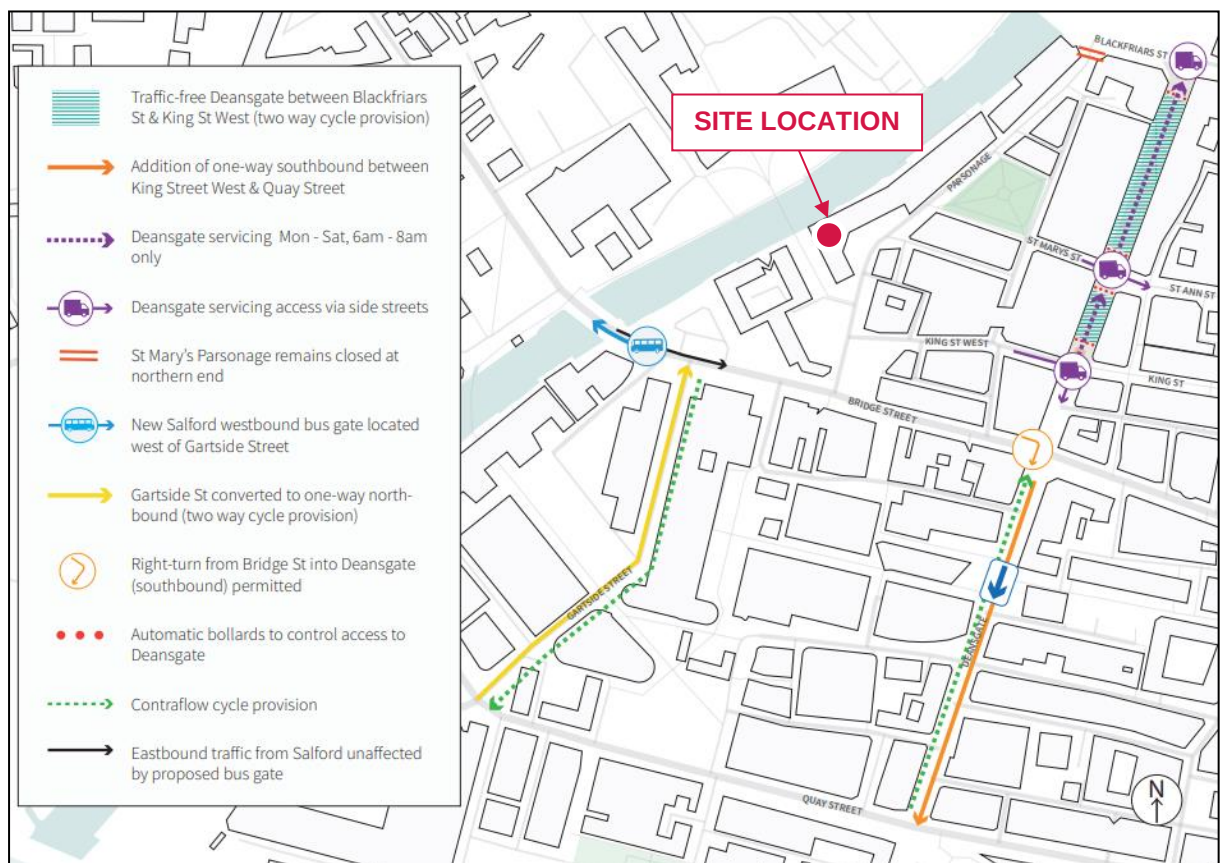


Figure 2.5 – Map of Changes to Deansgate and Surrounding Roads
(Source: Manchester City Council, 2020)

- 2.3.20 The consultation period ended in January 2021, where MCC stated all comments received will be reviewed, and reported to the Executive Member for Environment for consideration and to decide the

next steps. The impact of the trial closure will be monitored for a period of at least 12 months, and a decision will be made on whether to make it permanent.

- 2.3.21 It is not envisaged that the above plans would have a significant impact on the access arrangements for the proposed development, as service and delivery vehicles would still be able to access the site via Bridge Street.

2.4 Access for Mobility and Visually Impaired Users

- 2.4.1 The site benefits from its city centre location and the existing infrastructure afforded by its strategic position. There are a number of existing features which ensure safe, convenient, and aided access for those site users who are disabled and / or visually impaired. Blue badge holders can also park free of charge without any time limits at any pay and display bay.
- 2.4.2 There are dropped kerbs and tactile paving on some crossings in the vicinity of the site. There are pedestrian refuge islands at the St Mary's Parsonage / Bridge Street junction.

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 TfGM reported road accidents database for the most recent five years (2016 – 2020 inclusive). The details of the search are contained in **Figure 2.6**, and a breakdown of the information is contained in **Table 2.1**:

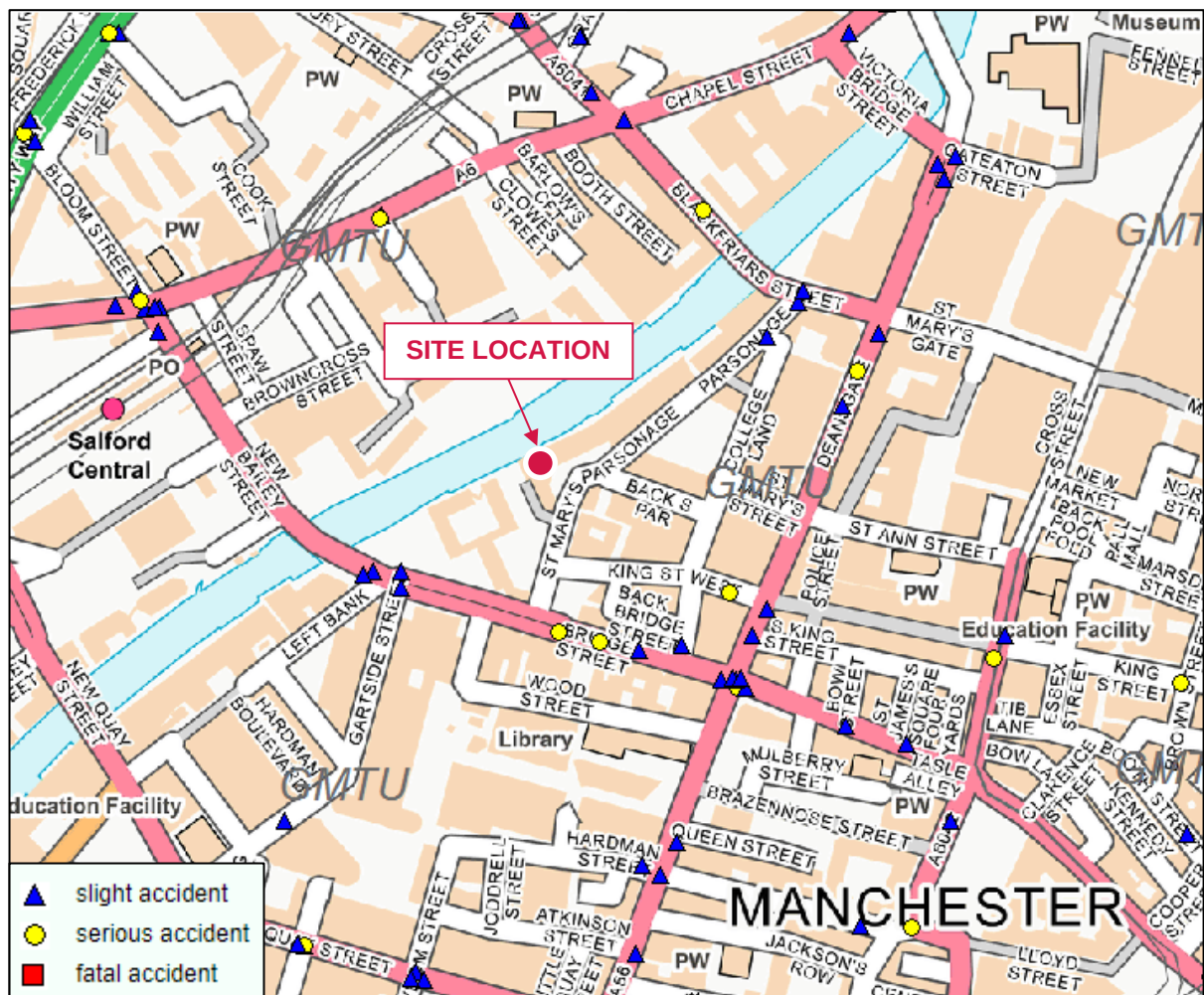


Figure 2.6 – Area Assessed for Personal Injury Accident Data (5 years)

(Source: TfGM, 2021)

Junction/Link	Slight	Serious	Fatal	Totals
Chapel Street	1	0	0	1
Chapel Street / Victoria Bridge Street	1	0	0	1
Chapel Street / Blackfriars Road / Blackfriars Street	2	0	0	2
Chapel Street / Dearmans Place	1	1	0	2
Chapel Street / New Bailey Street / Bloom Street	6	1	0	7
Blackfriars Road / Grave Lane	1	0	0	1
Blackfriars Road / Viaduct Street	2	0	0	2
Trinity Way / William Street / Lamb Lane	2	2	0	4
Trinity Way / Unnamed Access to Deva Centre Business Park	2	1	0	3
Bridge Street / Left Bank	2	0	0	2

Junction/Link	Slight	Serious	Fatal	Totals
Bridge Street / Gartside Street	2	0	0	2
Bridge Street	1	2	0	3
Bridge Street / Back Bridge Street	1	0	0	1
Bridge Street / Deansgate / John Dalton Street	5	1	0	6
John Dalton Street / Bow Street	1	0	0	1
John Dalton Street / St James's Square	1	0	0	1
Gartside Street	1	0	0	1
Quay Street / Lower Byrom Street	1	1	0	2
Quay Street / Byrom Street	3	0	0	3
King Street West	1	0	0	1
Deansgate / Atkinson Street	1	0	0	1
Deansgate / Hardman Street	2	0	0	2
Deansgate / Queen Street	1	0	0	1
Deansgate / S King Street	1	0	0	1
Deansgate / King Street	1	0	0	1
Deansgate	1	1	0	2
Deansgate / St Marys Gate	1	0	0	1
Deansgate / Victoria Bridge Street / Cateaton Street	3	0	0	3
Blackfriars Street	0	1	0	1
St Mary's Parsonage / Blackfriars Street	2	0	0	2
St Mary's Parsonage / College Land	1	0	0	1
Albert Square / Southmill Street	0	1	0	1
Albert Square	1	0	0	1
Lloyd Street	1	0	0	1
King Street / Brown Street	0	1	0	1
Cross Street / King Street	1	1	0	2
Booth Street	1	0	0	1
Total	55	14	0	69

Table 2.1 – Personal Injury Accident Data Summary

- 2.5.2 There has been a total of 69 collisions in the latest five-year period available, 55 of which were 'slight' severity incidents, and 14 of which were 'serious' severity incidents. No fatal accidents have been recorded in the study area and period.
- 2.5.3 The 7 incidents at the Chapel Street / New Bailey Street / Bloom Street junction are spread among the most recent five-year period. There was one 'slight' severity incident in each of 2017, 2019 and 2020, three 'slight' severity incidents in 2018, and one 'serious' severity incident in 2020. Considering these findings and the temporal nature of the study, it can be concluded that the accidents are not related to the features of the highway at this junction.
- 2.5.4 The three slight severity incidents at northern end of St Mary's Parsonage took place in 2018 and 2019, before this section was blocked to vehicular traffic and the junction with Blackfriars Street cut off. The Deansgate traffic change proposals are also considered likely to reduce the risk of future accidents occurring along Deansgate, Bridge Street, and Gartside Street.
- 2.5.5 No significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Overview of Proposals

3.1.1 The proposed development is described as follows:

“Demolition of existing building and erection of a 19 storey (basement, ground including mezzanine, plus 18) building comprising ground floor food and beverage (Use Class E, Sui Generis), 16 floors of office (Class E), and two floors of wellness centre (Sui Generis) including ancillary food and beverage (Use Class E), landscaping, highways and other associated works.”

3.1.2 A summary of the development proposals is as follows:

- Demolition of the existing Alberton House and erection of a highly sustainable 19-storey office building.
- The office reception, including a double height entrance space is located at the ground floor along St Mary's Parsonage, as well as back of house areas including the bin store.
- Food and beverage floorspace at the ground floor level fronting the river, with an external terrace activating the Trinity Bridge walkway.
- Mezzanine with co-working space such and amenity features.
- Basement includes a cycle hub (with 120 secure cycle parking spaces), a gym, changing and showering facilities, back of house areas and plant areas.
- Floors 1 – 16 provide office accommodation, with floors 1-2 providing serviced accommodation fit out by Bruntwood Works.
- A rooftop amenity and wellness space on 17th and 18th floor, including a leisure and fitness offering such as a swimming pool and associated facilities.
- A panoramic landscaped, external rooftop terrace on 17th floor.
- Tree planting and public realm enhancements along St Mary's Parsonage and Trinity Bridge walkway.
- Highways works and servicing arrangements including a loading bay along St Mary's Parsonage.
- Drainage and ecological works, including the installation of blue roof.
- Other ancillary works.

3.1.3 The total floorspace of different uses within the development in Gross Internal Area (GIA) (denotes the area of the building measured to the internal face of the perimeter walls at each floor level) and Net Internal Area (NIA) (denotes the useable area of the building, excluding areas such as toilets, lifts, and stair cores) is as follows:

- Office (Class E) – 26,422sqm GIA / 20,385sqm NIA including mezzanine level;

- Office ancillary / amenity (Class E) – 1,332sqm GIA including mezzanine level, 401 sqm NIA basement gym and cyclist changing facilities;
- Retail / Café (Class E, Sui Generis) – 1,473sqm GIA / 908sqm NIA of ground floor Food & Beverage (F&B) space; and
- Ancillary Wellness Centre / Spa Area including ancillary F&B (Sui Generis, Use Class E – directly associated with office use only) – 1,742sqm GIA / 885sqm NIA on Levels 17 & 18.

3.1.4 The development proposals do not include any provision for car parking. The secure and sheltered cycle parking provision will comprise of two-tier racks (providing 102 spaces) and Brompton lockers (18 spaces). There will also be short-stay cycle spaces for visitors, in the form of Sheffield stands (14 spaces) provided as part of the landscape outside the building.

3.1.5 The loss of existing car parking spaces (20 spaces) will result in a net reduction in the number of vehicle movements accessing the site daily, therefore representing a net benefit in traffic terms.

3.1.6 The proposed site layout is provided in **Appendix A** to the rear of the report.

3.2 Proposed Access

Vehicular Access

3.2.1 There is no car parking proposed for the development, and there is also no provision for vehicular access directly into the building. Notwithstanding, there is a loading bay proposed on the southern boundary of the site (detailed in **Section 3.4** below) to allow servicing activities to take place.

Pedestrian and Cycle Access

3.2.2 The main entrance lobby to the site would be located at the south-west corner of the building. This would lead to the reception, feature stair to the mezzanine, lift lobby, and ground floor amenity areas. All access points will comprise either level access, or steps with ramped alternatives, which would be suitable for all types of users regardless of the level of mobility or visual impairment.

3.2.3 The existing basement is to be demolished and extended to include new cycle storage, showers and plant areas. As such, cycle access to the site would be obtained from the east of the site (near Cardinal House), where cyclists can dismount and push their bikes into the building to access the cycle store lift and stairs down to the basement. The basement comprises secure cycle storage, a bike repair station, changing rooms, a drying room, lockers, and showers.

3.3 Proposed Parking

3.3.1 Car and cycle parking for the development is provided in accordance with the Manchester City Council (MCC) Parking Standards, provided in Appendix B of the Manchester Core Strategy, adopted in 2012.

3.3.2 Parking standards relevant to the land use of the proposed development are reproduced in **Table 3.1** below. It is considered that the basement gym, ground floor F&B uses, and rooftop wellness suite will be ancillary to the main office development (i.e. the facilities will be frequented by staff at the development rather than attracting separate trips), therefore parking for these uses have not been considered.

3.3.3 Notwithstanding, this section shows that some short-stay spaces will also be provided for visitors.

Land Use	Maximum number of car parking spaces		Minimum number of spaces required for:		
	District Centres	Areas not within the City Centre or District Centres	Disabled people's parking as percentage of total (Citywide)		Cycles (Citywide)
			Up to 200 in total	Over 200 in total	
Food Retail	1 space per 16 sqm	1 space per 14 sqm	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 140 sqm minimum of 2 spaces
Stand Alone Offices	1 space per 35 sqm	1 space per 30 sqm	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity	1 space per 200sqm minimum of 2 spaces
Other Leisure Facilities	1 space per 25 sqm	1 space per 22 sqm	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 140 sqm minimum of 2 spaces

Table 3.1 – MCC Parking Standards

Car Parking

3.3.4 The site benefits from a city centre location and as such, it is considered the site is highly accessible by sustainable modes of transportation. On this basis, it is proposed that the development would not provide any car parking spaces.

3.3.5 MCC Highways have requested that ideally, a disabled parking space should be provided nearby the proposed development. However, there are two existing disabled parking bays on Dunlop Street, a circa 70m walk from the proposed site entrance. Additionally, there are many on-street pay-and-display bays along St Mary's Parsonage in the vicinity of the site. Blue badge holders can benefit from these as there are also no parking restrictions for blue badge holders – drivers displaying a blue badge can use parking bays across Manchester City Centre for free and for an unlimited time, therefore those with limited mobility could also utilise the on-street spaces listed above. As such, it is not envisaged that a disabled parking space would need to be provided alongside the proposed development.

3.3.6 It is considered that the cycle parking provided in accordance with MCC standards, and the Car Club bays in the immediate vicinity of Alberton House – both detailed further later in this section – will

encourage site users to travel more sustainably, while having capacity for occasional car use by some employees.

3.3.7 MCC consider parking provision in the city centre on a case-by-case basis, and it is noted that MCC have recently accepted new developments with low or no parking provision in areas that have high levels of public transport in the vicinity and proximity to major city centre areas.

3.3.8 It is considered that this parking provision is in accordance with the transport policies set out in the Manchester Core Strategy, with respect to the nature of the site and realistic needs of the end users, and the proximity of the site to sustainable modes of transport.

Cycle Parking

3.3.9 Secure cycle parking for c. 120 spaces is provided in the basement, in the form of two-tier racks (102 spaces) and Brompton lockers (18 spaces). There will also be short-stay cycle spaces for visitors, in the form of Sheffield stands (14 spaces) provided as part of the landscape outside the building.

3.3.10 Additionally, there will be showers, lockers, changing facilities, an accessible changing room, and a drying room located adjacent to the cycle store in the basement. There would also a bicycle fixing station for cyclists' use.

3.3.11 This provision is in line with MCC's cycle parking standards of 1 space per 200 sqm (102 spaces for c. 20,385 sqm) for office developments and 1 space per 140 sqm (16 spaces for c. 2,194 sqm) for food retail and other leisure facilities.

3.3.12 This is one of the many initiatives to encourage more people to travel by sustainable modes (in addition to other measures outlined in the accompanying Interim Travel Plan (Document Reference: **80058-CUR-XX-XX-T-TP-00002**)).

3.3.13 Cycle parking also needs to be determined against Building Research Establishment Environmental Assessment Method (BREEAM) requirements, which is based on occupancy numbers. Using an occupancy rate of 1:8, based on the proposed office NIA of 20,385 sqm, the maximum number of occupants would be 2,549.

3.3.14 As stated earlier, it is envisaged that the other uses within the proposed development would be ancillary to the main office uses, and would not be likely to attract additional trips. This is defined as a Type A building under BREEAM standards (i.e. buildings predominantly occupied by staff or employees with occasional business-related visitors). As such, the office buildings criteria for cycle storage is applied to the other uses within the proposed development.

3.3.15 For robustness, Bruntwood RB Ltd predict an occupancy of 150 people for the rooftop amenities, 164 people at the ground floor restaurant, and 77 people at the ground floor bar. This brings the maximum number of building occupants to 2,940.

3.3.16 The cycle parking provision of 134 spaces total (120 long-stay and 14 short-stay) is in line with the BBREEAM requirements as follows:

- **Offices** – Over 400 users, therefore 134 spaces minimum using the BREEAM sliding scale of compliance:
 - 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 = 102 spaces.

3.3.17 The above is an estimate of the total allocation of cycle parking spaces as the final occupancy figures at the development have yet to be determined. Occupancy figures are also subject to change due to different factors such as the offices would not be fully occupied at all times due to the implementation of flexible / hybrid working patterns.

3.3.18 There are also areas dedicated to cycle facilities, such as rooms which could provide drying spaces, changing areas, and showers. The minimum standards of cycle facilities will be provided as follows:

- **Changing rooms** – Appropriately sized to suit number of users, including adequate space to hang or store clothing equipment, account for privacy to allow cyclists of either gender to change in private;
- **Drying spaces** – Suitable finishes, adequate heating and ventilation to hang wet clothes with sufficient air movement around them to dry efficiently; and
- **Showers** – 1 shower per 10 cycle storage spaces, catering to both male and female users.

Nearby Parking Facilities

3.3.19 A review of nearby public car parks and associated provision has been undertaken in order to understand parking levels in the surrounding area. There are many publicly available car parks situated within a 550m walking catchment, equating to a walking time of approximately 6 minutes when walking at an average speed of 1.4m/s. Nearby car parking is summarised in **Table 3.2**:

Car Park	Car Park Location	Approximate Walking Distance from Site	Approximate Number of Spaces	Disabled Bays	Electric Vehicle (EV) Charging Bays
1	Bridge Street, MCC, M3 5AH	150m	65	0	0
2	Deansgate, MCC, M3 2EQ	280m	331	✓*	0
3	Browncross Street, Euro, M3 5AX	350m	118	0	0

Car Park	Car Park Location	Approximate Walking Distance from Site	Approximate Number of Spaces	Disabled Bays	Electric Vehicle (EV) Charging Bays
4	Travelodge, APCOA, M3 5AL	390m	32	✓*	0
5	Market Street, M&S, M1 1WT	460m	155	✓*	0
6	New Bailey, NCP, M3 5EN	520m	620	✓ (33)	✓*
Total:			1321	33	✓*

Table 3.2 – Existing Off-site Car Parking Provision

*There is provision, but the quantity of spaces is unknown.

3.3.20 The above table demonstrates 6 car parks were found within a 6-min walk of the site, providing car parking provision for approximately 1,321 vehicles, including at least 33 spaces for disabled badge holders and some electric vehicle (EV) charging facilities. It is therefore considered there is adequate opportunity for off-site parking should future employees chose to commute by car.

3.3.21 It is noted that the car park locations and quantity of spaces are subject to change in later years as developments in the City Centre come forward. **Table 3.2** is accurate at the time of writing, whereas up-to-date parking locations and numbers can be found on the following websites:

- Manchester City Council: https://www.manchester.gov.uk/directory/52/car_parking;
- Private car park operators (with directories):
 - NCP: <https://www.ncp.co.uk/parking-solutions/cities/manchester/>;
 - APCOA: <https://www.apcoa.co.uk/parking-in/manchester/>; and
- Independent online directories: <https://www.parkopedia.com/>.

Existing On-Street Parking

3.3.22 The site is located within Manchester City Centre and therefore opportunities for on-street parking are limited. However, the site is located within Zone 1 of Manchester City Centre's Controlled Parking Zone (CPZ) where the pay-and-display parking charges are up to £6.00 for a maximum stay of two hours, applicable on Mondays to Sundays between 08:00 and 20:00. Parking between 20:00 and 08:00 would then be free (subject to parking restrictions). On-street parking within the St Mary's Parsonage area of Zone 1 includes:

- St Mary's Parsonage – c. 23 bays, including 2 Car Club bays;
- Southgate – c. 5 bays
- King Street West – c. 12 bays, including 2 disabled bays; and
- Dunlop Street – 2 disabled bays.

- 3.3.23 As stated earlier, there are also no parking restrictions for blue badge holders, where drivers displaying a blue badge can use parking bays across Manchester City Centre for free and for an unlimited time, therefore those with limited mobility could also utilise the on-street spaces listed above.
- 3.3.24 It is noted that the car park locations and quantity of spaces are subject to change in later years as developments in the City Centre come forward. Details of the above provision are accurate at the time of writing, whereas up-to-date parking locations and numbers can be found on Manchester City Council's website: https://www.manchester.gov.uk/directory/105/on_street_parking_bays.

Electric Vehicle (EV) Charging Provision

- 3.3.25 There are many EV charging points in Manchester City Centre, some of which are within an acceptable walking distance of the site. There is an EV charging point located on Browncross Street, M3 5FU, a c. 270m walk northwest of the site, which comprises four 7kW sockets and is subject to a maximum stay of 3 hours.
- 3.3.26 This charging point is one of the hundreds of charging points located on the Be.EV network, which is managed by TfGM. EV owners who wish to join the Be.EV network can sign up for a membership online, after which they can operate charging points using a card or a smartphone application.
- 3.3.27 Since October 2021, a tariff to use the Be.EV network has been introduced. Be.EV members benefit from reduced rates of £0.32/kWh for rapid chargers and £0.22/kWh for fast chargers. Charging points outside the Be.EV network and across the rest of the UK can be operated via the access card or via a direct debit set up jointly with the user's account to "pay as you go".
- 3.3.28 **Figure 3.1** below illustrates the location of the nearest EV charge points in the vicinity of the site:

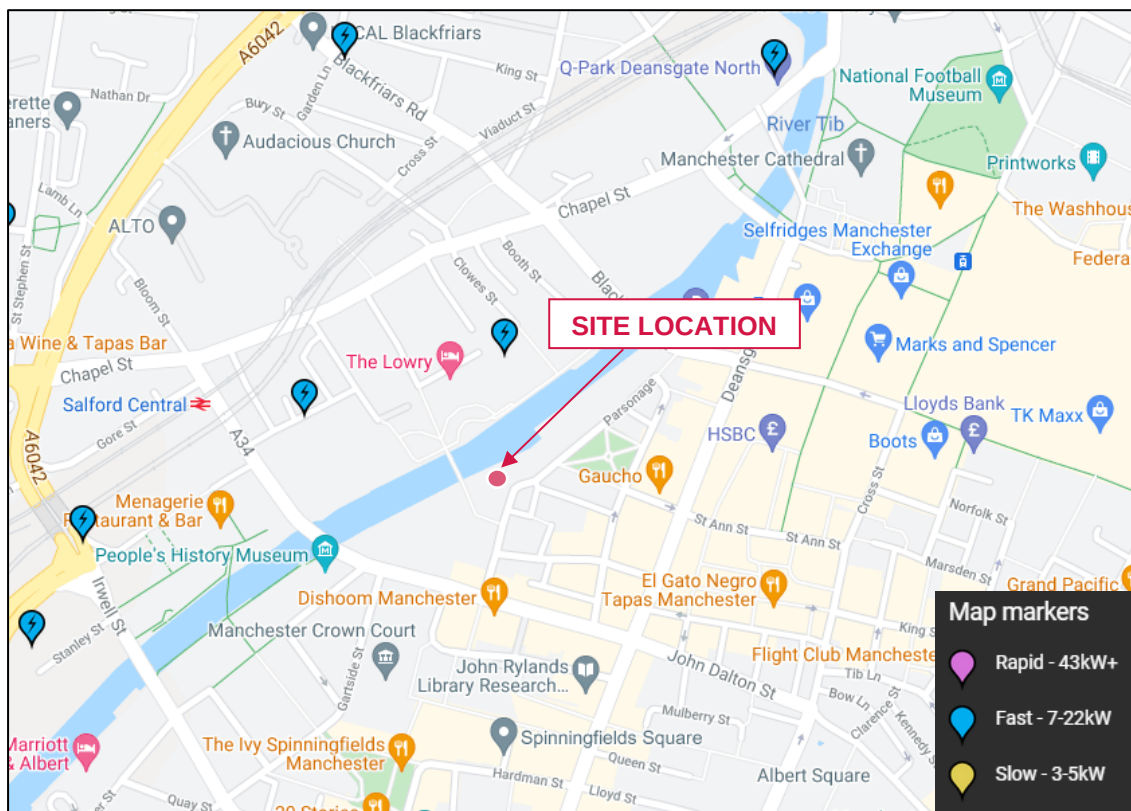


Figure 3.1 – Electric Vehicle (EV) Charge Points in the vicinity of the site

(Source: ZapMap and Google Maps, 2021)

3.3.29 **Figure 3.1** is accurate at the time of writing, however additional real-time information on the availability of certain electric vehicle charging points can be found on Be.EV's mobile application or ZapMap's website: <https://www.zap-map.com/live/>.

Car Club

3.3.30 It is acknowledged that many staff that do not own a car may require the use of a car on certain occasions. The Enterprise Car Club offers a cost-effective, hassle-free, and greener alternative to car ownership and traditional vehicle hire in Manchester. The car club allows users to view the availability of cars at designated parking bays throughout the city via a mobile application, where they can unlock and start driving their selected car on the spot.

3.3.31 Cars can be reserved by the hour, day or even longer. The price of the journey depends upon the vehicle type, the duration of the reservation and the miles driven, but starts at around £6 an hour.

3.3.32 At the time of writing, there are two Car Club bays located on St Mary's Parsonage, a c. 50m walk from the proposed site entrance. **Figure 3.2** below shows additional locations across Manchester that Enterprise Car Club currently operate in.

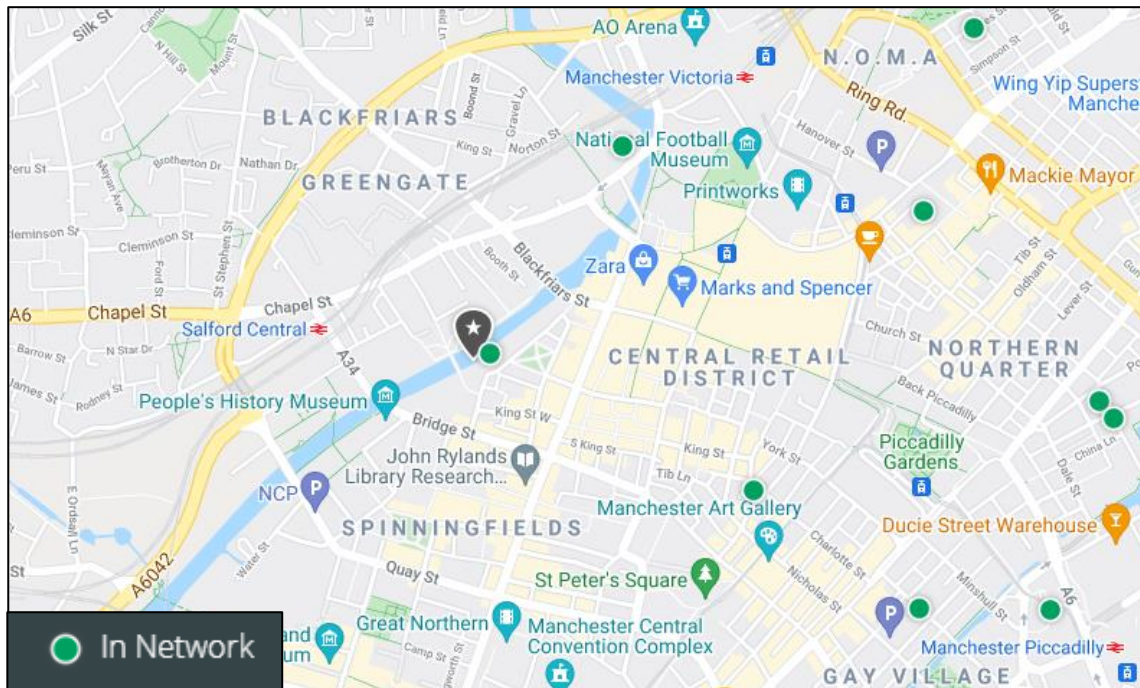


Figure 3.2 – Enterprise Car Club Locations in Manchester

(Source: Enterprise Car Club and Google Maps, 2021)

3.3.33 **Figure 3.2** is accurate at the time of writing, however additional real-time information on the availability of certain car club bays can be found on Enterprise Car Club's mobile application or website: <https://www.enterpriseclub.co.uk/gb/en/programs/regions/north-west-england/manchester.html>.

3.3.34 It is considered that the Car Club could therefore be a highly attractive facility for employees who require occasional private car use, therefore minimising the highway impact.

3.4 Proposed Servicing Arrangements

3.4.1 It is envisaged that the refuse and servicing would predominantly take place from a new loading bay along the site frontage on St Mary's Parsonage. During pre-application discussions with MCC, two options were requested for servicing the development. These have been appended to the rear of the report and broadly comprise:

- **Option 1 (Drawing 80058-CUR-XX-00-D-TP-75002):** Narrow the carriageway to 4.8m along St Marys Parsonage and a narrower section of 4.5m in front of the loading bay. This allows retention of the loading bay and a 2m footway behind it; and
- **Option 2 (Drawing 80058-CUR-XX-00-D-TP-75003):** Narrow the carriageway to 4.8m for the entire frontage of the site and the loading bay. This allows the retention of a 1.7m footway behind the loading bay.

3.4.2 The preferred option would be selected during the detailed design stage / could be secured as part of a planning condition. For robustness, **Drawings 80058-CUR-XX-00-D-TP-05004** and **80058-CUR-XX-**

00-D-TP-05005 to the rear of the report shows the swept path analysis of a large refuse vehicle utilising the proposed loading bay, as part of Option 1 and Option 2 respectively.

- 3.4.3 For small deliveries by courier / post, it is envisaged that vehicles would also utilise the loading bay. Visitors would be able to alert the building reception via an intercom service, where they will be directed to the relevant area (i.e. postal deliveries to be received at reception).
- 3.4.4 In response to MCC Highways' comments on potential conflict occurring between a parked vehicle in the loading bay and other vehicles travelling along St Mary's Parsonage, **Figure 3.3** below, adapted from Manual for Streets (2007), shows that a 4.8m wide carriageways is sufficient to accommodate a car passing a servicing vehicle.

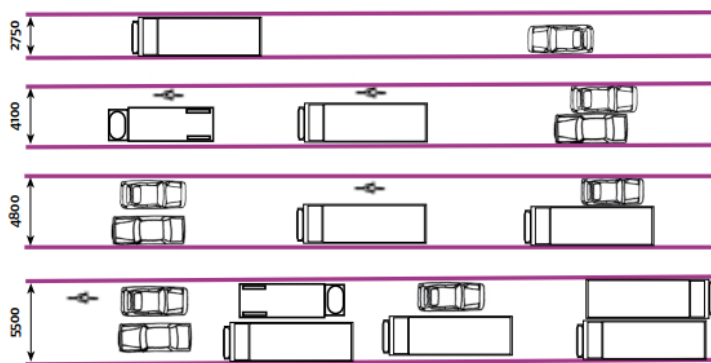


Figure 3.3 – Illustration of the Vehicles Accommodated by Various Carriageway Widths
(Source: DfT, 2007)

- 3.4.5 As mentioned in **Section 2.3** and **Figure 2.4** earlier, servicing and delivery vehicles were observed during the site visit on 25th October 2021 to be parking on footways as there are currently no loading bays in the immediate vicinity of the site. The provision of a loading bay will improve safety for all road users as vehicles will be much less likely to park on footways.
- 3.4.6 Additionally, on-site observations for a period of approximately 30 minutes during the mid-morning of 25th October 2021 showed vehicular movements to be limited to local access and servicing vehicles, with a low number of total vehicular movements observed. Therefore, it is not envisaged that conflict would occur between two vehicles utilising the road at the same time. In this event, the width of the road is sufficient to accommodate two vehicles passing.
- 3.4.7 Cleaners would be appointed by the management company to transfer waste from the office floors and ground floor areas to the bin stores, whereas staff at the amenity / retail units would transfer waste from within their units to the main bin store after closing time at the end of each day. The management company / staff on-site would be responsible for moving the bins from the bin store to the collection point on collection day.

- 3.4.8 The 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 management team. As a result, the bins will await collection along the public realm for a limited amount of time.
- 3.4.9 More details on the waste collection schedule and number of bins proposed are provided in a Waste Management Strategy prepared by Curtins (Document Reference: **80058-CUR-XX-XX-T-TP-00003**).

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 of 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 Centers (m)	Commuting / School / Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Recommended Walking Distances

- 4.2.2 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 80058-CUR-00-XX-DR-TP-06003** to the rear of the report shows distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips; these are a good approximation for the majority of trips associated with this office development.
- 4.2.3 Additionally, the Department for Transport's 2018 National Travel Survey (NTS) states that: "Walking was the most frequent mode used for short trips: 80% of trips under one mile [1.6km] were walks." This indicates that walking is highly convenient and the natural first choice for most local trips.
- 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:

No.	Amenity	BREEAM Criteria / Type	Proximity to Site (m)
1	Parsonage Gardens (comprising shops, restaurants, open space, and gym)	Appropriate food outlet Access to an outdoor open space Access to a recreation or leisure facility for fitness or sports	150
2	A56 Deansgate (comprising restaurants, supermarkets, bars, hotels)	Appropriate food outlet Access to cash	200
3	Spinningfields (comprising shops, restaurants, bars, a gym, open space)	Appropriate food outlet Access to an outdoor open space Access to a recreation or leisure facility for fitness or sports	200
4	St Ann's Square (comprising shops, banks, restaurants, bars, theatre, open space)	Appropriate food outlet Access to cash Access to an outdoor open space	350

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

- 4.2.5 The pedestrian catchment plan confirms that the site is well located in relation to local services and facilities within Manchester. In addition to those in **Table 4.2** above, bus stops along the A56 Deansgate, Bridge Street / John Dalton Street, and Chapel Street are all within a 500m walk of the site.
- 4.2.6 Between 500m and 1000m from the site lies Salford Central rail station, the St Peters Square Metrolink station, Market Street, Piccadilly Gardens, Chinatown, the Printworks, and Arndale Centre. The Printworks contains leisure outlets, restaurants / bars, the Vue cinema and a Co-Op establishment, whereas the Arndale centre is one of the largest city-centre shopping malls in Europe and houses over 200 shops as well as several food and drink establishments.
- 4.2.7 Within the wider 1,000m – 2,000m catchments, there are a number of city centre residential properties in all directions. Additional leisure, food, retail, employment, high street banks, health clubs, and convenience stores are accessible along the Northern Quarter, Oxford Road, Castlefield, and Gay Village. These areas comprise many convenience stores, retail outlets, places of worship, high street banks, artisan cafes, bars, restaurants, public houses, along with a vibrant nightlife.
- 4.2.8 The vast majority of Manchester and Salford City Centres and the major public transport interchanges (Salford Central, Manchester Victoria, Manchester Piccadilly, Manchester Oxford Road, Deansgate, Oxford Road corridor) are within a 2,000m (c. 25-minute) walk of the site.
- 4.2.9 The development proposals (detailed in **Section 3**) also include plans to improve pedestrian amenity and public realm in the vicinity of the site, which would be beneficial to pedestrians and would encourage more staff and visitors to travel on foot.

4.2.10 As mentioned in **Section 2.3** above, at the time of writing there is a temporary pedestrianisation of the A56 Deansgate and other roads in the vicinity of the site, including the northern end of St Mary's Parsonage being closed to traffic, that prohibits all motorised vehicles. A consultation has been held on making these changes permanent and it is understood that this is likely to be the case, but there is no firm decision on timings for this. Notwithstanding, resilience has been built into the proposals to account for the future of the Deansgate traffic change proposals (whether it is closed to traffic, or not).

4.2.11 The site is considered highly accessible by foot.

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 In order to assist in assessing the accessibility of the site by cycle, **Plan 80058-CUR-00-XX-DR-TP-06004** to the rear of the report presents 5.5km and 8km cycle catchments for the site, along with the National Cycle Network (NCN) routes available within these ranges.

4.3.3 The average person in England cycled 16 times for a total distance of 54 miles in 2019, according to the Department for Transport's walking and cycling statistics. This equates to an average of 3.38 miles / 5.43km per trip, which is rounded to a 5.5km catchment. In 2020, the average cycling trip rose to 7.1km, significantly higher than previous years likely primarily due to the COVID-19 pandemic and associated restrictions on public transport. It is considered possible that in future non-pandemic years the average may stay above 5.5km – though it is expected to be closer to this distance than 7.1km – but the level cannot be predicted without official data for future years. Therefore, 5.5km has been retained for now as the average cycling distance.

4.3.4 The 8km (5-mile) maximum acceptable cycling distance refers to a recommendation by the Chartered Institution for Highways and Transport in the document '*Planning for Cycling*' (2014) which states: "The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles." However, most trips by all modes are relatively short with 68% less than 5 miles long, according to the 2018 National Travel Survey; so cycling is a potential mode for most of these shorter trips.

4.3.5 The 5.5km catchment encompasses Manchester and Salford City Centres including all key transport links, shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship. The catchment also extends as far as Crumpsall to the north, Droylsden to the east, Chorlton-cum-hardy to the south, and Littler Bolton to the west. The 8km catchment extends further north to Heaton Park, east to Fairfield, south to Didsbury, and west to Particroft.

- 4.3.6 Cyclists can access Routes 6, 66, and 55 of the NCN from Manchester and Salford City Centres, in addition to Route 60 within the 5.5km cycle catchment.
- 4.3.7 Route 6 runs from Watford in London to Windermere in the Lake District (more locally, Route 6 connects Manchester City Centre to Chorlton); Route 60 connects North and East Manchester, partly following the Fallowfield Loopline; Route 66 begins in Manchester, extending to Spurn Head, via Bradford, Leeds, York and Kingston upon Hull; and Route 55 is still under construction, but the accessible stretch runs on-road to Eccles and traffic-free to Tyldesley.
- 4.3.8 Low 20mph speed limits along the surrounding roads, along with existing cycle infrastructure allows easy cycle access to Alberton House. The local cycle network in the vicinity of the site is shown in **Figure 4.1** below:

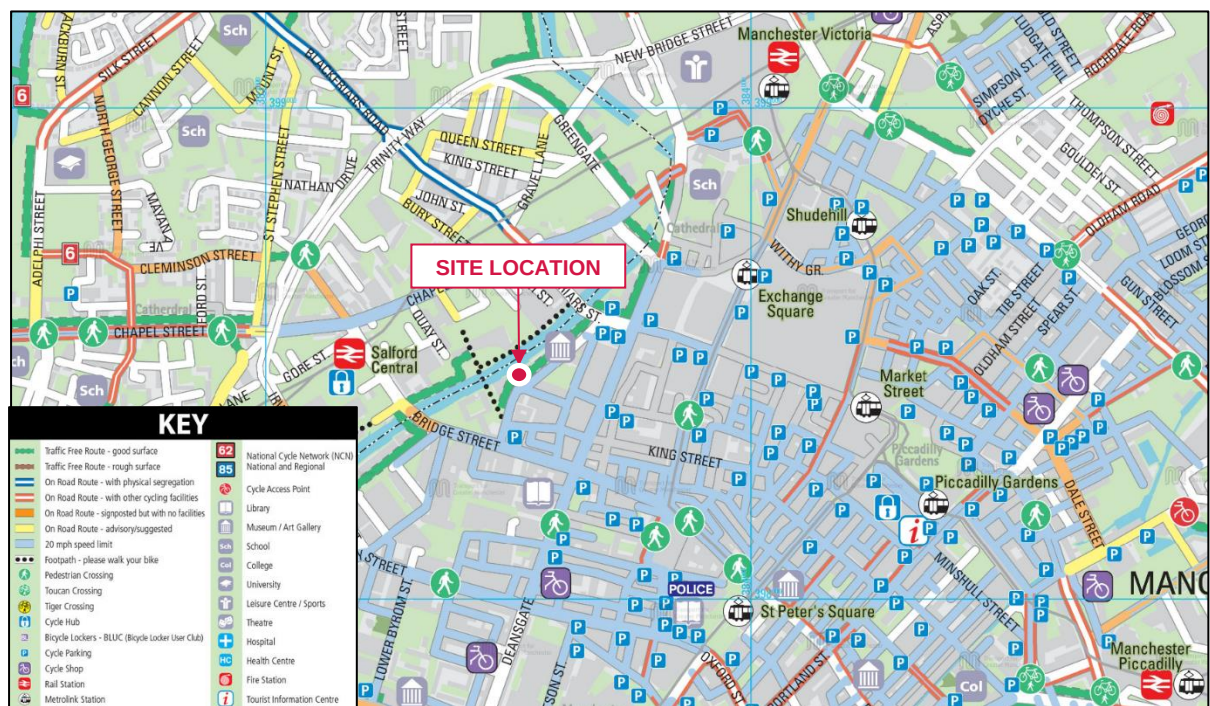


Figure 4.1 – Local Cycle Network

(Source: TfGM, 2019)

Note: On-site observations confirmed that the traffic-free route along St Mary's Parsonage does not exist.

- 4.3.9 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. There are no proposed Bee Network improvements in the St Marys Parsonage area. Notwithstanding, the site is in close proximity to the Beeways network and future improvements (i.e. the New Bailey connection to Salford Central station), allowing cyclists to benefit from the public realm improvements for better safety and quality of commute, shown in **Figure 4.2** below.

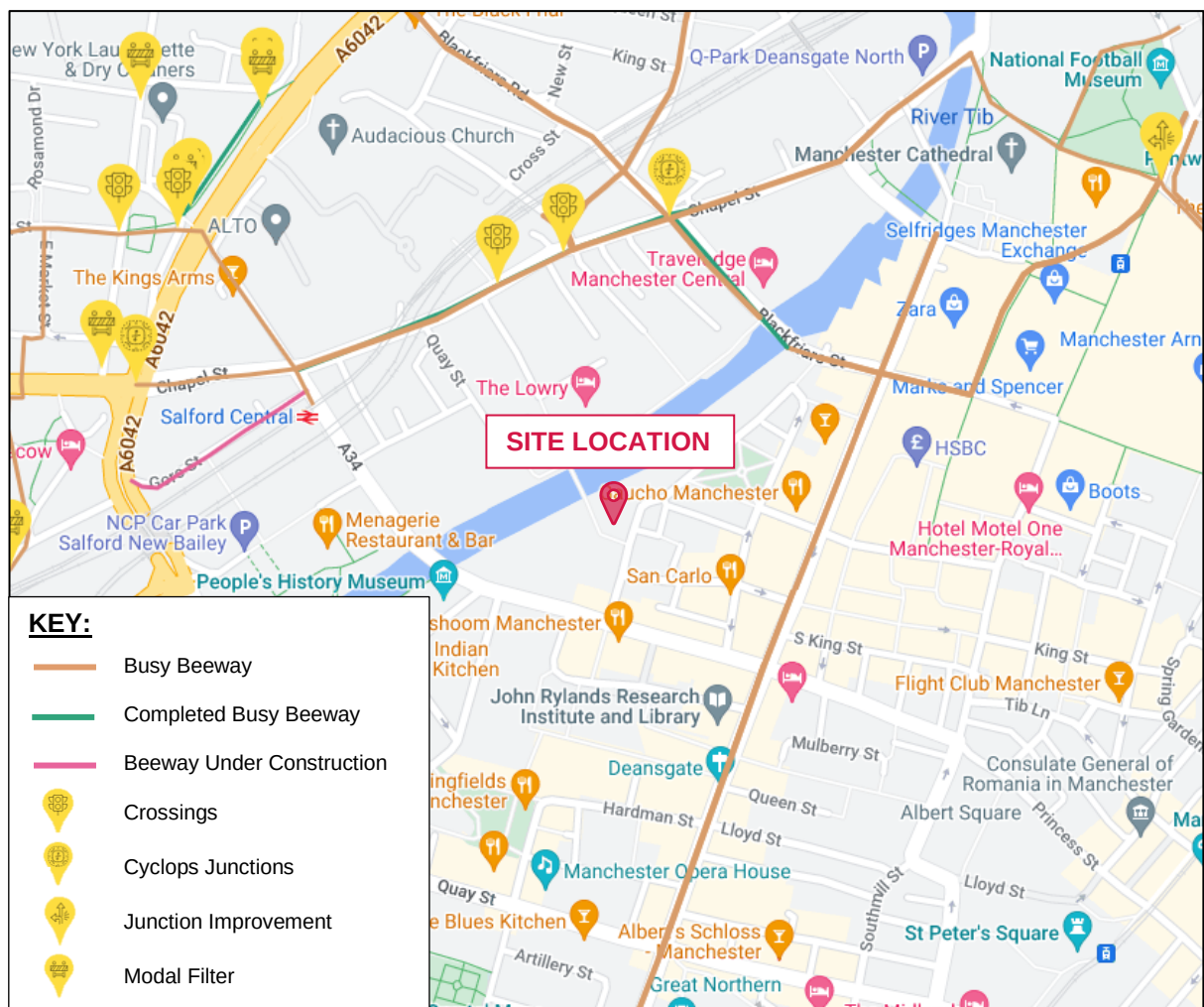


Figure 4.2 – Bee Network Map

(Source: Bee Active and Google Maps, 2022)

- 4.3.10 Also as part of the Bee Network, a Bike Hire Scheme is being rolled out in Manchester as part of a public trial. There are currently no docking stations in the vicinity of the site, however it is envisaged that in summer 2022, there will be more than 200 stations, 1,200 pedal bikes and 300 e-bikes across Manchester, Salford and Trafford.
- 4.3.11 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 will operate within the following zone:



Figure 4.3 – Bike Hire Scheme in the Vicinity of the Site

(Source: TfGM, 2020)

- 4.3.12 The site is therefore ideally placed to take advantage of the cycle connections around Manchester. Furthermore, the development will provide secure cycle parking spaces in the basement to encourage cycling. In summary, it is considered that cycling is a highly realistic mode of travel to and from the site.

4.4 Public Transport Accessibility

- 4.4.1 The site is well situated to take advantage of existing public transport infrastructure within Manchester City Centre and to other areas of Greater Manchester.
- 4.4.2 **Plan 80058-CUR-00-XX-DR-TP-06005** to the rear of the report demonstrates those areas accessible via public transport within 20, 40 and 60-minutes journey to the Site. Within a 20-minute journey, future staff at the site can travel from Manchester and Salford City Centres to the site. Staff from Trafford, Levenshulme, Eccles, Cheetham Hill, Moston, Bolton, Rochdale, Stalybridge, Ashton-under-Lyne, and East Didsbury can access the site within a 40-minute public transport journey from the Site. Within an hour, areas as far as Leyland, Todmorden, Broadbottom, Marple, Macclesfield, Wilmslow, Manchester Airport, Altrincham, Hough Green, Newton-Le-Willows, and Wigan can be accessible to / from the site.
- 4.4.3 Developed by Transport for Greater Manchester (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.

4.4.4 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 situated to take advantage of existing public transport infrastructure within Manchester and Salford City Centres.

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

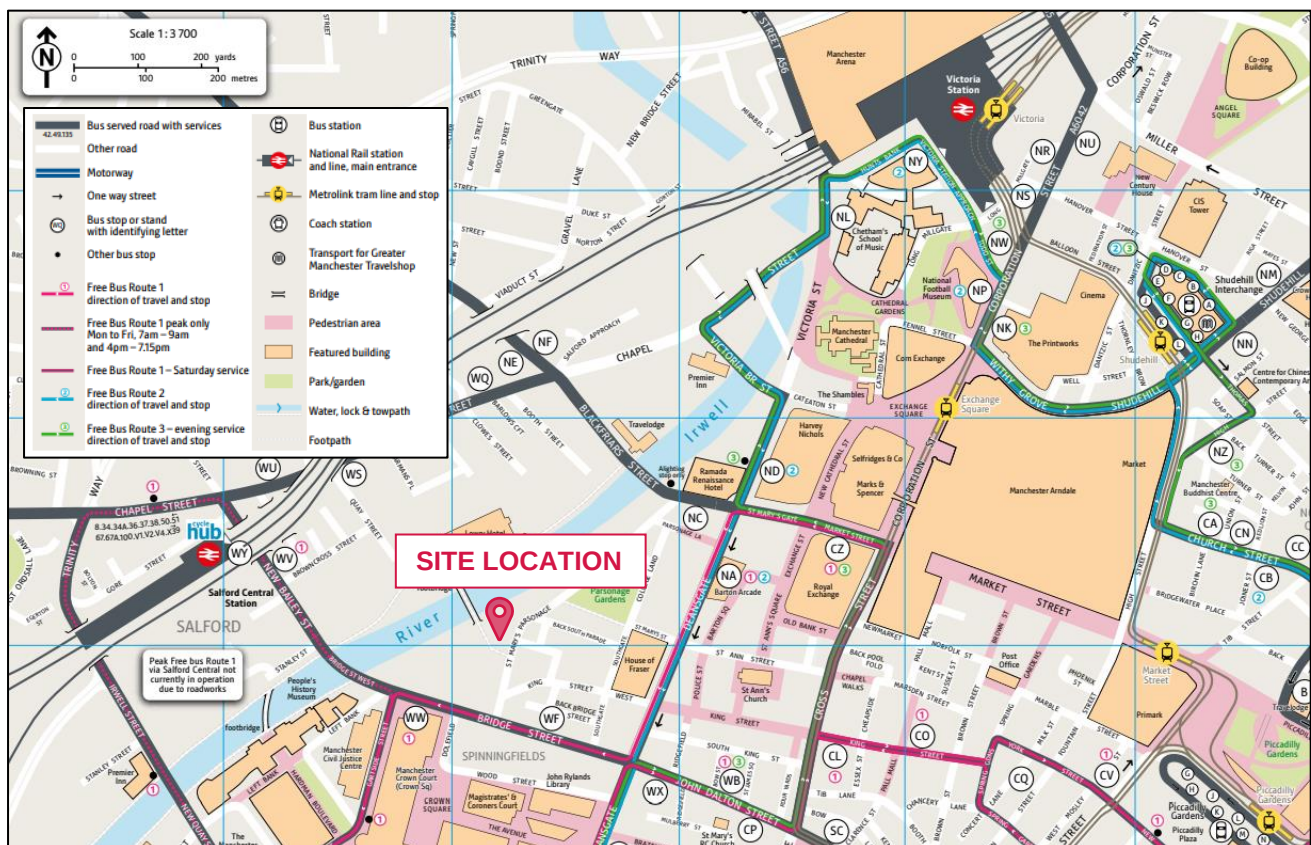


Figure 4.4 – Manchester City Centre Public Transport Network
(Source: TfGM, 2022)

Bus Accessibility

4.4.6 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document '*Buses in Urban Developments*' (2018) indicates that ideally, a bus stop should be located within the following from a new development based on its location and the number of services:

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

Table 4.3 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 4.4.7 The nearest bus stops to the site are located along Bridge Street. This core bus corridor is within the recommended 250m distance for city centres. **Table 4.4** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
8	Shudehill – Salford – Pendlebury – Farnworth – Bolton	12 mins	30 mins	20 mins
34	Piccadilly Gardens – Salford – Leigh – Golborne – Bryn	30 mins	30 mins	Hourly
34A	Piccadilly Gardens – Salford – Pendleton – Eccles – Worsley	30 mins	30 mins	Hourly
36	Piccadilly Gardens – Salford – Peel – Great Lever – Bolton	12 mins	12 mins	30 mins
37	Piccadilly Gardens – Salford – Walkden – Farnworth – Bolton	12 mins	12 mins	30 mins
38	Piccadilly Gardens – Salford – Swinton – Logistics North	10 mins	10 mins	30 mins
50	MediaCityUK – Pendleton – Salford – Burnage – East Didsbury	10 mins	10 mins	15 mins
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
V4	Manchester Royal Infirmary – Salford – Deans – Ellenbrook	4 in the AM 5 in the PM	N/A	N/A
X39	Farnworth – Peel – Swinton – Salford – Piccadilly Gardens	2 in the AM	N/A	N/A

Table 4.4 – Summary of Bus Service Frequencies in the vicinity of the Site

- 4.4.8 Furthermore, within 200m of the proposed development entrance, Routes 1 and 2 of the Free Bus stop on Bridge Street; and within 400m of the proposed development entrance, Route 3 of the Free Bus stops on John Dalton Street. The free bus is a service providing direct access across key city centre locations. The free bus routes and frequencies are detailed in **Figure 4.5** below:

free bus routes around the city centre

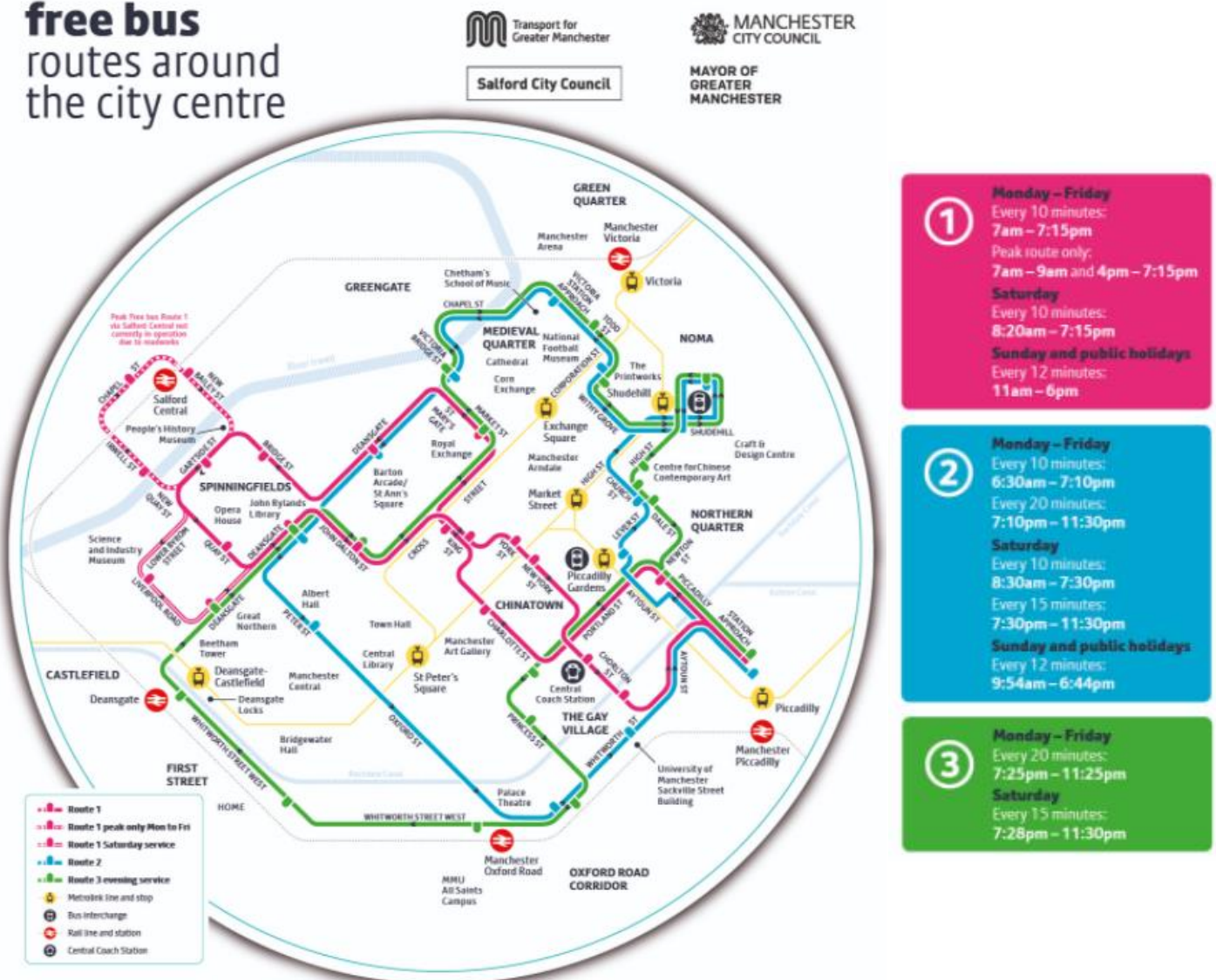


Figure 4.5 – Free Bus Route and Timetable
(Source: TfGM, 2022)

- 4.4.9 These stops provide frequent access to city centre facilities, as well as all major public transport interchanges in Manchester and Salford City Centres every day of the week.
- 4.4.10 It is noted that the provision of bus services will change during different seasons in the year and over time in response to current circumstances. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on TfGM's website: [tfgm.com/public-transport/bus](https://www.tfgm.com/public-transport/bus).
- 4.4.11 It is considered that the site is accessible by bus.

Rail Accessibility

- 4.4.12 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.
- 4.4.13 The Salford Central rail station is located at a c. 470m walk from the site. This lies within the CIHT recommended distance. There are accessible ticket machines and step-free access across the whole station but there are no ramps for train access. There is a ticket office, but no cycle storage. Northern Rail offers space for up to two bikes on all trains for no extra charge, however these are allocated on a first-come, first-serve basis.
- 4.4.14 A summary of rail services from Salford Central rail station is outlined in **Table 4.5**:

Service	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Manchester Victoria to Clitheroe Calling at: Manchester Victoria, Salford Central, Salford Crescent, Bolton, Hall I' Th' Wood, Bromley Cross, Entwistle, Darwen, Blackburn, Ramsgrave & Wilpshire, Langho, Whalley, Clitheroe.	Hourly	Hourly	Hourly
Manchester to Southport and Kirkby Calling at: Rochdale or Stalybridge and Ashton-under-Lyne, converging at Manchester Victoria, continuing to Salford Central, Salford Crescent. Change at Salford Crescent for services to Wigan North Western, Kirkby and Southport.	2-4 per hour	2-4 per hour	No services
Blackpool North to Manchester Victoria/Manchester Airport, Preston to Hazel Grove Calling at: Preston, Leyland, Buckshaw Parkway, Chorley, Adlington, Blackrod, Horwich Parkway, Lostock, Bolton, Salford Crescent, Salford Central, Manchester Victoria.	Every 2 hours each way	Every 2 hours each way	No services

Table 4.5 – Summary of Rail Services calling at Salford Central

- 4.4.15 The trains that service Salford Central rail station regularly run 7 days a week to a number of different locations and residential areas within the North West; this provides frequent access for staff of the site and is a viable alternative to private car use.
- 4.4.16 It is noted that the provision of rail services will change over time in response to current circumstances. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on Northern Rail's website: <https://www.northernrailway.co.uk/stations/SFD>.

Metrolink (Light Rail) Accessibility

4.4.17 The nearest Metrolink station is Exchange Square, located 650m to the north-east of the site. St Peters Square station, with more services, can also be accessed within an 800m walk to the south-east of the site. There is step-free access to all platforms at both stations.

4.4.18 The following services call at these stations:

- **Blue Line:** Eccles to Ashton-under-Lyne (St Peters Square only);
- **Brown and Pink Line:** East Didsbury to Shaw and Crompton / Rochdale;
- **Navy Line:** Victoria to Manchester Airport; and
- **Purple and Green Line:** Piccadilly / Bury to Altrincham.

4.4.19 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, and 07:00 – 00:00 on Sundays. Some lines only operate during peak hours, for example:

- **Green Line** (Altrincham to Bury) – 07:00 – 20:00 on Mondays to Fridays and 09:00 – 18:30 on Saturdays. Outside these hours, use the Purple (Altrincham to Piccadilly) and Yellow (Piccadilly to Bury) Lines; and
- **Brown Line** (Shaw and Crompton to East Didsbury) – 07:00 – 20:00 on Mondays to Fridays and 09:00 – 18:30 on Saturdays. Outside these hours, use the Pink (Rochdale Town Centre to East Didsbury) Line.

4.4.20 The start and end times for specific stations will change over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: tfgm.com/public-transport/tram/tram-times.

4.4.21 Users can change at Piccadilly Gardens, Victoria, and Cornbrook to access the entire Metrolink network, including accessing additional services to Bury and the Trafford Centre, as shown in the Metrolink map in **Figure 4.6**.

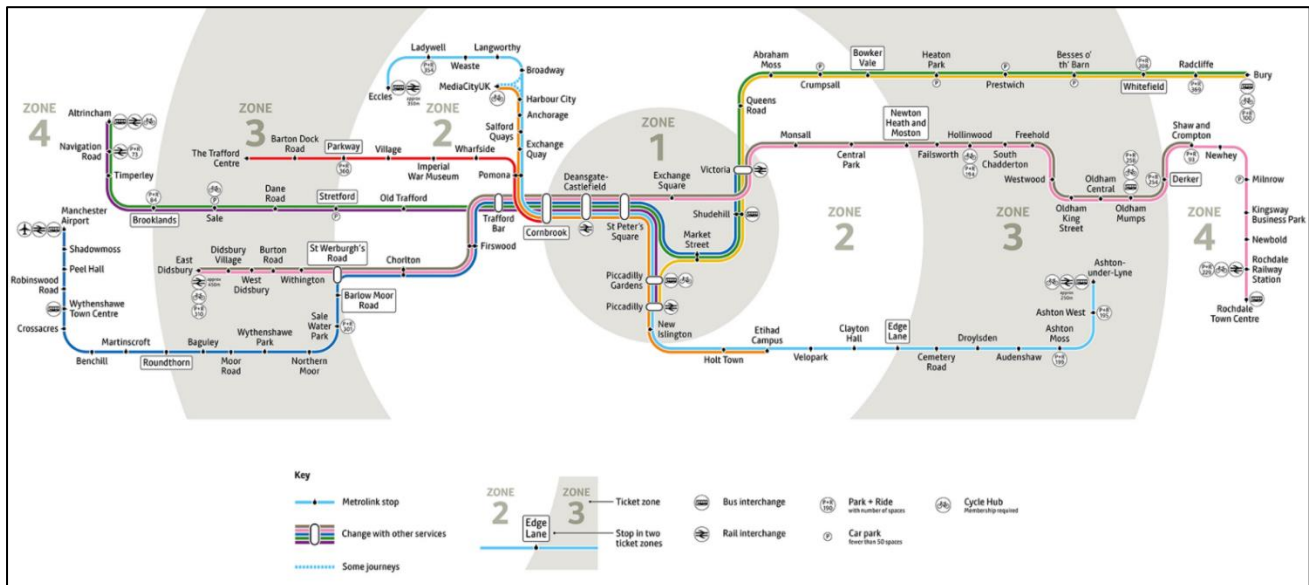


Figure 4.6 – TfGM Metrolink Network Map

(Source: TfGM, 2022)

4.4.22 In summary, it is considered the site is highly accessible by Metrolink (light rail).

BREEAM Public Transport Accessibility Index (AI)

4.4.23 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.

4.4.24 Based on Tra 01 standards, a compliant transport node is defined as any bus service with a stop within 650m and any railway station within 1,000m of the assessed building's main entrance, measured via a safe pedestrian route (not 'as the crow flies'). The bus stop ("node") located within this distance and their respective service frequencies per hour are as follows in **Table 4.6**. For the purposes of this assessment, multiple services (i.e. services that operate from more than one node within proximity of the site / the same bus / rail serving two separate stops / stations) have been considered only once at the node in closest proximity to the site.

Service and Frequencies per Hour		Node and Distance to Node (m)									
		Bridge Street (150m)	Quay Street (350m)	John Dalton Street (400m)	St Mary's Gate (450m)	Trinity Church (550m)	Princess Street (550m)	Salford Central (500m)	Exchange Square (650m)	St Peters Square (800m)	Manchester Victoria (950m)
Bus	8	5	-	-	-	-	-	-	-	-	-
	34	2	-	-	-	-	-	-	-	-	-
	34A	2	-	-	-	-	-	-	-	-	-
	36	5	-	-	-	-	-	-	-	-	-
	37	5	-	-	-	-	-	-	-	-	-
	38	6	-	-	-	-	-	-	-	-	-
	50	6	-	-	-	-	-	-	-	-	-
	V1	6	-	-	-	-	-	-	-	-	-
	V2	2	-	-	-	-	-	-	-	-	-
	V4	1	-	-	-	-	-	-	-	-	-
	1 Free Bus	6	-	-	-	-	-	-	-	-	-
	2 Free Bus	6	-	-	-	-	-	-	-	-	-
	3 Free Bus	-	-	4	-	-	-	-	-	-	-
	X41	-	-	1	-	-	-	-	-	-	-
	X43	-	-	3	-	-	-	-	-	-	-
	197	-	-	-	-	-	3	-	-	-	-
	10	-	-	-	5	-	-	-	-	-	-
	67	-	4	-	-	-	-	-	-	-	-
	100	-	4	-	-	-	-	-	-	-	-
	93	-	-	-	-	3	-	-	-	-	-
	97	-	-	-	-	2	-	-	-	-	-

Service and Frequencies per Hour		Node and Distance to Node (m)									
		Bridge Street (150m)	Quay Street (350m)	John Dalton Street (400m)	St Mary's Gate (450m)	Trinity Church (550m)	Princess Street (550m)	Salford Central (500m)	Exchange Square (650m)	St Peters Square (800m)	Manchester Victoria (950m)
	98	-	-	-	-	2	-	-	-	-	-
Rail	Manchester Victoria to Clitheroe	-	-	-	-	-	-	1	-	-	-
	Manchester to Southport and Kirkby	-	-	-	-	-	-	3	-	-	-
	Redcar Central to Manchester Airport	-	-	-	-	-	-	-	-	-	1
	Liverpool Lime Street to Newcastle	-	-	-	-	-	-	-	-	-	1
	Chester to Leeds	-	-	-	-	-	-	-	-	-	1
	Kirkby to Blackburn	-	-	-	-	-	-	-	-	-	1
	Stalybridge to Southport	-	-	-	-	-	-	-	-	-	1
	Wigan North Western to Leeds	-	-	-	-	-	-	-	-	-	1
Metrolink	Eccles to Ashton-Under-Lyne	-	-	-	-	-	-	-	-	6	-
	East Didsbury to Rochdale	-	-	-	-	-	-	-	6	-	-
	Victoria to Manchester Airport	-	-	-	-	-	-	-	-	6	-
	Bury to Altrincham	-	-	-	-	-	-	-	-	6	-
Accessibility Index (AI)		<u>34.37</u>									

Table 4.6 – BREEAM Public Transport Accessibility Index (AI) Calculator

4.4.25 It can be observed that the site's AI of 34.37 demonstrates that the site is highly accessible by public transport / suggests that the site has a good level of public transport accessibility in relation to BREEAM. Notwithstanding, a range of measures will be implemented to encourage sustainable travel, as shown in **Section 5** below.

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 excellent levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.

5.0 Building Research Establishment Environmental Assessment Method (BREEAM) Compliance

5.1 Introduction

5.1.1 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 5.1** 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;	Section 6 of TS	
	• Predicted travel patterns and transport impact of future building or site users;	Section 6 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	
	• 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.	None	
	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.	Interim Travel Plan (ITP) (Document Reference: 80058-CUR-XX-XX-T-TP-00002)	2
	4. If the occupier is known, involve them in the development of the travel plan.	TBC	
	5. Demonstrate that the travel plan will be implemented and supported by the building's management in operation.	Section 8 of ITP	

BREEAM Category	Description	Signposts	No. of Credits
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 excellent 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 6 of ITP	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	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, development is located close to existing car club spaces	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 400 users);	Section 3 of TS	1
	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
	<u>Existing amenities:</u> At least three existing accessible amenities are present;	Section 4 of TS	1

Table 5.1 – BREEAM Credits Targeted

- **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 Deansgate and Bridge Street;
- **Restrictions or charging for car parking** – Not applicable, no parking will be provided;
- **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 as part of proposed development. Safe crossing points and 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 Deansgate;
- **Provision of suitable taxi drop-off or waiting areas** – Layby provided along St Mary's Parsonage to the south of the site; 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 within the city centre.

5.1.3 A key part of the Interim Travel Plan (ITP) will be monitoring, whereby travel surveys will be distributed to staff at the development 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 staff 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.

- 5.1.4 The ITP 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.

6.0 Traffic Forecasting and Highway Impact

6.1 Introduction

- 6.1.1 The following section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours.
- 6.1.2 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, including office land uses.
- 6.1.3 Whilst TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development, it must be noted that many of the office sites are in no way comparable to modern offices located in highly sustainable areas of Manchester City Centre.

6.2 Existing Trip Generation

- 6.2.1 The main use of the existing buildings onsite can be classified as offices. The existing floorspace of the site is c. 10,200sqm Gross External Area (GEA).
- 6.2.2 The level of trips generated by the existing uses of the site have been estimated using multi-modal peak hour trip rates obtained from surveys of sites of a similar size and nature. The full search criteria used in the TRICS database are presented in **Appendix B. Table 6.1** below summarises this. Note that due to the exclusion of some modes (i.e. taxis and other modes of travel), the modal split does not add to 100%. All trip rates are per 100m² GFA.

TRICS	Average TRICS Trip Rates AM (08:00 – 09:00)				Average TRICS Trip Rates PM (17:00 – 18:00)			
	Arrive	Depart	Total	Modal Split (%)	Arrive	Depart	Total	Modal Split (%)
Vehicles	0.459	0.047	0.506	35	0.047	0.38	0.427	24
Cyclists	0.221	0	0.221	15	0	0.182	0.182	10
Pedestrians	0.324	0.008	0.332	23	0.04	0.554	0.594	34
Public Transport	0.364	0	0.364	25	0	0.49	0.49	28

Table 6.1 – Existing Multi-Modal Trip Rates and Split

- 6.2.3 From **Table 6.1** above, the total number of trips that could be generated by the current uses can be found. This is provided in **Table 6.2**:

10,200 sqm GEA	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	47	5	52	5	39	44
Cyclists	23	0	23	0	19	19
Pedestrians	33	1	34	4	57	61
Public Transport	37	0	37	0	50	50

Table 6.2 – Existing Trip Generation

- 6.2.4 TRICS vehicular trip rates estimate that the number of vehicle trips generated by the existing uses of the site could equate to 52 and 44 two-way movements respectively in the normal AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00).
- 6.2.5 Notwithstanding, there are only 20 car parking spaces available at the office building at the time of writing. Therefore, the total vehicular trip generation at the site is likely to be much lower than the above estimate in **Table 6.2**, and that existing staff who choose to commute by car are likely to park at other car parks in the vicinity of the site as discussed in **Section 3.3** above.
- 6.2.6 It is also noted that the floorspace available is in the form of GEA, as such there is a small level of discrepancy when compared against the TRICS trip rates that are categorised by GFA (GFA includes the useful floor area of all enclosed spaces measured to the internal face of the external walls, whereas GEA includes the whole area of the building, including the thickness of external walls).

6.3 Forecasted Trip Generation

- 6.3.1 The proposed development's total Gross Internal Area (GIA) is c. 30,969 sqm. The level of trips generated by the site has been estimated using modal splits and trip rates from **Table 6.1** earlier. The results are summarised in **Table 6.3** below:

30,969 sqm GIA	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	142	15	157	15	118	132
Cyclists	68	0	69	0	56	56
Pedestrians	100	2	103	12	172	184
Public Transport	113	0	113	0	152	152

Table 6.3 – Proposed Trip Generation*

*Note that some numbers have been subject to rounding.

- 6.3.2 TRICS vehicular trip rates estimate that the number of vehicle trips generated by the proposed development could equate to 157 and 132 two-way movements in the typical AM and PM peak periods respectively (08:00 – 09:00 and 17:00 – 18:00).

- 6.3.3 Notwithstanding, it must be noted that there are no parking spaces proposed at the development, as such it is not likely that future staff would choose to drive to the site. Staff who choose to commute by car are likely to park at other car parks in the vicinity of the site as discussed in **Section 3.3** above.

6.4 Net Site Impact

- 6.4.1 The following **Table 6.4** indicates the net impact of the proposed site.

Transportation Method	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Existing Trip Generation						
Vehicles	47	5	52	5	39	44
Cyclists	23	0	23	0	19	19
Pedestrians	33	1	34	4	57	61
Public Transport	37	0	37	0	50	50
Proposed Development						
Vehicles	142	15	157	15	118	132
Cyclists	68	0	69	0	56	56
Pedestrians	100	2	103	12	172	184
Public Transport	113	0	113	0	152	152
Net Site Impact						
Vehicles	+95	+10	+105	+10	+79	+89
Cyclists	+46	0	+46	0	+38	+38
Pedestrians	+67	+2	+69	+8	+115	+123
Public Transport	+76	0	+76	0	+102	+102

Table 6.4 – Net Vehicular Site Impact*

*Note that some numbers have been subject to rounding.

- 6.4.2 The proposed development could result in an increase of 105 and 89 two-way vehicular trips in the AM and PM peaks respectively. This is due to the increase in office floorspace.
- 6.4.3 However, as set out in earlier sections, it must be noted that up to 105 two-way trips by car is not considered to be representative of the development proposals considering the lack of on-site car parking and high accessibility of the site. There is likely to be a greater increase in pedestrian footfall, cyclists, and public transport users.

6.5 Sensitivity Test: Combining TRICS and Census Data

6.5.1 The TRICS data also provided the person trip rates and trips as summarised below:

Office	AM (08:00 – 09:00)			PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Person Trip Rate	1.408	0.024	1.432	0.079	1.684	1.763
Person Trips for c. 10,200 sqm (existing)	144	2	146	8	172	180
Person Trips for c. 30,969 sqm (proposed)	436	7	443	24	522	546
Difference in Trips	+292	+5	<u>+297</u>	+16	+350	<u>+366</u>

Table 6.5 – Multi-Modal Sensitivity Test: Proposed Person Trips

6.5.2 **Table 6.5** confirms that the development could generate an additional 297 and 366 two-way person trips in the AM and PM peaks respectively.

6.5.3 A further sensitivity test has been undertaken utilising data based on the 2011 Census dataset 'WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level)'. The middle super output area (MSOA) of Manchester 054 has been used as the place of work, whereas the assumptions used for the places of residence include all ten Greater Manchester Local Authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford, and Wigan).

6.5.4 The Census data is referred to with discretion due to its datedness, however it remains the most comprehensive dataset available at the time of writing. It is worth noting that there have been significant changes in car use trends in recent years. For example, the National Travel Survey (NTS) 2019 indicated that the total distance travelled per person per year has fallen by c. 4% between 2011 and 2019. Distance by all motorised private transport has fallen by c. 7% since 2011, and as a car driver by c. 6% since 2011. Miles travelled by surface rail have also increased by over 25% since 2011.

6.5.5 Notwithstanding, the development is car free in nature, and the typical demographic of staff are expected to favour travel by public transport, walking, cycling, or flexible working / working from home on certain days of the week. Therefore, the mode share has been adjusted to account for the low car parking provision and redistributed across other modes, summarised in **Table 6.6**:

Mode of Travel to Work	Total	Percentage Mode Share	Adjusted Mode Share
Work mainly at or from home	0	0%	3%
Underground, metro, light rail or tram	2,867	7%	12%
Train	4,807	12%	17%

Mode of Travel to Work	Total	Percentage Mode Share	Adjusted Mode Share
Bus, minibus, or coach	12,237	29%	34%
Taxi	147	0%	0%
Motorcycle, scooter or moped	178	0%	0%
Driving a car or van	12,948	31%	5%
Passenger in a car or van	1,664	4%	4%
Bicycle	1,146	3%	6%
On foot	5,694	14%	19%
Other method of travel to work	77	0%	0%
Total	<u>41,765</u>	<u>100%</u>	<u>100%</u>

Table 6.6 – Multi-Modal Sensitivity Test: Method of Travel to Work

6.5.6 **Table 6.6** determines that the mode share for car drivers is 5%, in contrast to up to 35% suggested by the TRICS assessment. The updated net trip generation for the development is summarised in **Table 6.7**, when the above mode share is applied to the person trip rates:

Net Impact	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Work mainly at or from home	9	0	9	0	10	11
Underground, metro, light rail or tram	35	1	35	2	41	43
Train	48	1	49	3	58	60
Bus, minibus, or coach	100	2	102	6	120	126
Taxi	1	0	1	0	1	1
Motorcycle, scooter or moped	1	0	1	0	1	2
Driving a car or van	15	0	15	1	17	18
Passenger in a car or van	12	0	12	1	14	15
Bicycle	17	0	17	1	20	21
On foot	54	1	55	3	65	68
Other method of travel to work	1	0	1	0	1	1
Total	292	5	<u>297</u>	16	350	<u>366</u>

Table 6.7 – Multi-Modal Sensitivity Test: Net Site Impact*

*Note that some numbers have been subject to rounding.

6.5.7 **Table 6.7** demonstrates that there could be an additional 15 two-way vehicle movements in the AM peak and 18 two-way vehicle movements in the PM peak as a result of the proposed development.

- 6.5.8 The modal share has been adjusted on the basis that the original figures were derived by using 2011 Census data, which should be referenced with discretion on the basis that travel patterns have shifted significantly in Manchester City Centre and across the whole of the UK since then. Public transport and cycle infrastructure in Greater Manchester have also improved significantly since 2011, with the expansion of the Metrolink network and the Ordsall Chord bridge, all of which allow for more trams / trains to run across the whole of Greater Manchester and the North.
- 6.5.9 To further support this, reference is also made to a guidance note produced by TRICS in July 2019 which cautions against over estimating trip demand. The guidance note provides compelling evidence suggesting that there has been a significant decline in car trip rates in recent years (from c. 58% of trips to employment / office sites nationwide made by car between 2009 – 2013, to c. 50% between 2014 – 2018).
- 6.5.10 There has also been a significant increase in pedestrian trips and public transport trips (from c. 33% of trips to employment / office sites nationwide made on foot and by public transport between 2009 – 2013, to c. 41% between 2014 – 2018). These figures are national averages in a mixture of locations and do not reflect the highly accessibility of the proposed development in the city centre, which is likely to demonstrate greater uptake of public transport and sustainable modes of travel.
- 6.5.11 **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.
- 6.5.12 Secure and sheltered cycle parking, showers, lockers, drying rooms, and changing facilities will also be provided as part of the development, which is one of the many initiatives to encourage more staff to travel by sustainable modes.
- 6.5.13 Additionally, there has been a significant increase in residential accommodation within Central Manchester in recent years, as such many more workers are able to walk / cycle / travel by sustainable modes to work within the city centre. From the Manchester Crane Survey undertaken by Deloitte in 2021, it was found that the overall number of residential units under construction in Central Manchester was c. 12,322 in 2020, a figure that is expected to grow in the coming years.
- 6.5.14 At the time of writing, Transport for Greater Manchester (TfGM) are also working to deliver the following priorities by 2025 as part of the Greater Manchester Transport Strategy 2040 (detailed in **Section 6.5** below):
- Integrated public transport ticketing options;
 - Capacity improvement on Metrolink Green Line and Pink Line;
 - Upgrade some stations, including Salford Central;

- Electrification of the greater Manchester rail network ,where appropriate, (including Northern Hub/Lancashire triangle and trans-Pennine committed schemes) and delivery of enhanced rolling stock;
- Review of bus routing and interchange facilities within the Regional Centre; and
- Establish a Greater Manchester Active Travel Network, particularly using 'green and blue' corridors.

6.5.15 These priorities are a fraction of TfGM's ambitions, focused around improving the reliability of public transport and local cycling and walking connections so that fewer people would need to drive to work. Considering the above, the highly accessible nature of the proposed development, the lack of on-site parking and the high 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 in the future.

6.5.16 Finally, due to the car-free nature of the site, the vehicular impact of any trips that are generated by the site the site would be diluted and dissipated across a wider network depending on the location of car parks utilised (detailed in **Section 3.3** above). To further support this, **Figures 6.1** and **6.2** comprise excerpts from Parkopedia, an independent online database which allows drivers to find the closest car park to their destination. These show that the on-street and Multi-Storey Car Parks (MSCPs) listed in **Section 3.3** are spread out across Manchester City Centre, and therefore impacts at any particular junction are likely to be negligible:

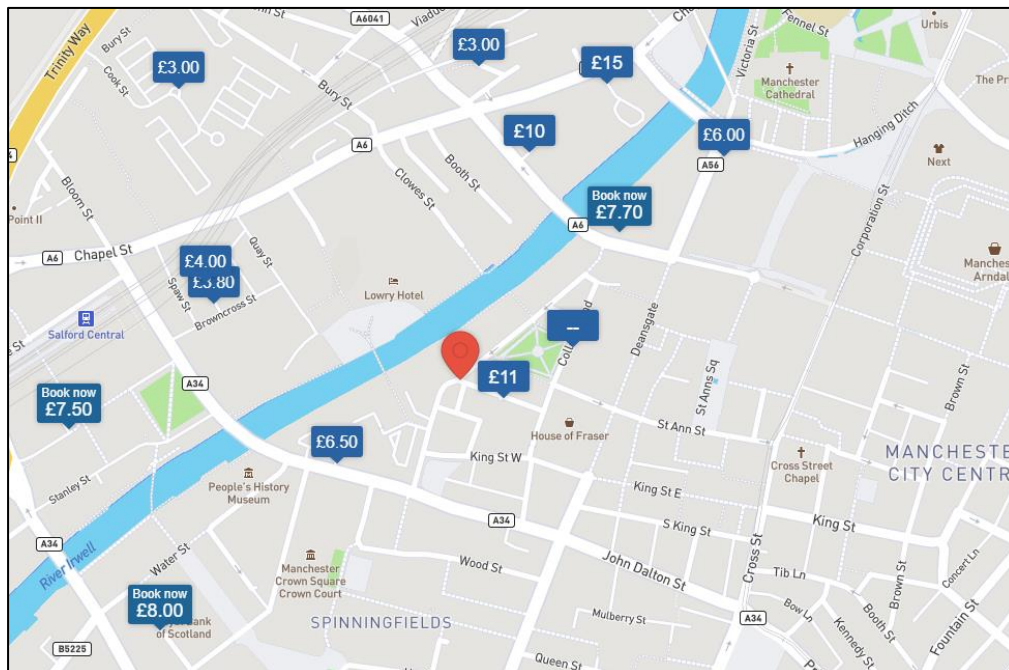


Figure 6.1 – Surface Car Parks and MSCPs in the vicinity of the Site

(Source: Parkopedia, 2021)

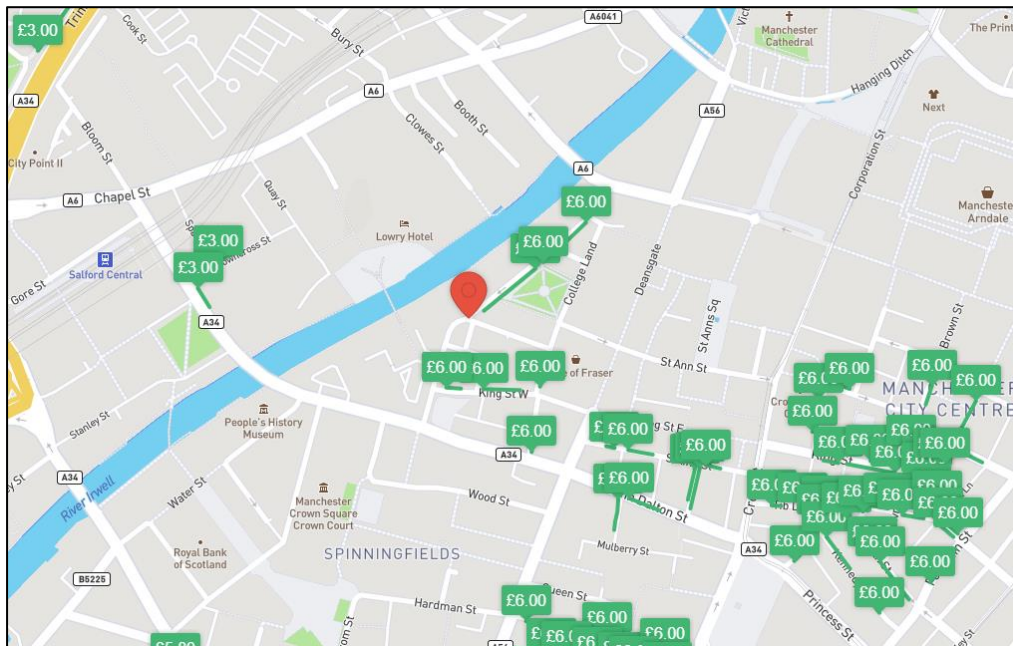


Figure 6.2 – MCC-Operated On-Street Car Parks in the vicinity of the Site

(Source: Parkopedia, 2021)

- 6.5.17 Should future staff choose to drive, there are several factors to take into consideration when choosing where to park. Employers may provide staff with discounts or reimbursements for season tickets with the surrounding privately-operated car park operators, whereas the added surveillance / peace of mind with parking within secure compounds, and the convenience of not having to search for an available on-street parking bay could encourage car drivers to park at these locations.
- 6.5.18 The two-hour maximum stay limit of on-street parking bays within Zone 1 of Manchester City Centre's Controlled Parking Zone (CPZ) in the vicinity of the site would not be attractive for staff, however these could benefit visitors to the site who will only be staying for a short amount of time.
- 6.5.19 Notwithstanding, there are a variety of factors and personal circumstances that would influence parking habits and locations. Therefore, it is reiterated that vehicular traffic would disperse across a wider network, and it is unlikely that there would be any significant impact occurring at a particular junction in the vicinity of the site.

6.6 Highway Impact Summary

- 6.6.1 On the above basis, Curtins do not believe that capacity assessments would be required, and that the highway network would not experience any adverse traffic impact resulting from the proposed development.

7.0 Transport Planning Policy

7.1 Introduction

- 7.1.1 The following section sets out key local and national transport planning policies, and how the proposals relate to them.

7.2 National Planning Policy Framework (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 can be achieved, 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 and 2011 Census Journey to Work data have demonstrated that there is a negligible increase in vehicular trip generation for the proposed uses of the site compared to the consented development. This is because the development is car free in nature, and the typical demographic of staff are expected to favour travel by public transport, walking, cycling, or flexible working / working from home on certain days of the week. As such, any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation.

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 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 Interim Travel Plan (Document Reference: **80058-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 and make a positive contribution to the local area.

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 It is considered the lack of proposed parking provision is reflective of the highly accessible nature of the development. The development would benefit from sustainable transport links across the city centre. The Council notes that it “will take the circumstances of each proposal into account to establish what level of parking is appropriate.”

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 above measures and additional initiatives have also been provided in greater detail in the accompanying Interim Travel Plan (Document Reference: **80058-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 It is considered that the development proposals will not adversely impact the transport network, and instead would support the Transport Strategy by enhancing opportunities for sustainable travel by integrating into existing infrastructure.

7.6 St Mary’s Parsonage Strategic Regeneration Framework (SRF)

7.6.1 The proposed development forms a part of the evolving developments which are emerging within the St Mary’s Parsonage Strategic Regeneration Framework (SRF). On 12 February 2020, the Executive endorsed, in principle, the draft SRF and requested that the Strategic Director for Growth and Development undertake a public consultation in relation to it. The public consultation was undertaken between March 2020 to May 2020, and the findings were presented to Committee for endorsement in July 2020.

7.6.2 The SRF seeks to create a range of new employment and enterprise opportunities, supported by a unique retail and leisure offer and hotel accommodation, to enhance the area’s attractiveness to residents, tourists, shoppers and visitors.

7.6.3 The SRF area is bound by three prominent routes within the City Centre as shown in **Figure 2.1** earlier: Blackfriars Street and Bridge Street which provide important vehicular routes east-west, connecting Manchester City Centre and Salford; and Deansgate, a principal thoroughfare connecting the northern and southern areas of the City Centre. The key themes identified in the SRF relating to the proposed development are as follows:

- *“To establish Parsonage Gardens as a clearly definable and cohesive part of the City Centre, ... commercially-led mixed use neighbourhood, anchored by high quality public space at its heart and a range of leisure and retail facilities to create a vibrant destination that compliments the wider City Centre;*

- *To fully embrace Manchester's zero carbon ambitions and builds on the strength of the existing residential and business communities, to deliver jobs and opportunities for all, a place for enterprise as well as innovation and an important driver of inclusive socioeconomic productivity for Manchester;*
- *To build upon its existing asset base, and its positive adjacencies to other parts of the City Centre, to successfully host an eco-system of best in class employment – from global businesses to start ups - and other high quality uses including residential, hotel, retail and leisure;*
- *To be fully integrated and connected into the wider city centre and will draw activity and support the further expansion of the City Centre's quality activity into the area. This will make the most of its positive adjacencies to... Spinningfields, the Primary Retail Area, the Central Business District, and support the growth and enhanced productivity of the City. The aim is to ensure that the full economic potential of the area is realised; and*
- *To have an important focus on maintaining and enhancing the quality of the environment for existing residential and business communities, rebalancing the vehicular access, servicing and operational management arrangements in the area, and a review of car parking provision to ensure that the essential requirements of the City Centre from a functional point of view are properly assessed against value add opportunities that rationalisation would deliver within the area."*

7.6.4 The site would be located within the St Mary's Parsonage area. The neighbourhood benefits from a key interface with Manchester City Centre and towards Salford Central across the River Irwell, and key public transport nodes which could integrate with an enhanced pedestrian and cycling network to achieve high levels of permeability within the city centre and adjacent neighbourhoods.

7.6.5 Specific to Alberton House, the SRF states that:

"The existing footbridge access off St Mary's Parsonage is sandwiched between the Albert Bridge House car park and the Alberton House service road and is poorly sign posted. As an identified key pedestrian connection, any future development proposals on Alberton House should seek to collaborate with the Albert Bridge House site to explore the potential to improve the pedestrian environment, accessibility and visibility of the route, in order to improve the experience and encourage increased use of this valuable asset."

7.6.6 The proposed development aims to improve on this existing constraint by improving the building's interaction with the public realm, thereby enhancing this key pedestrian route between Manchester and Salford. The ground floor will be set back to allow enhanced public space in front of the building entrance, which addresses Motor Square and the pedestrian route to Salford.

7.6.7 The SRF also notes that the existing highway would be rebalanced where necessary for a reduction in car parking and reliance on private vehicles in favour of sustainable forms of transport. Any major

reduction in car parking must be supported by a robust strategic parking assessment to foresee and mitigate any potential operational impacts on existing and future occupiers and the adjacent areas.

- 7.6.8 The proposed development would be completely car-free, which would act as a deterrent to future staff who might consider driving to work. The typical demographic of staff is expected to favour travel by public transport, walking, cycling, or flexible working / working from home on certain days of the week, and this would be further encouraged by a series of measures included the accompanying Interim Travel Plan (Document Reference: **80058-CUR-XX-XX-T-TP-00002**).

7.7 Conclusions

- 7.7.1 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.

8.0 Summary and Conclusions

8.1 Summary

8.1.1 Curtins has been appointed by Bruntwood RB Ltd to provide transport and highways advice in relation to a planning application for a proposed office development at Alberton House, off St Mary's Parsonage in Manchester City Centre.

8.1.2 The existing site comprises a part 12, part 4 storey office building with basement car park (20 spaces).

8.1.3 The proposed development is described as follows:

"Demolition of existing building and erection of a 19 storey (basement, ground including mezzanine, plus 18) building comprising ground floor food and beverage (Use Class E, Sui Generis), 16 floors of office (Class E), and two floors of wellness centre (Sui Generis) including ancillary food and beverage (Use Class E), landscaping, highways and other associated works."

8.1.4 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.

8.1.5 Relevant details of the proposed site layout, access, parking facilities, and servicing arrangements have been provided.

8.1.6 The site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.

8.1.7 Trip generation forecasts using TRICS data and 2011 Census Journey to Work data have demonstrated that there is a negligible increase in vehicular trip generation for the proposed uses of the site compared to the consented development. This is because the development is car free in nature, and the typical demographic of staff are expected to favour travel by public transport, walking, cycling, or flexible working / working from home on certain days of the week. As such, any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation.

8.1.8 Additionally, measures are proposed in the accompanying Interim Travel Plan to increase the level of walking, cycling and public transport use to and from the site, and to reduce reliance on the private car.

8.1.9 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

8.2 Conclusions

- 8.2.1 From a traffic and transportation perspective there are no reasons why the development proposals should not be granted planning approval.

Plans

Plan 80058-CUR-00-XX-DR-TP-06001-P01 – (Location Plan) Regional Level

Plan 80058-CUR-00-XX-DR-TP-06002-P01 – (Location Plan) Local Level

Plan 80058-CUR-00-XX-DR-TP-06003-P01 – (Accessibility) Indicative Walking Catchment

Plan 80058-CUR-00-XX-DR-TP-06004-P01 – (Accessibility) Indicative Cycle Catchment

Plan 80058-CUR-00-XX-DR-TP-06005-P01 – (Accessibility) Indicative Public Transport Catchment



Merchant Exchange, 17-19 Whitworth St. W Manchester M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

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Project:
ALBERTON HOUSE - MANCHESTER

Drg Title:
SITE LOCATION
REGIONAL VIEW

Status:
PRELIMINARY

Drawn By: JM Checked By: DD

Designed By: JM Date: 03/11/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

80058 - CUR - 00 - XX - DR - TP - 06001 - P01



KEY: ● Site

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Project:
ALBERTON HOUSE - MANCHESTER

Drg Title:

SITE LOCATION
LOCAL VIEW

Status:
PRELIMINARY

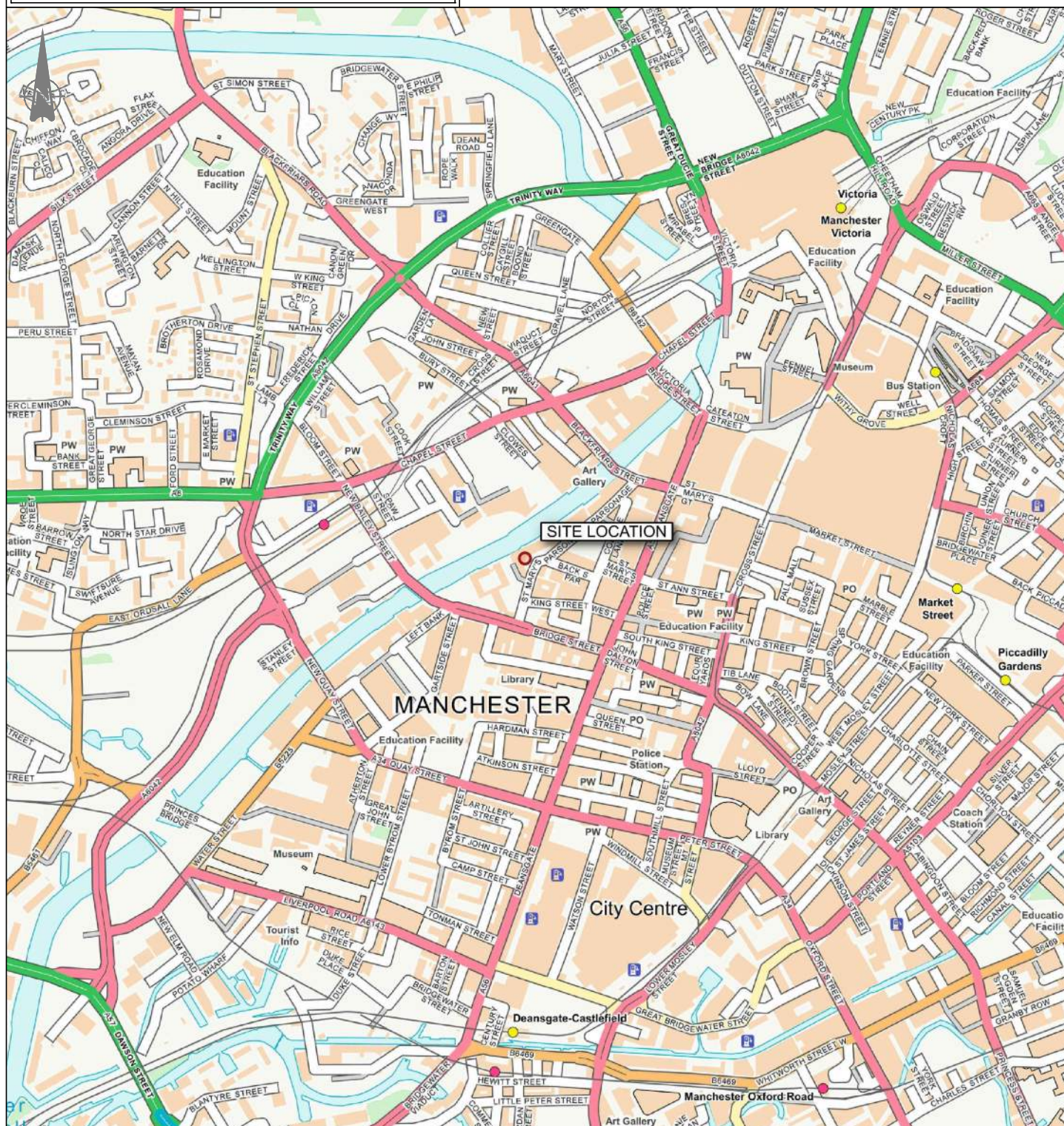
Drawn By: JM Checked By: DD

Designed By: JM Date: 03/11/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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Project:
ALBERTON HOUSE - MANCHESTER

Status:
PRELIMINARY

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

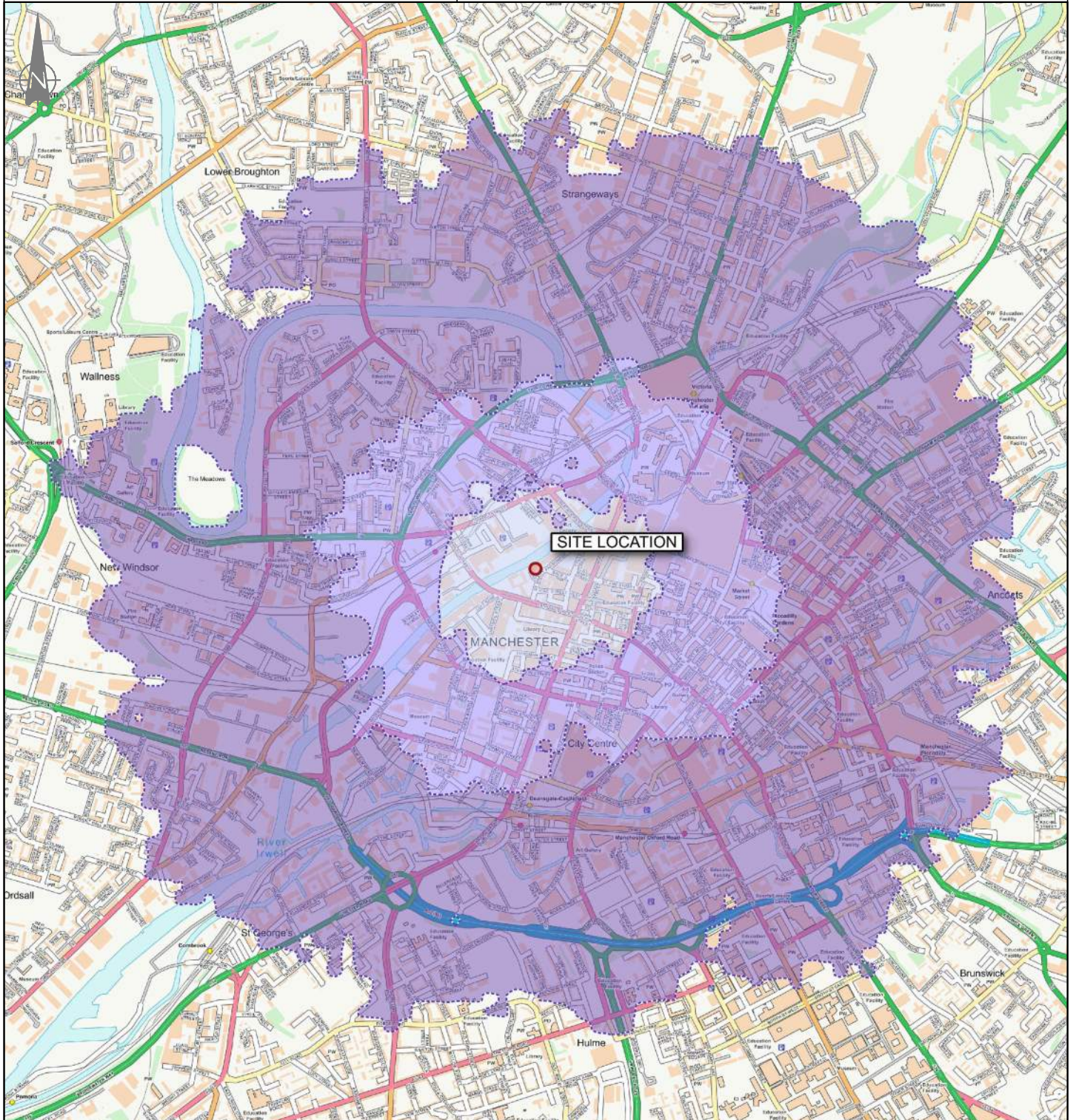
Drawn By: JM Checked By: DD

Designed By: JM Date: 03/11/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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KEY: Site

Walking Catchment:

- 500m
- 1000m
- 2000m

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Project:
ALBERTON HOUSE - MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT

Status:
PRELIMINARY

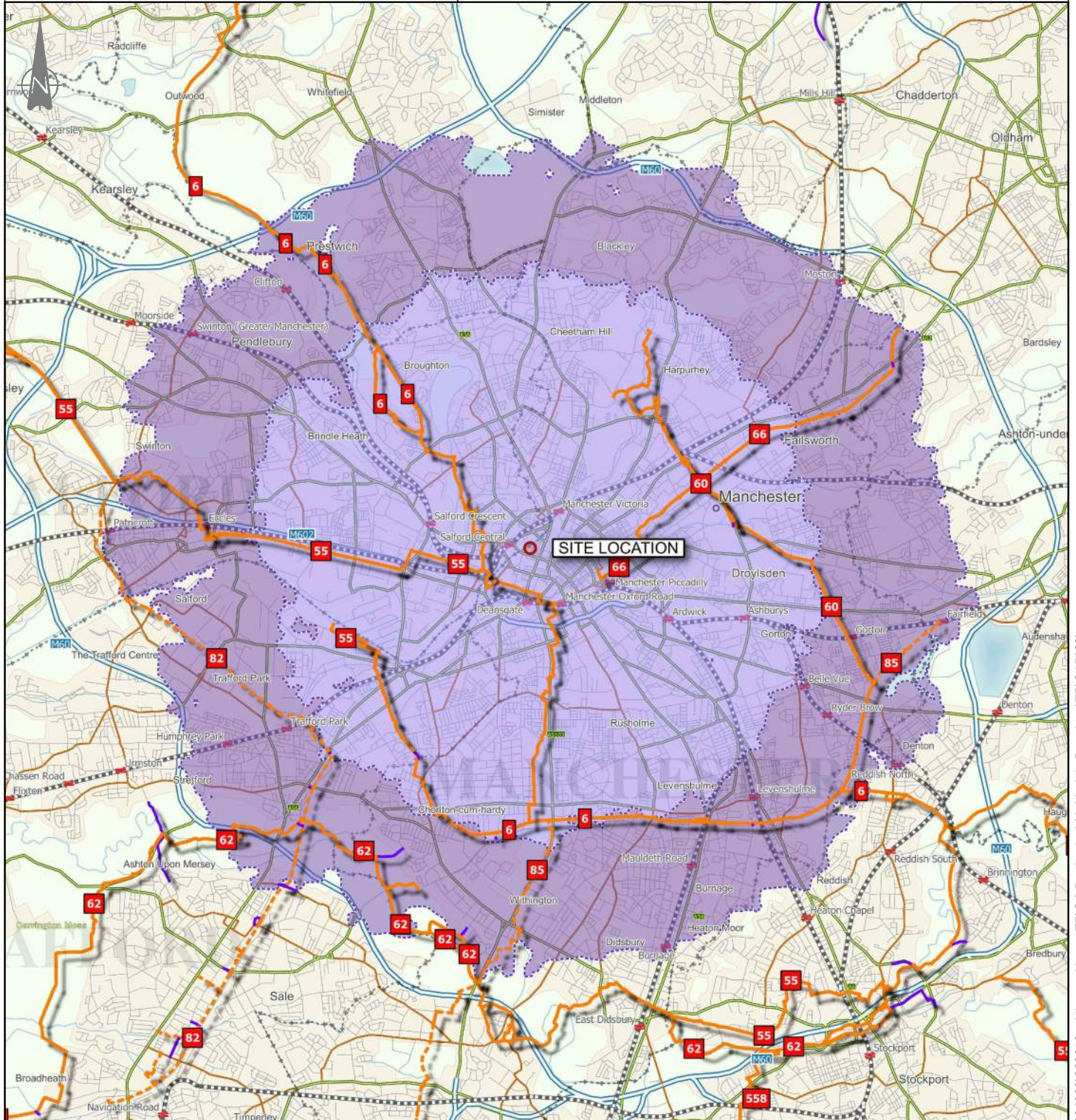
Drawn By: JM Checked By: DD

Designed By: JM Date: 03/11/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

80058 - CUR - 00 - XX - DR - TP - 06004 - P01



KEY:

Site: Site

Cycle Catchment:

- 5500m
- 8000m

National Cycle Network:

- Route on National Cycle Network
- Route on Regional Cycle Network
- Route not on Cycle Network

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Project:
ALBERTON HOUSE - MANCHESTER

Status:
PRELIMINARY

Drg Title:
**ACCESSIBILITY
INDICATIVE PUBLIC TRANSPORT CATCHMENT
INBOUND AM PEAK**

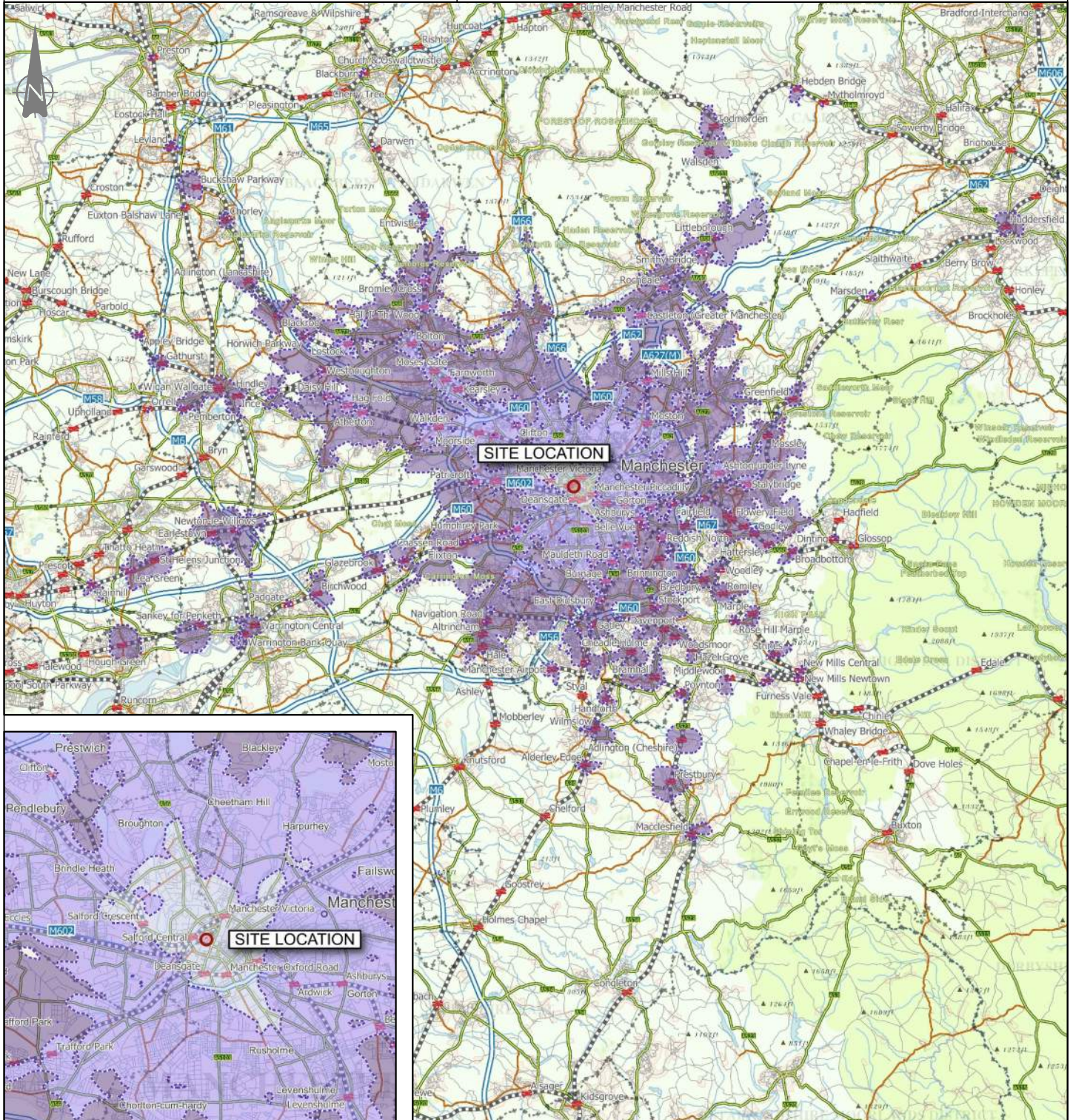
Drawn By: JM Checked By: DD

Designed By: JM Date: 03/11/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

80058 - CUR - 00 - XX - DR - TP - 06005 - P01



KEY: Site
 Public Transport Catchment:
20 minutes
 40 minutes
 60 minutes

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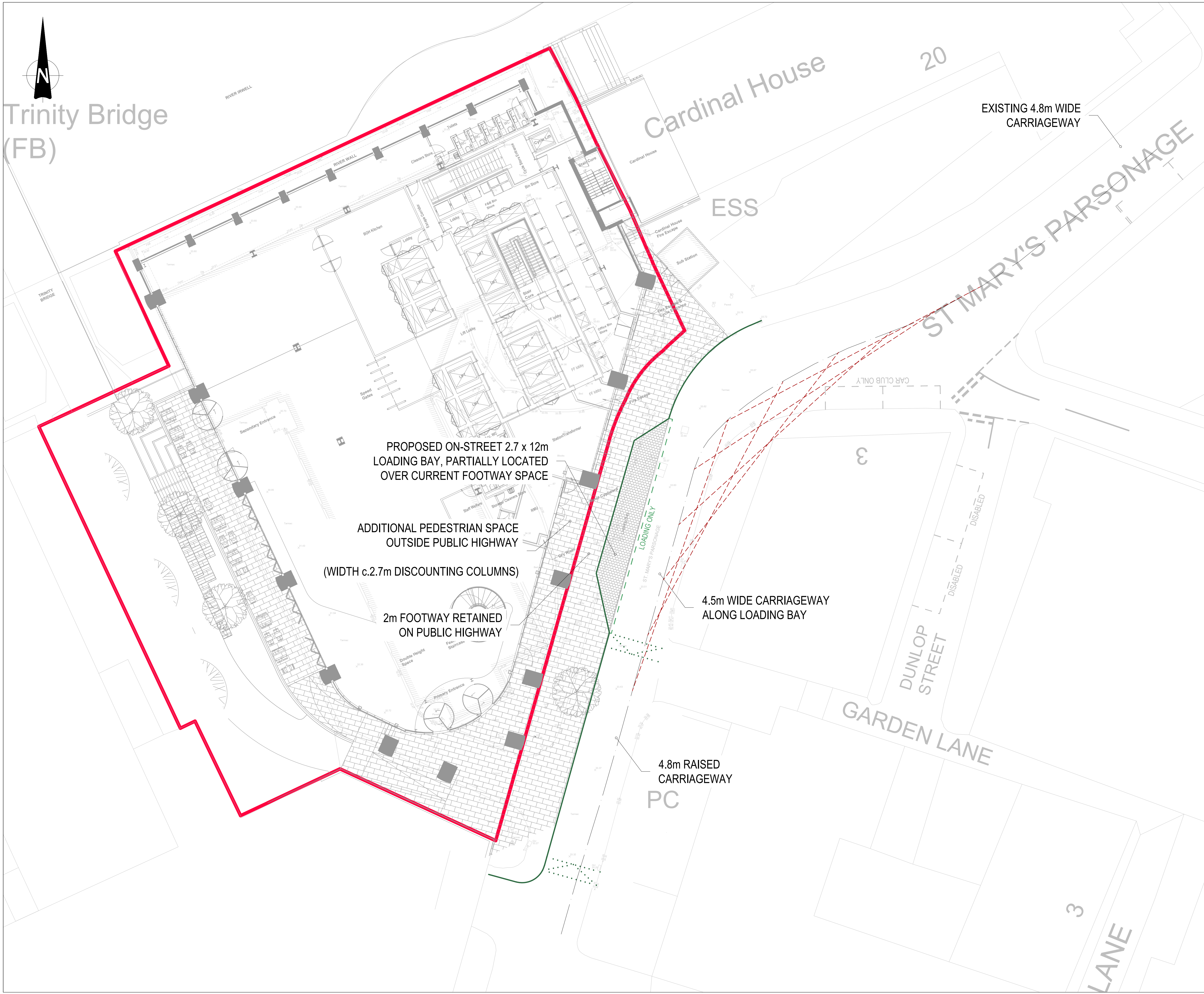
Drawings

Drawing 80058-CUR-XX-00-D-TP-75002 – (Proposed Loading Bay) Option 1

Drawing 80058-CUR-XX-00-D-TP-75003 – (Proposed Loading Bay) Option 2

Drawing 80058-CUR-XX-00-D-TP-05004 – (Swept Path Analysis) Servicing Bay – Option 1

Drawing 80058-CUR-XX-00-D-TP-05005 – (Swept Path Analysis) Servicing Bay – Option 2



GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
2. 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.
3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
4. FOR GENERAL NOTES REFER TO DRAWING.
5. THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES

- KEY:
- PLANNING BOUNDARY
 - PROPOSED RAISED KERB
 - PROPOSED FLUSH KERB / BACK OF FOOTWAY
 - PROPOSED ROAD MARKINGS
 - PROPOSED RAMP
 - INDICATIVE LANE CENTRE LINE
 - 25.00m
 - FORWARD VISIBILITY (20mph)

PROPOSED ON-STREET 2.7 x 12m
LOADING BAY, PARTIALLY LOCATED
OVER CURRENT FOOTWAY SPACE

ADDITIONAL PEDESTRIAN SPACE
OUTSIDE PUBLIC HIGHWAY

(WIDTH c.2.7m DISCOUNTING COLUMNS)

2m FOOTWAY RETAINED
ON PUBLIC HIGHWAY

4.5m WIDE CARRIAGEWAY
ALONG LOADING BAY

4.8m RAISED
CARRIAGEWAY

P03	Layout updated	29/06/22	DD	AV
P02	Layout updated	10/05/22	DD	AV

Rev:	Description:	Date:	By:	Chkd:
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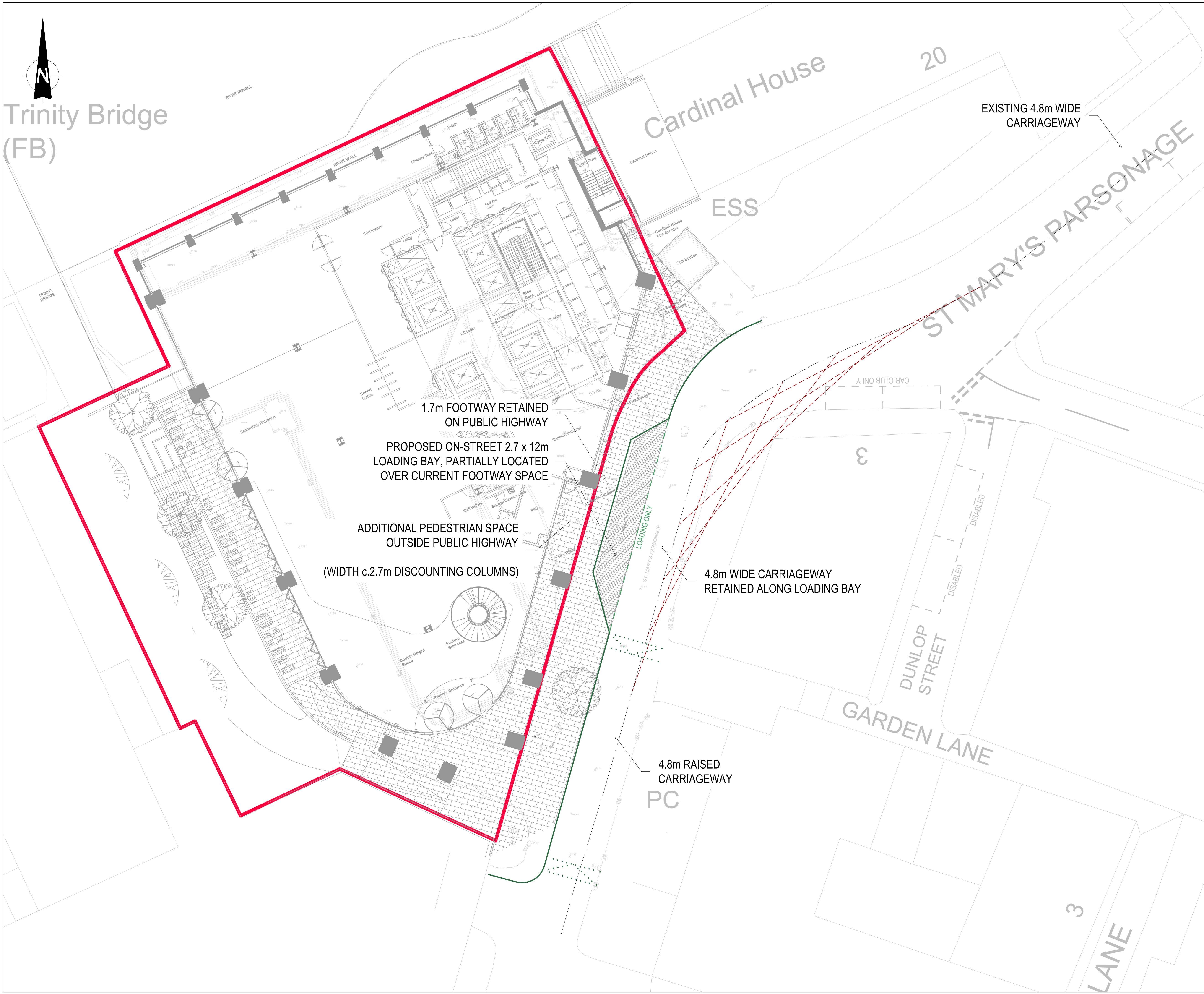
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Status:	PLANNING
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Project:	ALBERTON HOUSE - MANCHESTER
----------	-----------------------------

Orig Title:	PROPOSED LOADING BAY OPTION 1
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Size:	Date:	Drawn By:	Designed By:	Checked By:			
A1	19/04/22	DD	DD	AV			
Scale: 1:150							
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
80058 - CUR - XX - 00 - D - TP - 75002 - P03							



Trinity Bridge
(FB)

Cardinal House

ESS

20

EXISTING 4.8m WIDE
CARRIAGEWAY

ST MARY'S PARSONAGE

DUNLOP
STREET

GARDEN LANE

3

LANE

1.7m FOOTWAY RETAINED
ON PUBLIC HIGHWAY
PROPOSED ON-STREET 2.7 x 12m
LOADING BAY, PARTIALLY LOCATED
OVER CURRENT FOOTWAY SPACE

ADDITIONAL PEDESTRIAN SPACE
OUTSIDE PUBLIC HIGHWAY
(WIDTH c.2.7m DISCOUNTING COLUMNS)

4.8m WIDE CARRIAGEWAY
RETAINED ALONG LOADING BAY

4.8m RAISED
CARRIAGEWAY

PC

GENERAL NOTES:

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- KEY:
- PLANNING BOUNDARY
 - PROPOSED RAISED KERB
 - PROPOSED FLUSH KERB / BACK OF FOOTWAY
 - PROPOSED ROAD MARKINGS
 - PROPOSED RAMP
 - INDICATIVE LANE CENTRE LINE
 - 25.00m
 - FORWARD VISIBILITY (20mph)

P03	Layout updated	29/06/22	DD	AV
P02	Layout updated	10/05/22	DD	AV
Rev:	Description:	Date:	By:	Chkd:



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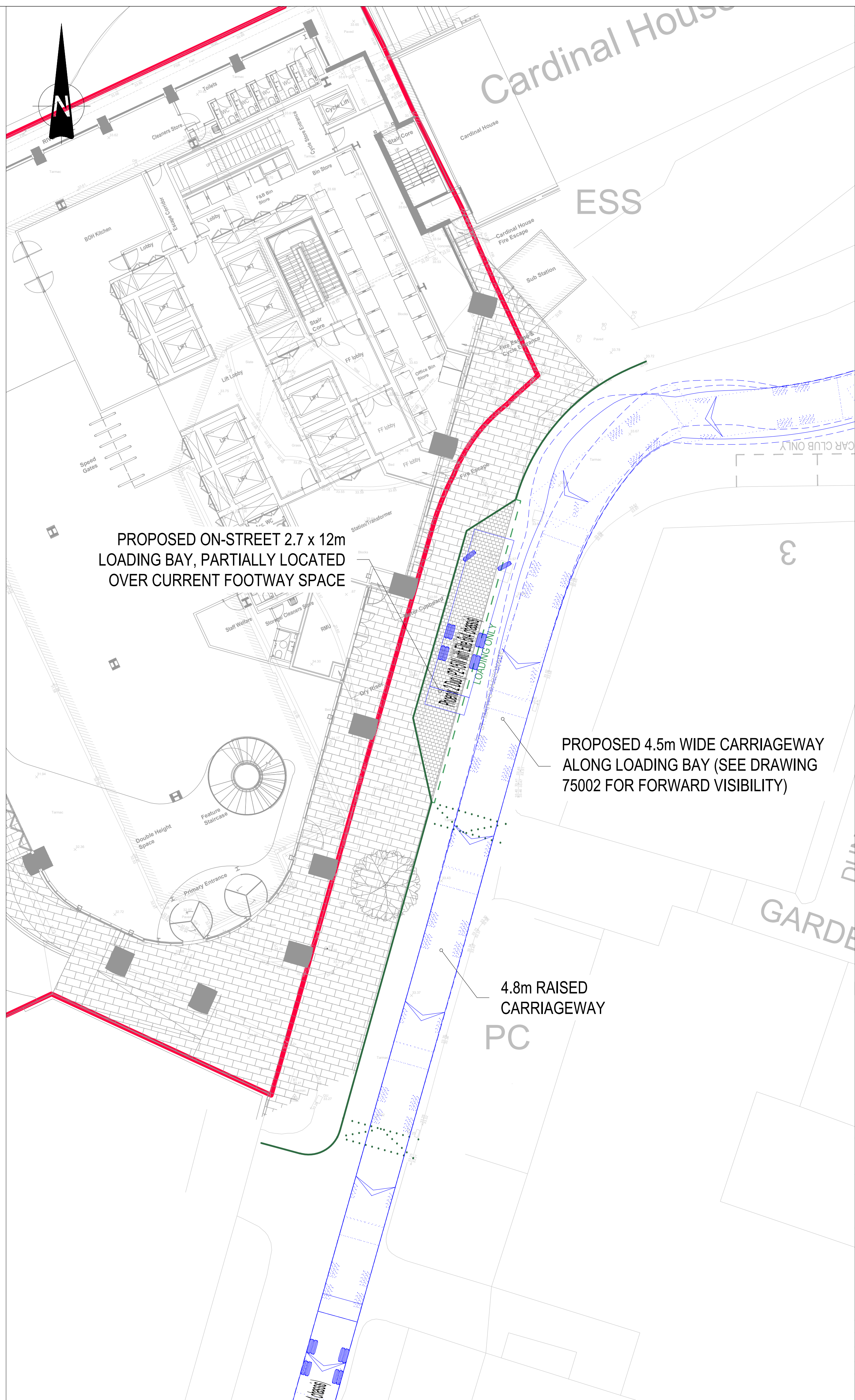
Status: **PLANNING**

Project: **ALBERTON HOUSE - MANCHESTER**

Orig Title: **PROPOSED LOADING BAY
OPTION 2**

Size:	Date:	Drawn By:	Designed By:	Checked By:			
A1	19/04/22	DD	DD	AV			
Scale: 1:150							
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
80058 - CUR - XX - 00 - D - TP - 75003 - P03							

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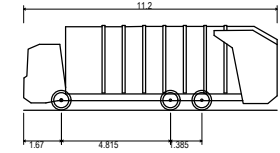


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KEY: PLANNING BOUNDARY
 PROPOSED RAISED KERB
 PROPOSED FLUSH KERB / BACK OF FOOTWAY
 PROPOSED ROAD MARKINGS
 PROPOSED RAMP

VEHICLE PROFILE:



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

P02	Layout updated	29/06/22	DD	AV
Rev:	Description:	Date:	By:	Chkd:



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Status: **PLANNING**

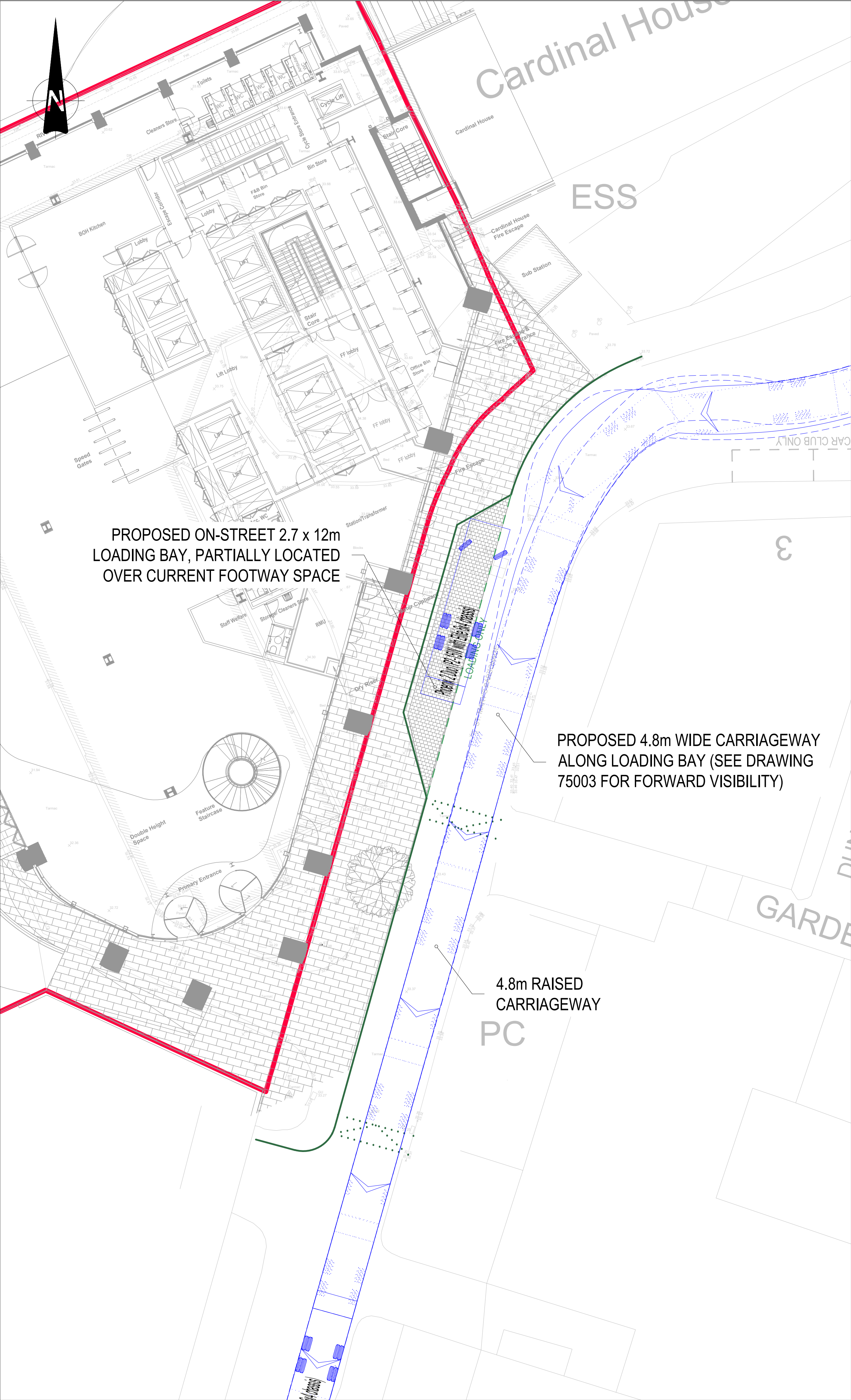
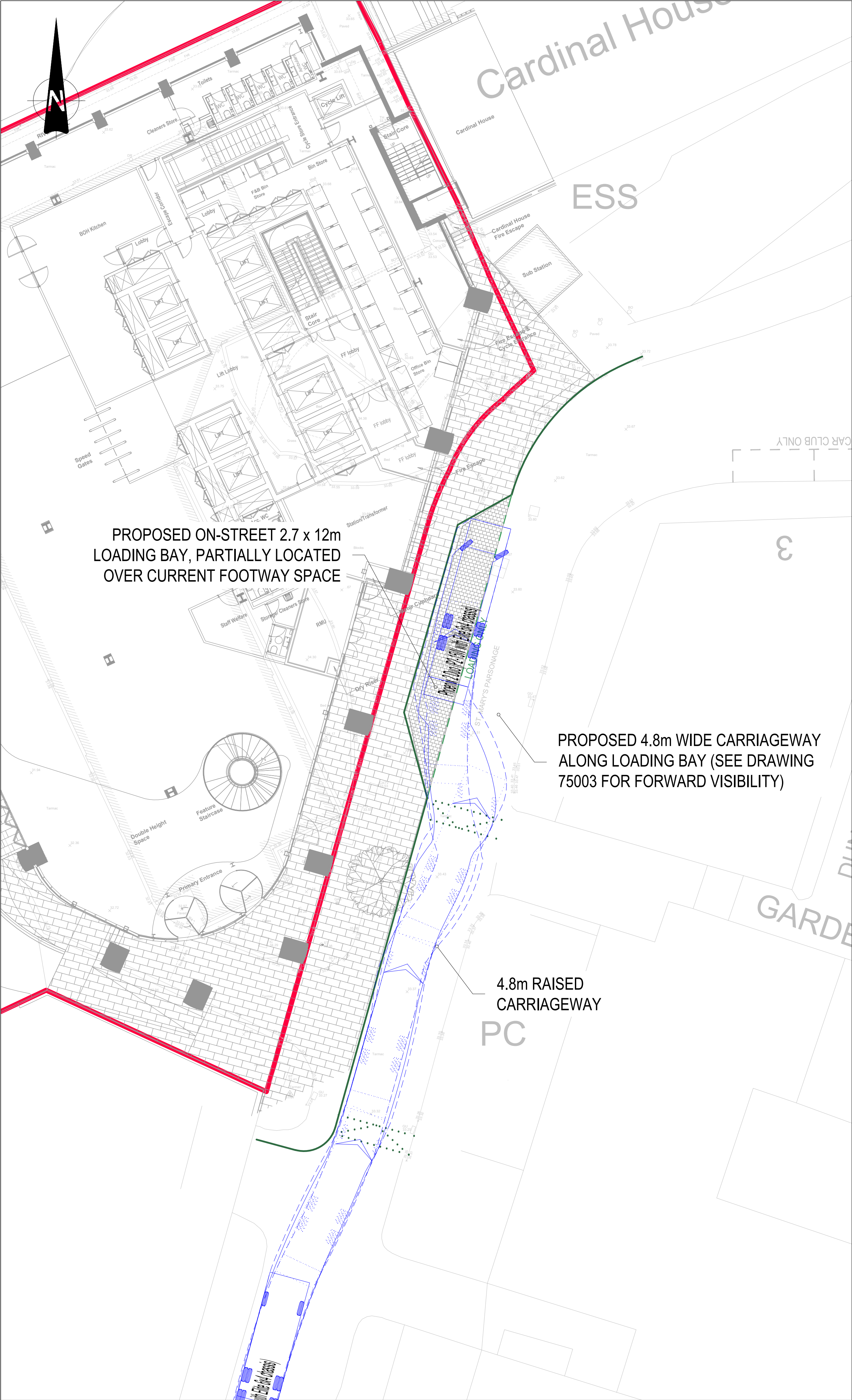
Project: ALBERTON HOUSE - MANCHESTER

Drg Title:

SWEPT PATH ANALYSIS
SERVICING BAY
OPTION 1

Size:	Date:	Drawn By:	Designed By:	Checked By:
A1	10/05/22	DD	DD	AV
Scale: 1:150				

80058 - CUR - XX - 00 - D - TP - 05004 - P02



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- ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
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- THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES

KEY:

- PLANNING BOUNDARY
- PROPOSED RAISED KERB
- PROPOSED FLUSH KERB / BACK OF FOOTWAY
- PROPOSED ROAD MARKINGS
- PROPOSED RAMP

VEHICLE PROFILE:

Phoenix 2 Duc (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.550m
Min Body Ground Clearance	2.550m
Track Width	2.250m
Load to top line	4.000m
Kurb to Kurb Turning Radius	8.500m

P02	Layout updated	29/06/21	DD	DD
Rev:	Description:	Date:	By:	Chkd:

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Status: **PLANNING**

Project: **ALBERTON HOUSE - MANCHESTER**

Orig Title: **SWEPT PATH ANALYSIS
SERVICING BAY
OPTION 2**

Size:	Date:	Drawn By:	Designed By:	Checked By:
A1	10/05/22	DD	DD	AV

Scale: 1:150

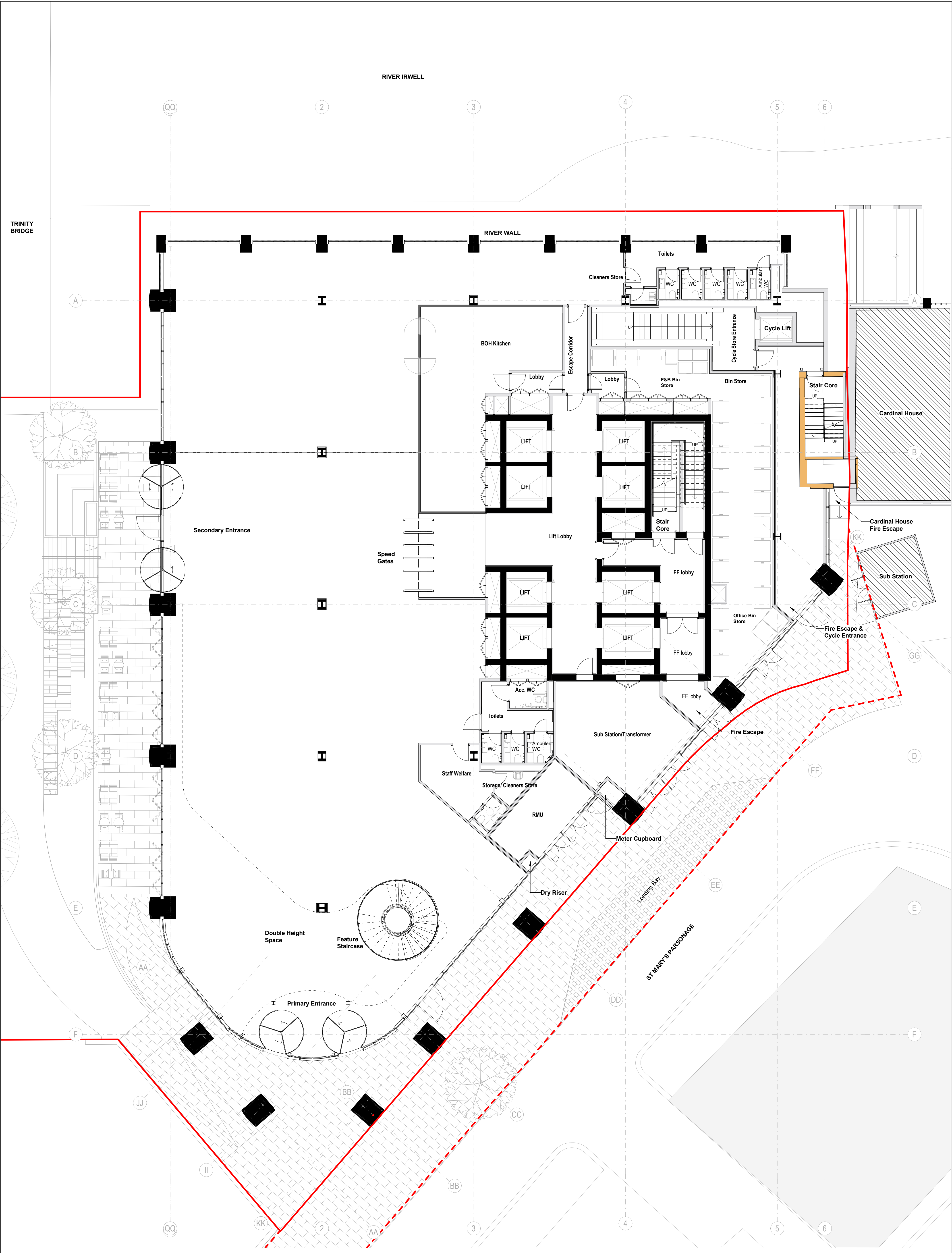
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
80058	- CUR	- XX	- 00	- D	- TP	- 05005	- P02

80058 Alberton House

Transport Statement



Appendix A – Proposed Site Layout



Keyplan

North

Notes:

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Key:

- Existing
- Proposed
- Cardinal House
- Alberton House Planning Application Boundary
- Extent of highways works to be delivered via s276 in association with this development

P02	Town Planning	24.06.22	DH	DNB
P01	Town Planning	17.06.22	WW	DNB
No.	Revision	Date	Initial	Chk'd

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30 Millbank, London SW1P 4DU
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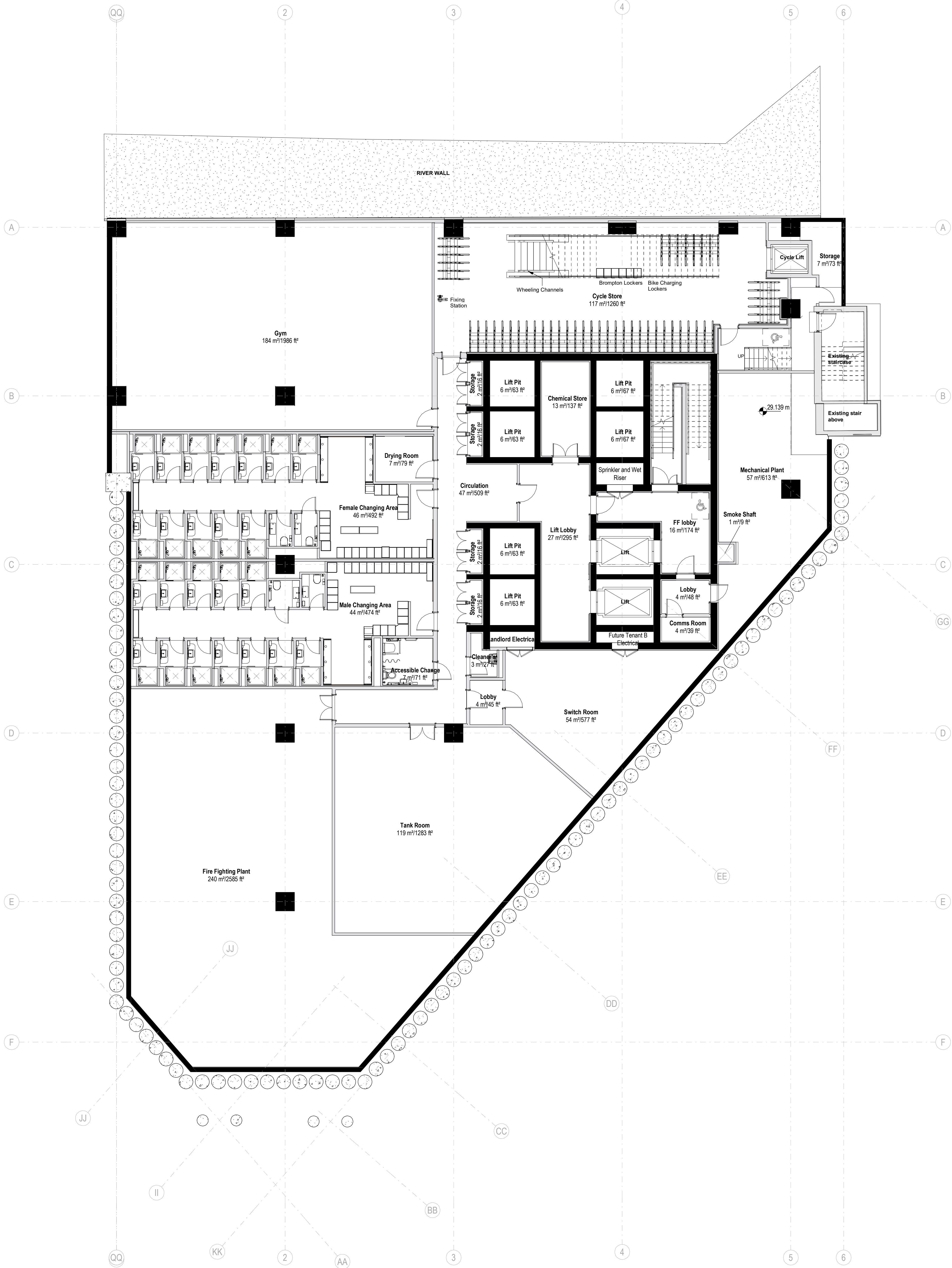
Alberton House
St Mary's Parsonage, Manchester

Proposed GA Plans
Ground Floor

Scale @A1 Status Suitability Revision
As indicated Planning S2 - P02

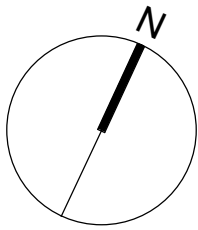
Project Code	Originator	Zone	Level	Type	Role	Class	Number
ALBH - EPR - ZZ - GF - TP - A - 02-0241							

EPR Project No
11343

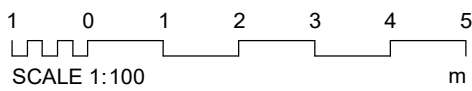


Keyplan

North



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P11	Stage 3 Issue	27.05.22	DH	DNB
P10	Draft Stage 3 Issue for Information	31.03.22	DH	DS
P09	Core updated	16.03.22	DH	DNB
P08	Issued for Information	08.02.22	DH	DNB
P07	Issue for Information	02.12.21	IS	ELC
P06	Stage 2 Issue for Information	18.10.21	DH	ELC
P05	Issued for Information	08.10.21	ELC	
P04	Interim Stage 2 Issue for Information	17.09.21	DH	ELC
P03	Issue for Coordination	06.09.21	DH	ELC
P02	Draft Issue for Information	29.07.21	DH	ELC
P01	Draft Issue for Information	25.05.21	DH	ELC

No.	Revision	Date	Initial	Chk'd
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30 Millbank, London SW1P 4DU
+44(0)20 7327800
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Alberton House
St Mary's Parsonage, Manchester
EPR Project No 11343

GA Plans
Proposed Basement Level Plan

Scale @A1 Status Suitability Revision
1 : 100 For Information S2 - P11

Project Code Originator Zone Level Type Role Class Number
ALBH - EPR - ZZ - B1 - DR - A - 02-1530

80058 Alberton House

Transport Statement



Appendix B – TRICS Output

Calculation Reference: AUDIT-148301-211027-1052

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 960 to 5736 (units: sqm)
 Range Selected by User: 178 to 70291 (units: sqm)

Parking Spaces Range: Selected: 0 to 100 Actual: 5 to 2923

Public Transport Provision:

Selection by: Include all surveys

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

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

Monday	2 days
Thursday	1 days
Friday	1 days

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

Manual count	4 days
Directional ATC Count	0 days

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

Town Centre	4
-------------	---

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

Built-Up Zone	4
---------------	---

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

Secondary Filtering selection:

Use Class:

Not Known 4 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:

5,001 to 10,000 1 days

15,001 to 20,000 1 days

25,001 to 50,000 2 days

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

Population within 5 miles:

250,001 to 500,000 2 days

500,001 or More 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 4 days

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 1 days

No 3 days

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

PTAL Rating:

No PTAL Present 4 days

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

LIST OF SITES relevant to selection parameters

1	BR-02-A-02	PLANNING & ENGINEERING	BRISTOL CITY
	ST THOMAS STREET		
	BRISTOL		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	5736 sqm	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
2	GM-02-A-08	REGUS	GREATER MANCHESTER
	FOUNTAIN STREET		
	MANCHESTER		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	3960 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
3	TW-02-A-07	OFFICES	TYNE & WEAR
	MULGRAVE TERRACE		
	GATESHEAD		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2090 sqm	
	Survey date: MONDAY	13/06/16	Survey Type: MANUAL
4	WK-02-A-01	OFFICES	WARWICKSHIRE
	WARWICK ROAD		
	COVENTRY		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	960 sqm	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL

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

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

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	4	3162	0.142	4	3162	0.000	4	3162	0.142
08:00 - 09:00	4	3162	0.459	4	3162	0.047	4	3162	0.506
09:00 - 10:00	4	3162	0.411	4	3162	0.063	4	3162	0.474
10:00 - 11:00	4	3162	0.142	4	3162	0.040	4	3162	0.182
11:00 - 12:00	4	3162	0.071	4	3162	0.119	4	3162	0.190
12:00 - 13:00	4	3162	0.174	4	3162	0.174	4	3162	0.348
13:00 - 14:00	4	3162	0.142	4	3162	0.103	4	3162	0.245
14:00 - 15:00	4	3162	0.095	4	3162	0.119	4	3162	0.214
15:00 - 16:00	4	3162	0.111	4	3162	0.095	4	3162	0.206
16:00 - 17:00	4	3162	0.103	4	3162	0.316	4	3162	0.419
17:00 - 18:00	4	3162	0.047	4	3162	0.380	4	3162	0.427
18:00 - 19:00	4	3162	0.024	4	3162	0.300	4	3162	0.324
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.921			1.756			3.677

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

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

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Parameter summary

Trip rate parameter range selected:	960 - 5736 (units: sqm)
Survey date range:	01/01/13 - 13/11/19
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TAXIS

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	4	3162	0.000	4	3162	0.000	4	3162	0.000
08:00 - 09:00	4	3162	0.016	4	3162	0.016	4	3162	0.032
09:00 - 10:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
10:00 - 11:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
11:00 - 12:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
12:00 - 13:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
13:00 - 14:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
14:00 - 15:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
15:00 - 16:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
16:00 - 17:00	4	3162	0.008	4	3162	0.008	4	3162	0.016
17:00 - 18:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
18:00 - 19:00	4	3162	0.008	4	3162	0.008	4	3162	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.032			0.064

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

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

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	3162	0.008	4	3162	0.000	4	3162	0.008
08:00 - 09:00	4	3162	0.000	4	3162	0.008	4	3162	0.008
09:00 - 10:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
10:00 - 11:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
11:00 - 12:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
12:00 - 13:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
13:00 - 14:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
14:00 - 15:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
15:00 - 16:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
16:00 - 17:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
17:00 - 18:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
18:00 - 19:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008	0.008			0.016		

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

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

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	4	3162	0.040	4	3162	0.000	4	3162	0.040
08:00 - 09:00	4	3162	0.221	4	3162	0.000	4	3162	0.221
09:00 - 10:00	4	3162	0.087	4	3162	0.000	4	3162	0.087
10:00 - 11:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
11:00 - 12:00	4	3162	0.000	4	3162	0.016	4	3162	0.016
12:00 - 13:00	4	3162	0.008	4	3162	0.000	4	3162	0.008
13:00 - 14:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
14:00 - 15:00	4	3162	0.000	4	3162	0.008	4	3162	0.008
15:00 - 16:00	4	3162	0.000	4	3162	0.016	4	3162	0.016
16:00 - 17:00	4	3162	0.000	4	3162	0.032	4	3162	0.032
17:00 - 18:00	4	3162	0.000	4	3162	0.182	4	3162	0.182
18:00 - 19:00	4	3162	0.000	4	3162	0.103	4	3162	0.103
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.356			0.357			0.713

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

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	4	3162	0.158	4	3162	0.000	4	3162	0.158
08:00 - 09:00	4	3162	0.498	4	3162	0.016	4	3162	0.514
09:00 - 10:00	4	3162	0.459	4	3162	0.055	4	3162	0.514
10:00 - 11:00	4	3162	0.158	4	3162	0.040	4	3162	0.198
11:00 - 12:00	4	3162	0.079	4	3162	0.127	4	3162	0.206
12:00 - 13:00	4	3162	0.174	4	3162	0.190	4	3162	0.364
13:00 - 14:00	4	3162	0.166	4	3162	0.127	4	3162	0.293
14:00 - 15:00	4	3162	0.111	4	3162	0.119	4	3162	0.230
15:00 - 16:00	4	3162	0.119	4	3162	0.127	4	3162	0.246
16:00 - 17:00	4	3162	0.103	4	3162	0.356	4	3162	0.459
17:00 - 18:00	4	3162	0.040	4	3162	0.459	4	3162	0.499
18:00 - 19:00	4	3162	0.008	4	3162	0.348	4	3162	0.356
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.073			1.964			4.037

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

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	4	3162	0.063	4	3162	0.024	4	3162	0.087
08:00 - 09:00	4	3162	0.324	4	3162	0.008	4	3162	0.332
09:00 - 10:00	4	3162	0.427	4	3162	0.221	4	3162	0.648
10:00 - 11:00	4	3162	0.474	4	3162	0.364	4	3162	0.838
11:00 - 12:00	4	3162	0.324	4	3162	0.419	4	3162	0.743
12:00 - 13:00	4	3162	0.577	4	3162	0.973	4	3162	1.550
13:00 - 14:00	4	3162	1.083	4	3162	0.467	4	3162	1.550
14:00 - 15:00	4	3162	0.364	4	3162	0.300	4	3162	0.664
15:00 - 16:00	4	3162	0.182	4	3162	0.087	4	3162	0.269
16:00 - 17:00	4	3162	0.095	4	3162	0.190	4	3162	0.285
17:00 - 18:00	4	3162	0.040	4	3162	0.554	4	3162	0.594
18:00 - 19:00	4	3162	0.008	4	3162	0.198	4	3162	0.206
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.961			3.805			7.766

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

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

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

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	4	3162	0.032	4	3162	0.000	4	3162	0.032
08:00 - 09:00	4	3162	0.150	4	3162	0.000	4	3162	0.150
09:00 - 10:00	4	3162	0.229	4	3162	0.000	4	3162	0.229
10:00 - 11:00	4	3162	0.040	4	3162	0.000	4	3162	0.040
11:00 - 12:00	4	3162	0.032	4	3162	0.024	4	3162	0.056
12:00 - 13:00	4	3162	0.032	4	3162	0.079	4	3162	0.111
13:00 - 14:00	4	3162	0.000	4	3162	0.024	4	3162	0.024
14:00 - 15:00	4	3162	0.000	4	3162	0.024	4	3162	0.024
15:00 - 16:00	4	3162	0.024	4	3162	0.032	4	3162	0.056
16:00 - 17:00	4	3162	0.000	4	3162	0.095	4	3162	0.095
17:00 - 18:00	4	3162	0.000	4	3162	0.182	4	3162	0.182
18:00 - 19:00	4	3162	0.000	4	3162	0.103	4	3162	0.103
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.539			0.563			1.102

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

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

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

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	4	3162	0.016	4	3162	0.000	4	3162	0.016
08:00 - 09:00	4	3162	0.214	4	3162	0.000	4	3162	0.214
09:00 - 10:00	4	3162	0.229	4	3162	0.000	4	3162	0.229
10:00 - 11:00	4	3162	0.032	4	3162	0.000	4	3162	0.032
11:00 - 12:00	4	3162	0.032	4	3162	0.000	4	3162	0.032
12:00 - 13:00	4	3162	0.016	4	3162	0.024	4	3162	0.040
13:00 - 14:00	4	3162	0.008	4	3162	0.032	4	3162	0.040
14:00 - 15:00	4	3162	0.024	4	3162	0.024	4	3162	0.048
15:00 - 16:00	4	3162	0.008	4	3162	0.024	4	3162	0.032
16:00 - 17:00	4	3162	0.016	4	3162	0.079	4	3162	0.095
17:00 - 18:00	4	3162	0.000	4	3162	0.308	4	3162	0.308
18:00 - 19:00	4	3162	0.000	4	3162	0.134	4	3162	0.134
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.595			0.625			1.220

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

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

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

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	4	3162	0.047	4	3162	0.000	4	3162	0.047
08:00 - 09:00	4	3162	0.364	4	3162	0.000	4	3162	0.364
09:00 - 10:00	4	3162	0.459	4	3162	0.000	4	3162	0.459
10:00 - 11:00	4	3162	0.071	4	3162	0.000	4	3162	0.071
11:00 - 12:00	4	3162	0.063	4	3162	0.024	4	3162	0.087
12:00 - 13:00	4	3162	0.047	4	3162	0.103	4	3162	0.150
13:00 - 14:00	4	3162	0.008	4	3162	0.055	4	3162	0.063
14:00 - 15:00	4	3162	0.024	4	3162	0.047	4	3162	0.071
15:00 - 16:00	4	3162	0.032	4	3162	0.055	4	3162	0.087
16:00 - 17:00	4	3162	0.016	4	3162	0.174	4	3162	0.190
17:00 - 18:00	4	3162	0.000	4	3162	0.490	4	3162	0.490
18:00 - 19:00	4	3162	0.000	4	3162	0.237	4	3162	0.237
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.131			1.185			2.316

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

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	4	3162	0.308	4	3162	0.024	4	3162	0.332
08:00 - 09:00	4	3162	1.408	4	3162	0.024	4	3162	1.432
09:00 - 10:00	4	3162	1.431	4	3162	0.277	4	3162	1.708
10:00 - 11:00	4	3162	0.704	4	3162	0.403	4	3162	1.107
11:00 - 12:00	4	3162	0.467	4	3162	0.585	4	3162	1.052
12:00 - 13:00	4	3162	0.807	4	3162	1.265	4	3162	2.072
13:00 - 14:00	4	3162	1.257	4	3162	0.648	4	3162	1.905
14:00 - 15:00	4	3162	0.498	4	3162	0.474	4	3162	0.972
15:00 - 16:00	4	3162	0.332	4	3162	0.285	4	3162	0.617
16:00 - 17:00	4	3162	0.214	4	3162	0.751	4	3162	0.965
17:00 - 18:00	4	3162	0.079	4	3162	1.684	4	3162	1.763
18:00 - 19:00	4	3162	0.016	4	3162	0.886	4	3162	0.902
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.521			7.306			14.827

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

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

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

MULTI-MODAL CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

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	4	3162	0.127	4	3162	0.000	4	3162	0.127
08:00 - 09:00	4	3162	0.419	4	3162	0.016	4	3162	0.435
09:00 - 10:00	4	3162	0.403	4	3162	0.063	4	3162	0.466
10:00 - 11:00	4	3162	0.134	4	3162	0.032	4	3162	0.166
11:00 - 12:00	4	3162	0.063	4	3162	0.119	4	3162	0.182
12:00 - 13:00	4	3162	0.134	4	3162	0.134	4	3162	0.268
13:00 - 14:00	4	3162	0.142	4	3162	0.095	4	3162	0.237
14:00 - 15:00	4	3162	0.087	4	3162	0.111	4	3162	0.198
15:00 - 16:00	4	3162	0.103	4	3162	0.087	4	3162	0.190
16:00 - 17:00	4	3162	0.079	4	3162	0.285	4	3162	0.364
17:00 - 18:00	4	3162	0.040	4	3162	0.348	4	3162	0.388
18:00 - 19:00	4	3162	0.016	4	3162	0.293	4	3162	0.309
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.747			1.583			3.330

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

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

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

MULTI-MODAL LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

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	4	3162	0.000	4	3162	0.000	4	3162	0.000
08:00 - 09:00	4	3162	0.008	4	3162	0.008	4	3162	0.016
09:00 - 10:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
10:00 - 11:00	4	3162	0.008	4	3162	0.008	4	3162	0.016
11:00 - 12:00	4	3162	0.008	4	3162	0.000	4	3162	0.008
12:00 - 13:00	4	3162	0.040	4	3162	0.040	4	3162	0.080
13:00 - 14:00	4	3162	0.000	4	3162	0.008	4	3162	0.008
14:00 - 15:00	4	3162	0.008	4	3162	0.008	4	3162	0.016
15:00 - 16:00	4	3162	0.008	4	3162	0.008	4	3162	0.016
16:00 - 17:00	4	3162	0.016	4	3162	0.016	4	3162	0.032
17:00 - 18:00	4	3162	0.008	4	3162	0.008	4	3162	0.016
18:00 - 19:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.104			0.104			0.208

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

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

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

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	4	3162	0.008	4	3162	0.000	4	3162	0.008
08:00 - 09:00	4	3162	0.016	4	3162	0.000	4	3162	0.016
09:00 - 10:00	4	3162	0.008	4	3162	0.000	4	3162	0.008
10:00 - 11:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
11:00 - 12:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
12:00 - 13:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
13:00 - 14:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
14:00 - 15:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
15:00 - 16:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
16:00 - 17:00	4	3162	0.000	4	3162	0.008	4	3162	0.008
17:00 - 18:00	4	3162	0.000	4	3162	0.024	4	3162	0.024
18:00 - 19:00	4	3162	0.000	4	3162	0.000	4	3162	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032				0.032	0.064	

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

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

Our Locations

Birmingham

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

Bristol

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

Cambridge

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

Cardiff

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

Douglas

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

Dublin

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

Edinburgh

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

Glasgow

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

Kendal

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

Leeds

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

Liverpool

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

London

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

Manchester

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

Nottingham

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