

One North Parade Transport Statement

Curtins Ref: 085544-CUR-XX-XX-T-TP-00001

Revision: P04

Issue Date: 17 October 2025

Client Name: Beaconsfield Commercial Ltd

Client Address: 47-49 King Street, Manchester M2 7AY.

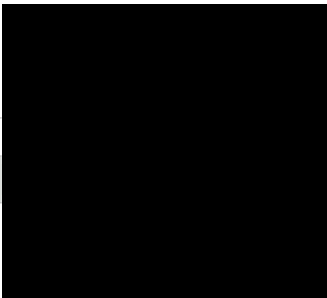
Site Address: 1 North Parade, Manchester M3 2NH and 5 Parsonage, Manchester M3 2HS.

Control Sheet

Rev	Description	Checked	Issued	Date
P01	Draft Issue, for BREEAM info	AV	LL	4 February 2025
P02	Second Issue, for Review	DD	DD	21 March 2025
P03	Third Issue, for Review	MR	MR	27 May 2025
P04	Fourth Issue, for Review	MR	MR	17 October 2025

This report has been prepared for the sole benefit, use, and information for the client. The liability of Curtins with respect to the information contained in the report will not extend to any third party.

Author	Signature	Date
Lynnie Ler MEng (Hons) MCIHT Senior Transport Planner		17 October 2025
Matt Riley BA (Hons) MSc MCIHT Transport Planner		17 October 2025

Reviewed	Signature	Date
Alex Vogt BSc (Hons) MSc FCIHT TPP Board Director		17 October 2025

Authorised			Date
Alex Vogt BSc (Hons) MSc FCIHT TPP Board Director			17 October 2025

Table of Contents

1.0	Introduction.....	1
1.1	Background	1
1.2	Purpose of the Report	1
1.3	Scope of the Report	2
1.4	Structure of the Report	2
2.0	Existing Situation	3
2.1	Site Location.....	3
2.2	Existing Use and Access.....	5
2.3	Surrounding Highway Network.....	5
2.4	Access for Mobility and Visually Impaired Users	7
2.5	Highway Safety	8
3.0	Development Proposals	10
3.1	Overview of Proposals	10
3.2	Proposed Access Arrangements.....	10
3.3	Proposed Parking Provision	12
3.4	Proposed Servicing Arrangements	17
3.5	Construction Traffic Management.....	18
3.6	Transport Vision	19
4.0	Accessibility by Sustainable Modes of Travel	20
4.1	Introduction.....	20
4.2	Pedestrian Accessibility	20
4.3	Cycle Accessibility.....	22
4.4	Public Transport Accessibility	24
4.5	Summary	31
5.0	Building Research Establishment Environmental Assessment Method (BREEAM).....	32
5.1	Introduction.....	32
6.0	Traffic Forecasting	36
6.1	Introduction.....	36
6.2	Extant Trip Generation	36
6.3	Forecast Trip Generation	37
6.4	Net Trip Generation.....	38
6.5	Sensitivity Test: Combining TRICS and Census Data	39
6.6	Summary	42
7.0	Transport Planning Policy.....	43
7.1	Introduction.....	43
7.2	National Planning Policy Framework (December 2024)	43

7.3	Planning Practice Guidance (PPG).....	45
7.4	Greater Manchester Transport Strategy 2040	45
7.5	Manchester Core Strategy (2012 – 2027).....	46
7.6	Conclusions	47
8.0	Summary and Conclusions	48
8.1	Summary	48
8.2	Conclusions	49

Figures

Figure 2.1	– St Marys Parsonage SRF Character Zones	3
Figure 2.2	– Site Location	4
Figure 2.3	– Area Assessed for Collision Data (5 years).....	8
Figure 3.1	– Proposed Street Hierarchy	11
Figure 3.2	– Enterprise Car Club Locations in Manchester City Centre.....	14
Figure 3.3	– Electric Vehicle (EV) Charge Points in the vicinity of the site	15
Figure 4.1	– 25-minute Walking Isochrone from Site	21
Figure 4.2	– Local Cycle Network.....	23
Figure 4.3	– Bike Hire Docking Stations in the Vicinity of the Site	24
Figure 4.4	– Public Transport Network in the Vicinity of the Site	25
Figure 4.5	– Free Bus Route and Timetable.....	27
Figure 4.6	– Rail and Metrolink Network in the Vicinity of the Site	29
Figure 4.7	– Greater Manchester Metrolink Network.....	30

Tables

Table 2.1	– Collision Data Summary.....	9
Table 3.1	– Existing Off-site Car Parking Provision	12
Table 4.1	– Number and Type of Existing Accessible Amenities within 500m of the Site	20
Table 4.2	– Summary of Bus Service Frequencies in the Vicinity of the Site	27
Table 5.1	– BREEAM Credits Targeted	34
Table 6.1	– Extant Multi-Modal Trip Rates	36
Table 6.2	– Extant Multi-Modal Trip Generation	37
Table 6.3	– Restaurant Multi-Modal Trip Rates	37
Table 6.4	– Proposed Multi-Modal Trip Generation	38
Table 6.5	– Net Trip Generation.....	38
Table 6.6	– Multi-Modal Sensitivity Test: Proposed Person Trips	39
Table 6.7	– Multi-Modal Sensitivity Test: Method of Travel to Work.....	40
Table 6.8	– Multi-Modal Sensitivity Test: Mode Share for Travel to Work.....	40

Table 6.9 – Multi-Modal Sensitivity Test: Net Trip Generation..... 41

Drawings

- Drawing 085544-CUR-XX-00-D-TP-75001** – Loading Bay
- Drawing 085544-CUR-XX-00-D-TP-05001** – (Swept Path Analysis) – 11.2m Large Refuse Vehicle
- Drawing 085544-CUR-XX-00-D-TP-05002** – (Swept Path Analysis) – 7.5t Panel Van

Appendices

- Appendix A** – Proposed Site Layout
- Appendix B** – TRICS Output

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Beaconsfield Commercial Ltd to provide traffic and transportation advice in relation to the proposed redevelopment of existing buildings to the north of Parsonage Gardens in Manchester City Centre to bring forward office uses.
- 1.1.2 Plans to redevelop the buildings were initially introduced in October 2020, however, have since been developed. The initial proposals were for the proposed building to be c. 14-storeys tall, primarily comprising office space with some amenity / wellbeing space, a restaurant on the ground floor, and a rooftop terrace. It was also proposed that to support sustainable modes of travel, there would be no car parking proposed, and the development would comprise cycle storage with ample facilities such as showers, lockers, changing facilities, and a drying room.
- 1.1.3 Since then, the plans have shifted significantly towards quality, sustainability and wellbeing in the post-pandemic context. The new proposals are reduced in scale and carefully considers how the new building would relate to the surrounding context. The building would be designed to the highest sustainability credentials to ensure it supports Manchester City Council's zero carbon ambitions.
- 1.1.4 The proposed building would be c. 14-storeys tall, with c. 11,054m² Gross Internal Area (GIA) of floorspace. Of the total floorspace, c. 10,015m² are attributed to office spaces, 635m² are attributed to restaurant use on the ground and mezzanine floors, and the remainder are back-of-house, circulation, reception, facilities, and plant floorspace.
- 1.1.5 Similar to the 2020 proposals, there would be no car parking proposed, and the development would comprise a cycle store with storage in the form of bike racks and accompanying facilities such as showers and lockers in the basement level.
- 1.1.6 The proposed ground floor and basement level layout plans are included in **Appendix A**.

1.2 Purpose of the Report

- 1.2.1 This Transport Statement (TS) has been prepared to inform Highway Officers at 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 Additionally, the TS is supported by an Interim Travel Plan (Document Reference: **085544-CUR-XX-XX-T-TP-00002**) with measures and initiatives to encourage active and sustainable travel.

- 1.2.3 Furthermore, the development would also be assessed under Building Research Establishment Environmental Assessment Method (BREEAM) New Construction V6.1 standards for non-domestic buildings and would seek to demonstrate compliance by obtaining a number of credits.

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 On this basis, the TS contains the following:

- A description of the highway network in the vicinity of the site;
- A review of the collision record in the immediate vicinity of the site for a five-year period;
- A summary of the development proposals, access, and servicing arrangements;
- A review of accessibility by all sustainable modes of travel;
- Commentary on the highway impact associated with the development proposals; and
- A summary of relevant transport planning policy.

1.4 Structure of the Report

- 1.4.1 Following this introduction, **Section 2** of the report provides a 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 collisions 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 and servicing 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 BREEAM's New Construction V6.1 standards.
- 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 conclusions.

2.0 Existing Situation

2.1 Site Location

- 2.1.1 The site is within the Parsonage Gardens Conservation Area within Manchester City Centre and is one of six 'Opportunity Sites' identified in the St Mary's Parsonage Strategic Regeneration Framework (SRF). The SRF sets out a vision to realise the full potential of this well-connected part of the city centre, between the key routes of Deansgate, Bridge Street and Blackfriars Street.
- 2.1.2 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.
- 2.1.3 Since the SRF was adopted by Manchester City Council's Executive in August 2020, a number of similar commercial developments have come forward in the SRF area, including:
- The Kendals scheme (MCC planning reference: 129251/FO/2021) – Approved in June 2021;
 - The Alberton (MCC planning reference: 134287/FO/2022) – Approved November 2022; and
 - Albert Bridge House (MCC planning reference: 135834/FO/2022) – Approved May 2023.
- 2.1.4 The site is located within Zone 3 of the wider SRF area, which is characterised by Parsonage Gardens forming a focal point for existing buildings as shown in **Figure 2.1** below:

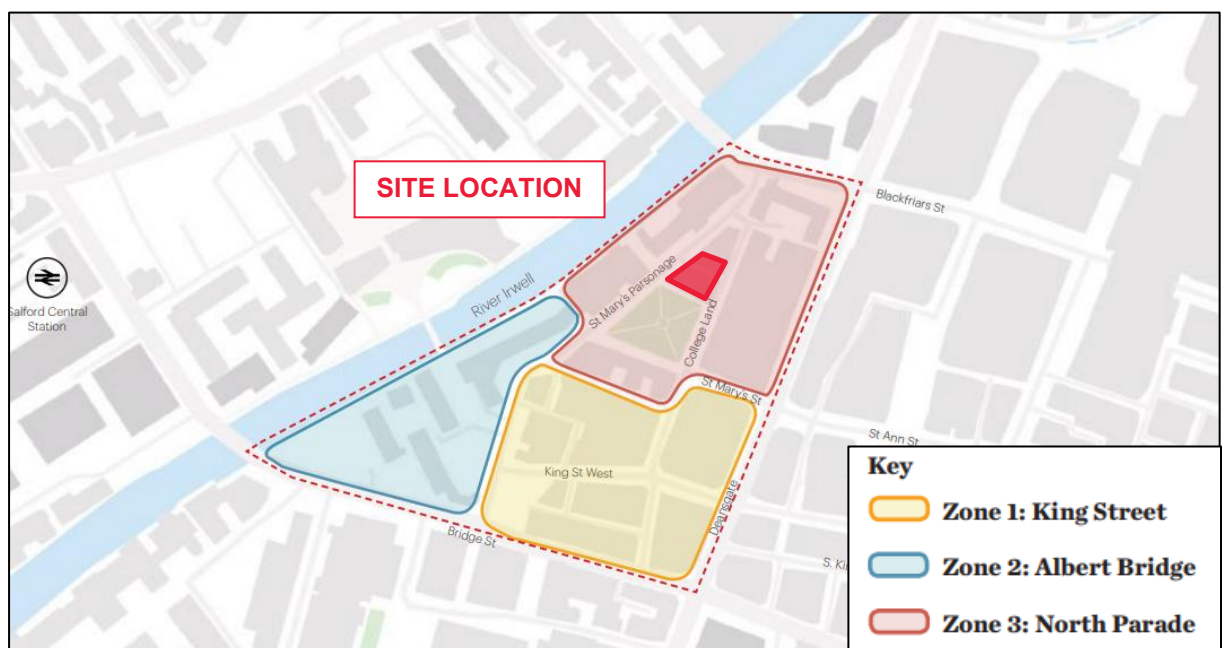


Figure 2.1 – St Marys Parsonage SRF Character Zones
(Source: KPF Architects, 2020)

- 2.1.5 The SRF area is in a prime location, with easy access of a full range of retail choices, employment opportunities, leisure destinations and transport connections. The area itself also benefits from a range

of unique assets, including its adjacency to the River Irwell, its heritage assets and character with Parsonage Gardens; a unique green space for Manchester City Centre at its very heart.

- 2.1.6 Notwithstanding the above, the area does not currently maximise the strength of its connections to surrounding areas, with the linkages around the site constraining the SRF area rather than integrating into the wider City Centre.
- 2.1.7 As such, the proposed development at One North Parade forms part of the opportunity to redefine the area's strategic priorities and maximise the area's wider improvement for the benefit of residents, businesses, staff, and visitors.
- 2.1.8 The site comprises 1 North Parade and 5 Parsonage. The site is bound by North Parade to the south, College Land to the east, 3 Parsonage to the north, and Parsonage to the west. Back College Land bisects the site between 1 North Parade and 5 Parsonage. **Figure 2.2** below shows the site in a local context relating to the local highway network:

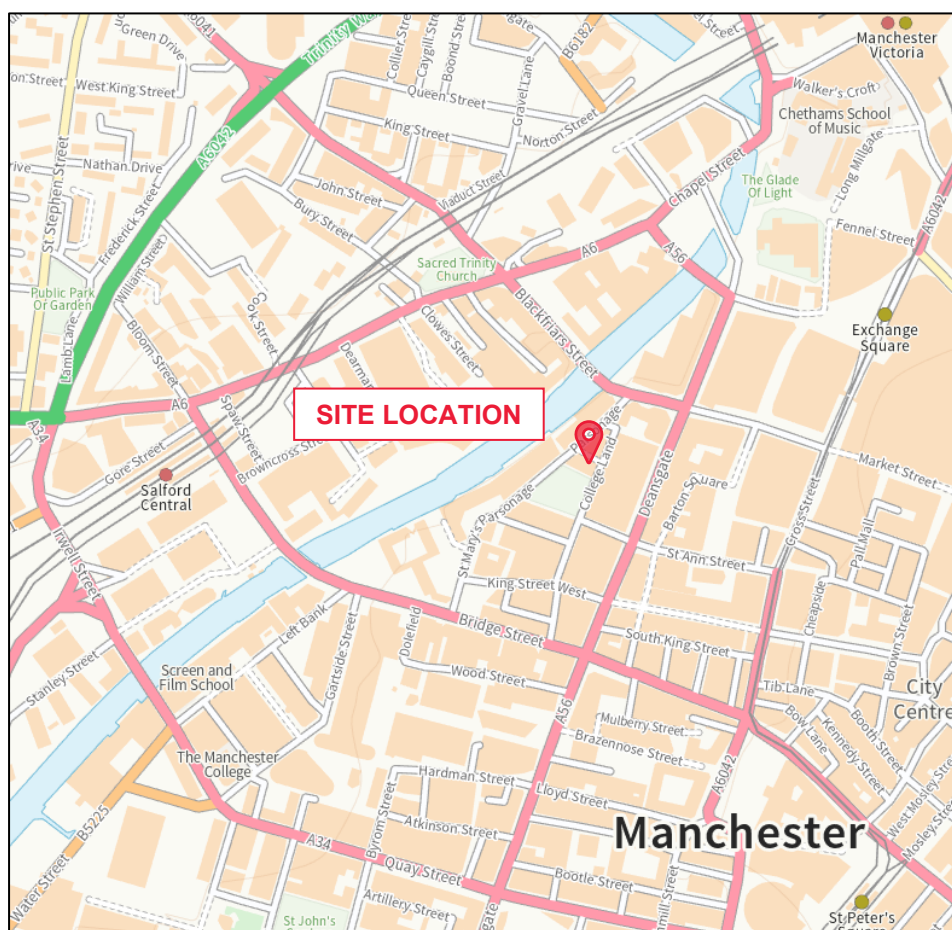


Figure 2.2 – Site Location
(Source: OS Maps, 2024)

2.2 Existing Use and Access

- 2.2.1 The existing buildings are c. 5-storeys tall and comprise a total Gross Internal Area (GIA) of c. 4,000m², with a basement level. The main use of the buildings is office space.

Vehicular Access

- 2.2.2 There is no vehicular access into the buildings, however there are on-street pay-and-display parking bays located on the western perimeter of the site along Parsonage.

Pedestrian Access

- 2.2.3 The main pedestrian accesses to 1 North Parade are located along North Parade, fronting Parsonage Gardens. Whereas the main pedestrian access to 5 Parsonage is located at the western side of the building, fronting Parsonage.
- 2.2.4 There are also emergency exits located along the perimeter of the buildings, however these are not open to public access.

2.3 Surrounding Highway Network

North Parade

- 2.3.1 Forming the southern boundary of the site, North Parade extends for c. 40m between St Mary's Parsonage / Parsonage and College Land, and is entirely pedestrianised.
- 2.3.2 North Parade measures c. 3m in width and is separated from Parsonage Gardens by a brick wall. The pavement is well-lit, and there are dropped kerbs with tactile paving at both ends of the road.

College Land / Back College Land

- 2.3.3 To the east of the site, College Land extends for c. 120m as a continuation from Southgate to a priority junction with Parsonage in the north. The road is subject to one-way traffic in the northbound direction, which is clearly signed at both ends of the road. Whereas Back College Land bisects the site and extends for c. 30m between Parsonage and College Land.
- 2.3.4 College Land has a narrow width of c. 3.5m and is primarily used as a route for service and refuse vehicles. This can be observed by bins lined up along the footway and carriageway throughout its length. Back College Land is slightly narrower at c. 3m-wide. A stopping-up order for Back College Land was obtained in 1985, however, there is no physical infrastructure preventing vehicular entry. It is understood from discussion with MCC Highways that the road could have attracted rights, therefore a stopping up order would be progressed as part of the planning application for the proposed development.
- 2.3.5 It is not envisaged that pedestrian footfall along both roads is prominent, as pedestrian infrastructure is available in the form of narrow footways under 1m in width.

- 2.3.6 College Land is subject to a speed limit of 20mph and parking restrictions in the form of double yellow lines (no waiting at any time) throughout its entire length.

St Mary's Parsonage / Parsonage

- 2.3.7 Forming the western boundary of the site, Parsonage commences at a priority junction with Blackfriars Street in the north, then extends for c. 100m in a southerly direction. The road subsequently continues as St Mary's Parsonage for c. 225m, where it meets the A34 Bridge Street at a signalised junction.
- 2.3.8 In the vicinity of the site, the road comprises a single carriageway with an average width of c. 6.5m, although the usable width of the carriageway is narrower at certain points. This is because the site is located within Zone 1 of Manchester City Centre's Controlled Parking Zone (CPZ), as such there are many pay-and-display parking bays along the eastern side of the carriageway.
- 2.3.9 The pay-and-display parking charges within Zone 1 are up to £6.00 for a maximum stay of two hours, which is 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).
- 2.3.10 Pedestrian infrastructure is in good condition with footways of up to 4m in width, adequate street lighting, dropped kerbs, and a signalised crossing point with tactile paving at the junction with the A34 Bridge Street. Both roads are subject to a 20mph speed limit and have parking restrictions in the form of double yellow parking lines (where there are no parking bays), and a yellow box junction at the southern end of St Mary's Parsonage.

Blackfriars Street / Blackfriars Road

- 2.3.11 Further to the north of the site, Blackfriars Street and subsequently Blackfriars Road is a key route connecting the site to the Inner Manchester Ring Road. Blackfriars Street commences at a signalised junction with St Mary's Gate and the A56 Deansgate in the east, then extends for c. 260m in a north-westerly direction over the River Irwell, where it meets Chapel Street and Blackfriars Road at a four-arm signalised junction. Blackfriars Road then continues for c. 350m, where it approaches a signalised junction with the A6042 Trinity Way / Ring Road and continues as the A6041 Blackfriars Road.
- 2.3.12 In the vicinity of the site, Blackfriars Street comprises a single carriageway with an average width of c. 7m, although the usable road width narrows at several points to accommodate cycle lanes. The road is also one-way in a north-westerly direction, and there is no vehicular access between Parsonage and Blackfriars Street as this junction has recently been narrowed down to cycle access, with dropped kerbs and tactile paving for pedestrian amenity.
- 2.3.13 Pedestrian infrastructure along the road is good, with footways of c. 3m in width and dropped kerbs (currently along one side of the carriageway only due to construction works). There are also signalised crossing points with tactile paving at each of the major junctions along the roads.

- 2.3.14 There is good cycle infrastructure along Blackfriars Road and Blackfriars Street, with on-road cycle lanes in both directions along its entire length. There are also advance cycle stop lanes at the signalised junctions along the road. The roads are subject to a speed limit of 30mph.

A56 Deansgate

- 2.3.15 Further to the east of the site, 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. The road also has a large number of active frontages in the vicinity of the site with a selection of commercial uses including retail, restaurants, cafés, and bars amongst others.
- 2.3.16 The A56 Deansgate commences to the south at the signalised junction with Whitworth Street West as a continuation of A56 Bridgewater Viaduct. The road extends for approximately 1.2km towards the north, where it continues as Victoria Street at a signalised junction with Victoria Bridge Street and Cateaton Street.
- 2.3.17 The A56 Deansgate is approximately 8m wide with footways provided along both sides of the carriageway. In the vicinity of the site, the road is one-way in a southerly direction with a mix of regular and contraflow cycle lanes. This one-way section extends from its junction with Blackfriars Street / St Mary's Gate to Quay Street / Peter Street.
- 2.3.18 In the vicinity of the site, footways are c. 4.5m wide on both sides of the road, complete with dropped kerbs and tactile paving, along with a signalised crossing at the junctions with St Mary's Gate and St Ann Street to facilitate safe pedestrian crossing. The A56 Deansgate is well-lit with street lighting present at regular intervals. There is also cycle provision in the form of advanced cycle stop lanes at signalised junctions.
- 2.3.19 There are also bus stops along the A56 Deansgate which are within a short walking distance from the site, and there are flags and poles with timetable information at these bus stops. Further details about bus services and frequencies are included in **Section 4.4** below.
- 2.3.20 The road is subject to a speed limit of 20mph and has parking restrictions in the form of double and single yellow lines in the vicinity of the site (single yellow restrictions permit loading and unloading adjacent to the retail and bar units along the road). At major signalised junctions, there are also yellow box junctions to prevent congestion.

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 have young children, and those who are disabled and / or visually impaired.

- 2.4.2 Dropped kerbs and tactile paving are present at every signalised pedestrian crossing point in the vicinity of the site.

2.5 Highway Safety

- 2.5.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the Transport for Greater Manchester (TfGM) reported road accidents website for the most recent five years (2019 – 2023 inclusive).
- 2.5.2 The search area included local roads within close proximity of the site, shown in **Figure 2.3** below. A breakdown of the information is contained in **Table 2.1**:

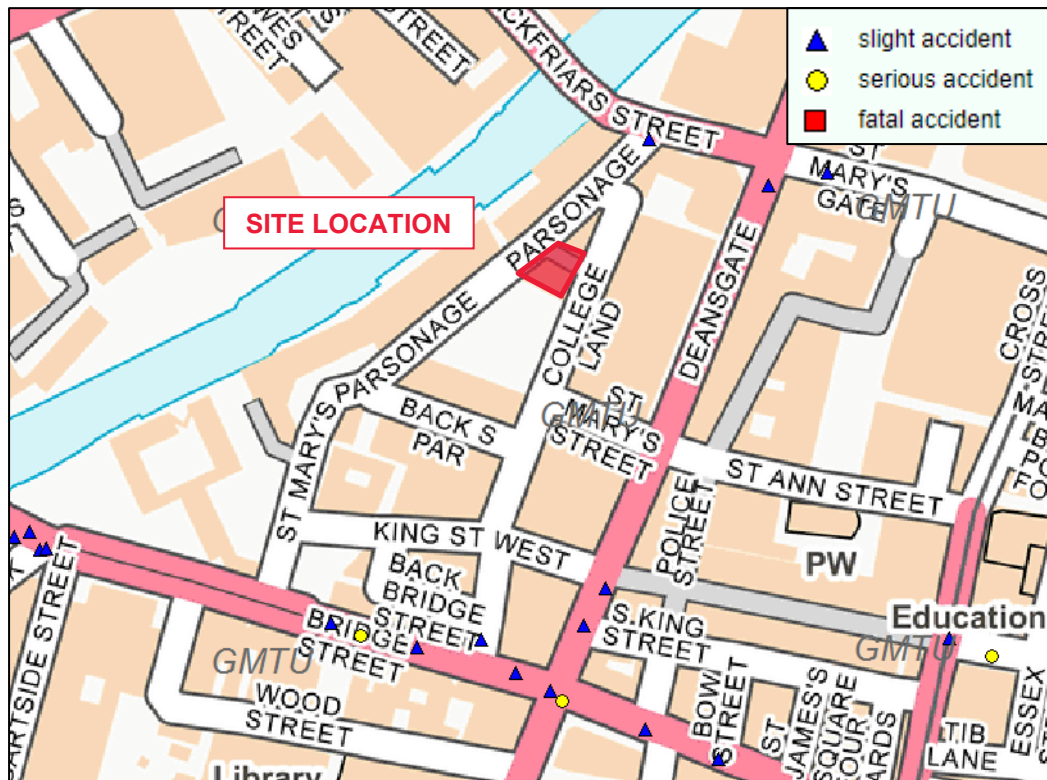


Figure 2.3 – Area Assessed for Collision Data (5 years)
(Source: TfGM, 2024)

Junction / Link	Slight	Serious	Fatal	Total
Parsonage / Blackfriars Street	1	0	0	1
Deansgate / Blackfriars Street / St Mary's Gate	2	0	0	2
King Street West / A56 Deansgate / King Street	1	0	0	1
A56 Deansgate / South King Street	1	0	0	1
A56 Deansgate / A34 Bridge Street / John Dalton Street	2	1	0	3
A34 Bridge Street / Southgate	1	0	0	1
A34 Bridge Street	2	1	0	3

Junction / Link	Slight	Serious	Fatal	Total
Total	10	2	0	12

Table 2.1 – Collision Data Summary

- 2.5.3 There has been a total of 12 collisions in the latest five-year period available, 10 of which were ‘slight’ severity collisions and 2 of which were ‘serious’ severity collisions. No fatal collisions have been recorded in the study area and period.
- 2.5.4 The collisions are generally spread out across the study area, with no notable clusters. There have also not been any collisions reported in the immediate vicinity of the site.
- 2.5.5 Whilst all collisions are regrettable, the review does not highlight any clusters of collisions with common causation factors that would warrant further investigation in relation to the proposed development.

3.0 Development Proposals

3.1 Overview of Proposals

- 3.1.1 The proposed development involves the redevelopment of 1 North Parade and 5 Parsonage to the north of Parsonage Gardens in Manchester City Centre to bring forward office uses.
- 3.1.2 The proposed building would be c. 14-storeys tall, with c. 11,054m² Gross Internal Area (GIA) of floorspace. Of the total floorspace, c. 10,015m² are attributed to office spaces, 635m² are attributed to restaurant use on the ground and mezzanine floors, and the remainder are back-of-house, circulation, reception, facilities, and plant floorspace.
- 3.1.3 Similar to the 2020 proposals, there would be no car parking proposed, and the development would comprise a cycle store with storage in the form of bike racks, and accompanying facilities such as showers and lockers in the basement level.
- 3.1.4 The proposed ground floor and basement level layout plans are included in **Appendix A**.
- 3.1.5 To accommodate the proposals, the whole of Back College Land would be stopped-up. Section 247 of the Town and Country Planning Act of 1990 outlines the following:

'The Secretary of State may by order authorise the stopping up or diversion of any highway if he is satisfied that it is necessary to do so in order to enable development to be carried out....'

- 3.1.6 As such, it is intended that a Section 247 application is submitted to run parallel with the planning application.

3.2 Proposed Access Arrangements

Vehicular Access

- 3.2.1 There will be no vehicular access directly into the building as there is no proposed parking provision. Vehicular traffic would be kept to the western perimeter of the site along Parsonage.
- 3.2.2 It is also proposed that there would be a loading bay which could be used as a drop-off / pick-up area adjacent to the entrance to the restaurant reception at Parsonage. The loading bay would measure c. 2.7m x 11m, and is shown in **Drawing 085544-CUR-00-XX-DR-TP-75001** to the rear of the report. The loading bay would be located in the gap between the pay and display parking bays (existing western end of Back College Land) and would not interfere with the operations of the existing parking bays.

Pedestrian and Cycle Access

- 3.2.3 The main pedestrian access into the site would be along the western, southern, and eastern perimeters, where the ground floor restaurant would have a direct frontage onto Parsonage. Whereas, the reception

of the office buildings could be accessed from North Parade and College Land, which leads pedestrians to the stairway and lifts.

- 3.2.4 Level access into the buildings will be provided for pedestrians and cyclists (all types of users regardless of the level of mobility or visual impairment) across all areas within the site in the form of ramps and lifts where necessary. There would also be accessible toilets.
- 3.2.5 Cyclists can also gain access to the building from the east along College Land. There would be a secondary entrance along College Land which leads to a service lift, where cyclists can access the cycle store in the basement.
- 3.2.6 As part of the wider St Marys Parsonage Strategic Regeneration Framework (SRF), there are also plans to enhance the public realm surrounding the site such as improving paving, curbing, lighting, signage and wayfinding, security devices (bollards), public seating and landscape features to reinforce the cohesive character of the area. The proposed street hierarchy is shown in **Figure 3.1** below:

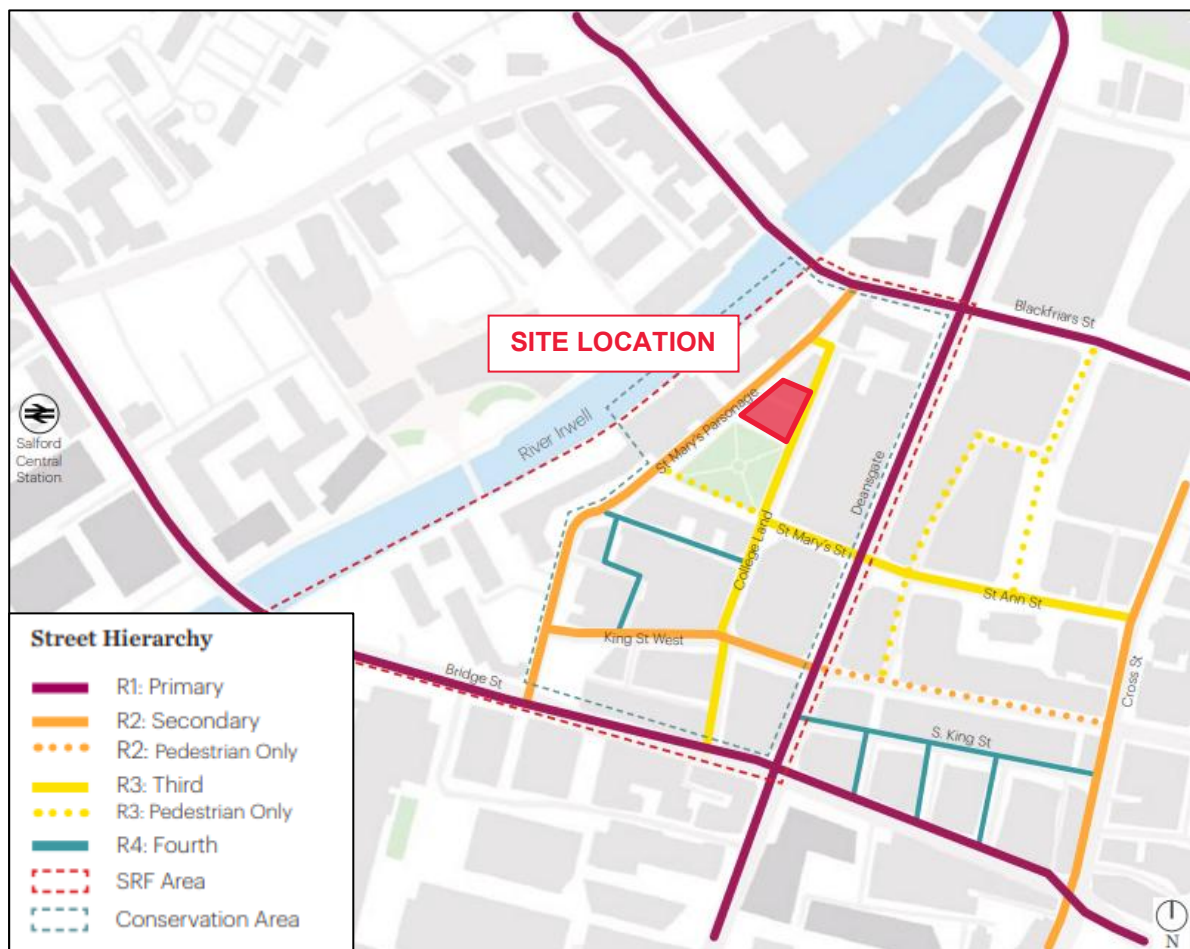


Figure 3.1 – Proposed Street Hierarchy
(Source: KPF Architects, 2020)

- 3.2.7 Parsonage Gardens is also envisaged to undergo significant restoration of landscaping, seating and wayfinding, to promote ease of access and user comfort and activity. This would ensure that the site is fully permeable from its western, eastern, and southern perimeters.

3.3 Proposed Parking Provision

Car Parking

- 3.3.1 Considering the site's central location in Manchester centre, and its accessibility by active travel and public transport (as described in **Section 4**), close proximity to key amenities, the proposed development does not include any dedicated car parking spaces. The development is therefore proposed as car-free.
- 3.3.2 A car-free provision is not unusual for city centre developments, particularly those benefiting from excellent transport links and a highly sustainable location. It is considered that the excellent accessibility of the site for pedestrians, cyclists, and public transport users would contribute to keep the site's car trip generation at minimum levels. This would be supported by a number of initiatives as set out below.

Nearby Parking Facilities

- 3.3.3 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 500m 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 3.1**:

Car Park	Car Park Location	Approximate Walking Distance from Site	Approximate Number of Spaces	Disabled Bays	Electric Vehicle (EV) Charging Bays
1	Deansgate, M3 1RH	110m	86	✓*	0
2	King Street West, M3 2WY	190m	537	✓*	0
3	Marks & Spencer, M1 1WT	300m	155	✓*	✓*
4	Harding Street Arches, M3 7BX	350m	24	0	0
5	Bridge Street, M3 5AH	400m	65	0	0
6	Wood Street, M3 3EF	400m	32	0	0
7	Browncross Street, M3 5FU	500m	118	0	0
8	Cross Street, M3 7AX	500m	13	0	0
Total:			1,030	✓*	✓*

Table 3.1 – Existing Off-site Car Parking Provision

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

- 3.3.4 The above table demonstrates 8 car parks were found within a 6-min walk of the site, providing car parking provision for approximately 1,030 vehicles (including disabled parking bays and Electric Vehicle (EV) charging bays). It is therefore considered there is adequate opportunity for off-site parking should future staff and visitors chose to commute by car.

Existing On-Street Parking

- 3.3.5 The site is located within Manchester City Centre and therefore opportunities for on-street parking are limited. However, there are some bays located along King Street West, St Mary's Parsonage, and Parsonage, which are within Zone 1 of Manchester City Centre's Controlled Parking Zone (CPZ). The pay-and-display parking charges are up to £6.00 for a maximum stay of two hours, which is 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).
- 3.3.6 However, due to the short length of stay for on-street parking bays, it is predicted that these facilities would more likely be used by visitors to the site instead of staff.

Car Club

- 3.3.7 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.
- 3.3.8 The nearest Car Club bay is located at 20 St Mary's Parsonage, M3 2LG, which is c. 80m to the south-west of the site. 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. **Figure 3.2** below shows additional locations across Manchester City Centre that Enterprise Car Club currently operate in.

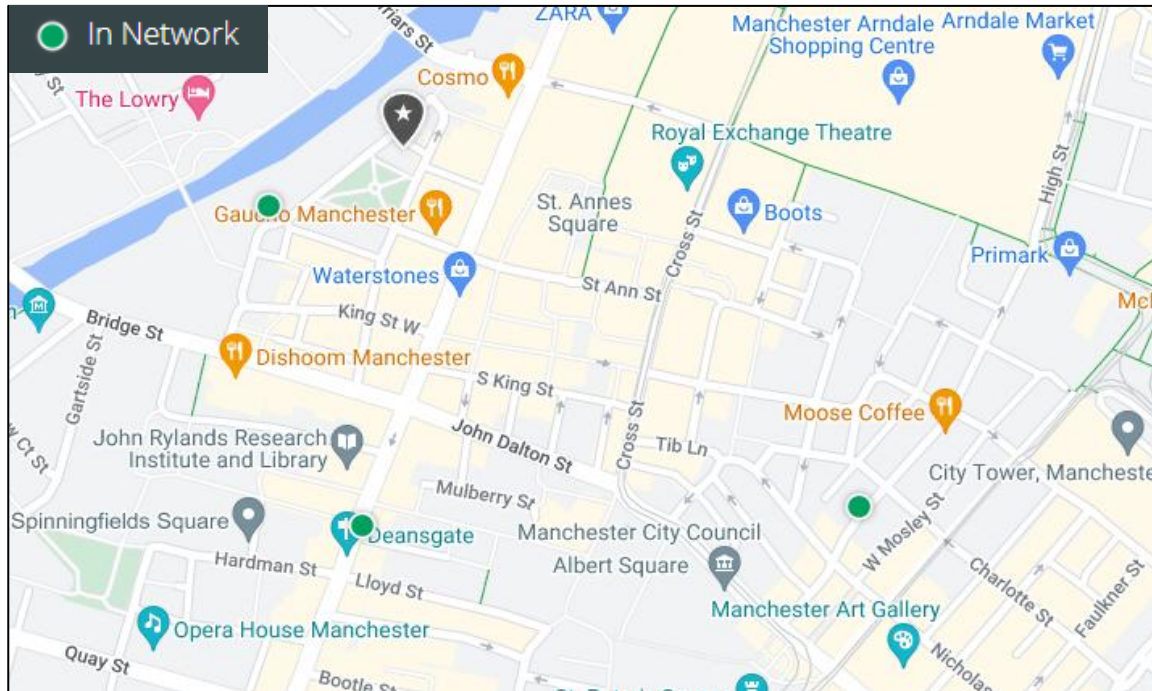


Figure 3.2 – Enterprise Car Club Locations in Manchester City Centre
(Source: Enterprise Car Club, 2024)

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

Electric Vehicle (EV) Charging Provision

- 3.3.10 Additionally, 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 within the Marks & Spencer car park, which comprises 1 pod point with a 7kW socket.
- 3.3.11 This charging point is one of the hundreds of charging points located on the Be.EV network. EV owners who wish to join the Be.EV network can sign up for an account online, after which they can operate charging points using a card or a smartphone application.

3.3.12 **Figure 3.3** below illustrates the location of the nearest charge points in the vicinity of the site:

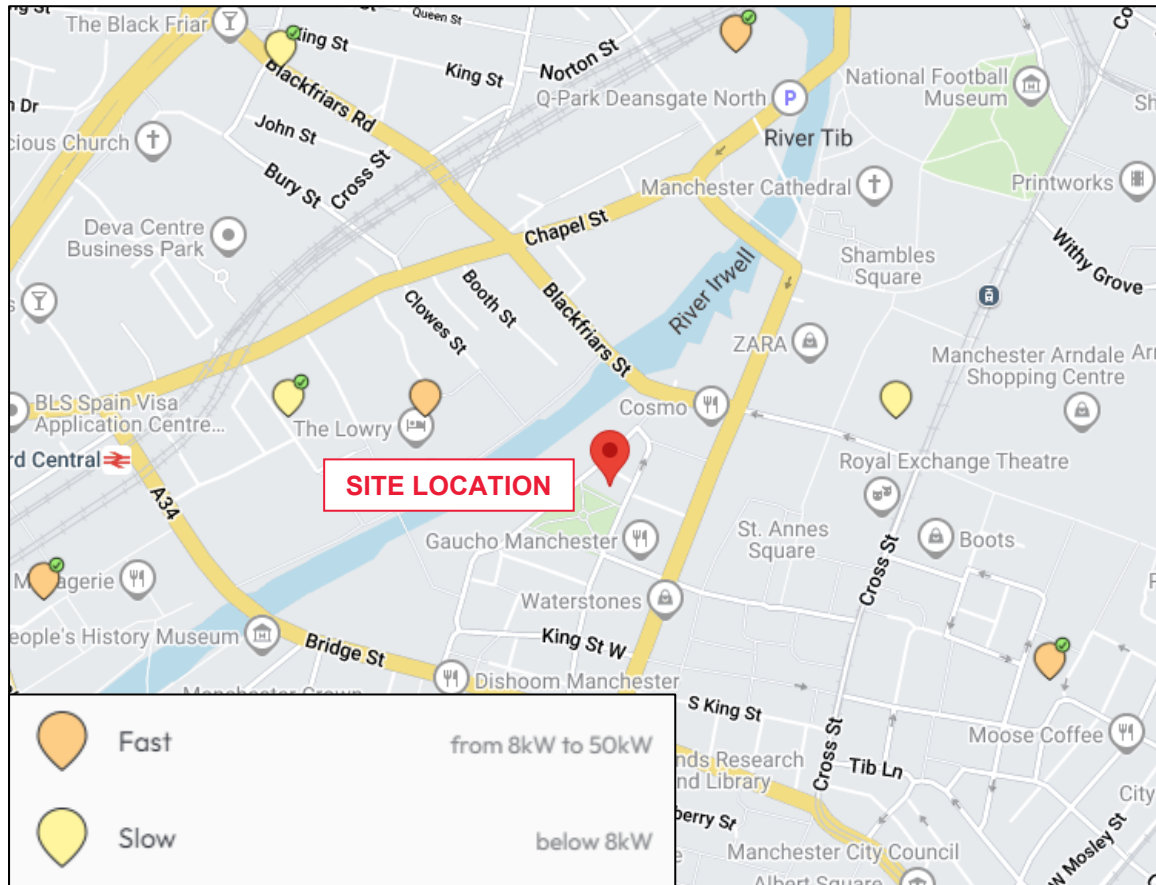


Figure 3.3 – Electric Vehicle (EV) Charge Points in the vicinity of the site
(Source: ZapMap, 2024)

Cycle Parking

- 3.3.13 Secure and sheltered cycle parking for c. 80 bicycles would be provided at the cycle store in the basement. Additionally, there will be 9 showers (1 of which would be an accessible shower / WC) and 74 lockers located adjacent to the cycle store. There would also be 16 publicly accessible cycle spaces provided within the public realm in the form of Sheffield stands.
- 3.3.14 This exceeds MCC's citywide requirements for 1 space per 200m² GFA for office uses (equating to 50 spaces for 10,015m² GFA) and 1 space per 50m² GFA for restaurant uses (equating to 13 spaces for 635m² GFA).
- 3.3.15 Additionally, there will be showers and lockers located adjacent to the cycle store.
- 3.3.16 Building Research Establishment Environmental Assessment Method (BREEAM)'s car parking capacity are referred to as maximums (not relevant for the development as the site is car-free), whereas the recommended provisions are calculated based on the number of occupants.

3.3.17 The number of occupants within the site was calculated as follows, by multiplying the NIA outlined in above and the BREEAM default occupancy for the following uses:

- Office = 10,015 sqm NIA x 0.111 occupant density = 1,111 occupants; and
- Restaurant = 635 sqm NIA x 0.241 occupant density (public circulation area) = 153 occupants; totalling
- 1,264 occupants.

3.3.18 For office and restaurant uses, the minimum number of cycle storage spaces required are 1 per 10 occupants, which equates to c. 111 and 15 spaces respectively. On this basis, the minimum number of cycle parking spaces required is 126 spaces. It is noted that the parking spaces for the restaurant use should be publicly accessible.

3.3.19 Notwithstanding, BREEAM guidance states that for sites where at least 50% of the available BREEAM credits for the Accessibility Index (AI) under the Sustainable transport solutions (Tra 01) criteria 1 and 2 have been awarded (rounded to the nearest whole credit), the number of compliant cycle spaces required can be reduced by 50%. This reduction will also reduce the requirement for compliant showers or lockers by the same margin for most building types by default, since the calculation is based on the number of cycle storage spaces.

3.3.20 **Section 4** below demonstrates that the AI of the site is 51.9, which is well in excess for the requirement for offices (AI ≥8), and therefore the 3 out of 3 BREEAM credits (100%) available for AI have been awarded. On this basis, the proposed development qualifies for a reduction of 50% in compliant cycle spaces and lockers, which reduces this to a minimum provision of 63 spaces (assuming that 15 publicly accessible spaces are still provided for the restaurant use) and 63 lockers.

3.3.21 The cycle storage would also need to meet BREEAM criteria, which states that:

- Cycles can be secured within spaces in rack(s). They are covered overhead and the cycle racks are set in or fixed to a permanent structure (building or hardstanding);
- The distance between each cycle rack, and cycle racks and other obstructions e.g. a wall, allows for appropriate access to the cycle storage space to enable bikes to be easily stored and accessed;
- The storage facility or entrance to the facility is in a prominent site location that is viewable/overlooked from either an occupied building or a main access to a building. In the scenario where cycle storage spaces are within the building, prominent signage should be provided to advertise their location to building users and cyclists; and
- The cycle storage facility has adequate lighting (specified in accordance with BS 5489-1:2013 Lighting of roads and public amenity areas and BS EN 12464-2:2014 Light and lighting - Lighting of work places - Part 2: Outdoor work places).

3.3.22 It is also stated that at least two of the following types of compliant cyclist facilities (showers, changing facilities, lockers, drying spaces) must be provided. The development provides 2 out of the four facilities which fit the following standards. In practice, shower cubicles can also be used for changing; however BREEAM guidelines state that shower cubicles cannot be counted as changing facilities.

3.3.23 Compliant showers are defined as those that meet the following criteria:

- Provision of one shower for every 10 cycle storage spaces, subject to a minimum provision of one shower (equating to a minimum of 11 showers for 111 cycle spaces);
- Any building providing 11 showers or more will comply regardless of the number of cycle storage spaces provided;
- Both male and female users must be catered for, i.e. either separate showers within shared gender-specific facilities (required provision split 50-50) or single shower cubicles and changing space for mixed use; and
- The showers do not need to be dedicated to cyclists and can be those shared with other users / uses.

3.3.24 Compliant lockers are defined as those that meet the following criteria:

- The number of lockers is at least equal to the number of cycle spaces required (at least 111 lockers provided for 111 cycle spaces);
- Lockers are either in, or adjacent to, compliant changing rooms, where provided; and
- The lockers are sized appropriately for the storage of a cyclist's equipment.

3.3.25 Compliant drying spaces are defined as a space that is specifically designed and designated for this purpose. The drying room would be provided with suitable finishes, adequate heating and ventilation and the facility to hang wet clothes with sufficient air movement around them to dry effectively.

3.3.26 This is one of the many initiatives to encourage more staff to travel by sustainable modes (in addition to other measures outlined in the accompanying Interim Travel Plan (Document Reference: **085544-CUR-XX-XX-T-TP-00002**)).

3.4 Proposed Servicing Arrangements

3.4.1 Due to the constraints i.e. the one-way system and narrow width of College Land, it is envisaged that the refuse and servicing would predominantly take place from the loading bay outside of Arkwright House as a temporary measure until further coordination with neighbouring businesses takes place. **Drawing 085544-CUR-XX-00-D-TP-05001** shows the swept path analysis of a large refuse vehicle manoeuvring the loading bay adjacent to Arkwright House along Southgate, where bins would be moved between the waste storage room and the collection point.

3.4.2 In the future, several alternatives could also be considered, which would not require the bins to be moved across such a distance. The development has been futureproofed with an internal bin store area,

such that refuse vehicles could travel northbound along College Land up to the site boundary and collect the bins at the site's eastern boundary (without bins needing to be lined up on the carriageway). This would require College Land to be kept clear of bins by neighbouring businesses (that are currently lined up along the carriageway), that would ensure there is sufficient widths for refuse vehicles to travel along the road.

- 3.4.3 There is also an opportunity for some limited servicing from the Parsonage loading bay / drop off area that is proposed. This is shown in **Drawing 085544-CUR-XX-00-D-TP-05002** with the swept path analysis of a 7.5t panel van.
- 3.4.4 More details on the waste collection schedule and number of bins proposed are provided in a Waste Management Strategy prepared by Curtins (Document Reference: **085544-CUR-XX-XX-T-TP-00003**).

3.5 Construction Traffic Management

- 3.5.1 The access through St Mary's Parsonage has been recently revised, and there is currently no through route onto Blackfriars Street. In addition, the route through College Land is not considered suitable for HGVs. Therefore, the current plan for the Early Works, is for all vehicles to access/egress the site, from Bridge Street, via St Mary's Parsonage.
- 3.5.2 Delivery vehicles will be directed on/off the site, by the on-site construction management team, and directed off site via St Mary's Parsonage and return to Bridge Street. Notwithstanding the above, the quantum of construction traffic along St Mary's Parsonage is likely to be limited.
- 3.5.3 With the site vehicle management as detailed above, site vehicles are not planned to pass beyond the One North Parade site and will not turn around using adjoining roads. Therefore, the neighbouring properties on Parsonage and adjoining roads will not be affected by HGV's passing their property.
- 3.5.4 Vehicles leaving the site and crossing the pavement in front of the site gates, will always be controlled by the on-site construction management team.
- 3.5.5 Measures will be put in place to protect vulnerable road users (cyclists and pedestrians), which will include:
- Vehicles accessing/egressing the site being directed.
 - Inductions to include site rules on operating and working on the site to minimise the impact on cyclists and pedestrians.
 - Signage to warn of risk to cyclist and pedestrians.
- 3.5.6 It is not currently envisaged that temporary traffic management measures will be required. However, a Construction Management Plan (CMP) will be developed, and will detail any proposed temporary traffic management requirements, or provide mitigation measures to prevent the requirement.

3.6 Transport Vision

- 3.6.1 The vision for the site is to minimise reliance on single-occupancy car travel by maximising the usage of more sustainable modes, particularly walking, cycling and public transport. This has informed the accompanying Interim Travel Plan (Document Reference: **085544-CUR-XX-XX-T-TP-00002**).

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.
- 4.2.2 Guidance from the Building Research Establishment Environmental Assessment Method (BREEAM) New Construction V6.1 standards 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 4.1** below:

No.	Amenity	BREEAM Criteria / Type	Proximity to Site (m)
1	A56 Deansgate (comprising restaurants, supermarkets, bars, hotels)	Appropriate food outlet Access to cash	100
2	St Ann's Square (comprising shops, banks, restaurants, bars, theatre, open space)	Appropriate food outlet Access to cash Access to an outdoor open space	300
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	500

Table 4.1 – Number and Type of Existing Accessible Amenities within 500m of the Site

- 4.2.3 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 5.1** above, bus stops along the A56 Deansgate and Bridge Street are all within a 500m walk of the site.
- 4.2.4 The National Model Design Code – Part 2 (DLUHC, 2021) expresses *“the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles or less.”*

- 4.2.5 The Department for Transport's National Travel Survey (from Tables NTS0308a and NTS0601) shows that walking is the most frequent mode used for short trips: 80% of all trips and 74% of walking trips were under 1 mile (1.6km) in 2019 – with the 1.6km distance broadly comparable with the Chartered Institution of Highways and Transportation (CIHT) 'Preferred Maximum' walking distance of 2.0km in 'Providing for Journeys on Foot' (2000). Almost all walking trips (96%) were under 2 miles (3.2km) in 2019. This indicates that walking is the natural first choice for most local trips.
- 4.2.6 In addition, 20-minute neighbourhoods have rose in prominence in recent years and are places where residents can walk or cycle from their home to many key facilities and destinations within 20 minutes (i.e. 10 minutes, or 800m if walking, each way). The National Design Guide (DLUHC, 2021) states that well-designed places are walkable, which is defined as *"local facilities [are] within walking distance, generally considered to be no more than a 10-minute walk (800m radius)"*.
- 4.2.7 The 800m and 2km walking catchments are considered further below, with **Figure 4.1** demonstrating walking isochrones in 5-minute intervals from 5 minutes up to 25 minutes (2km walking distance):

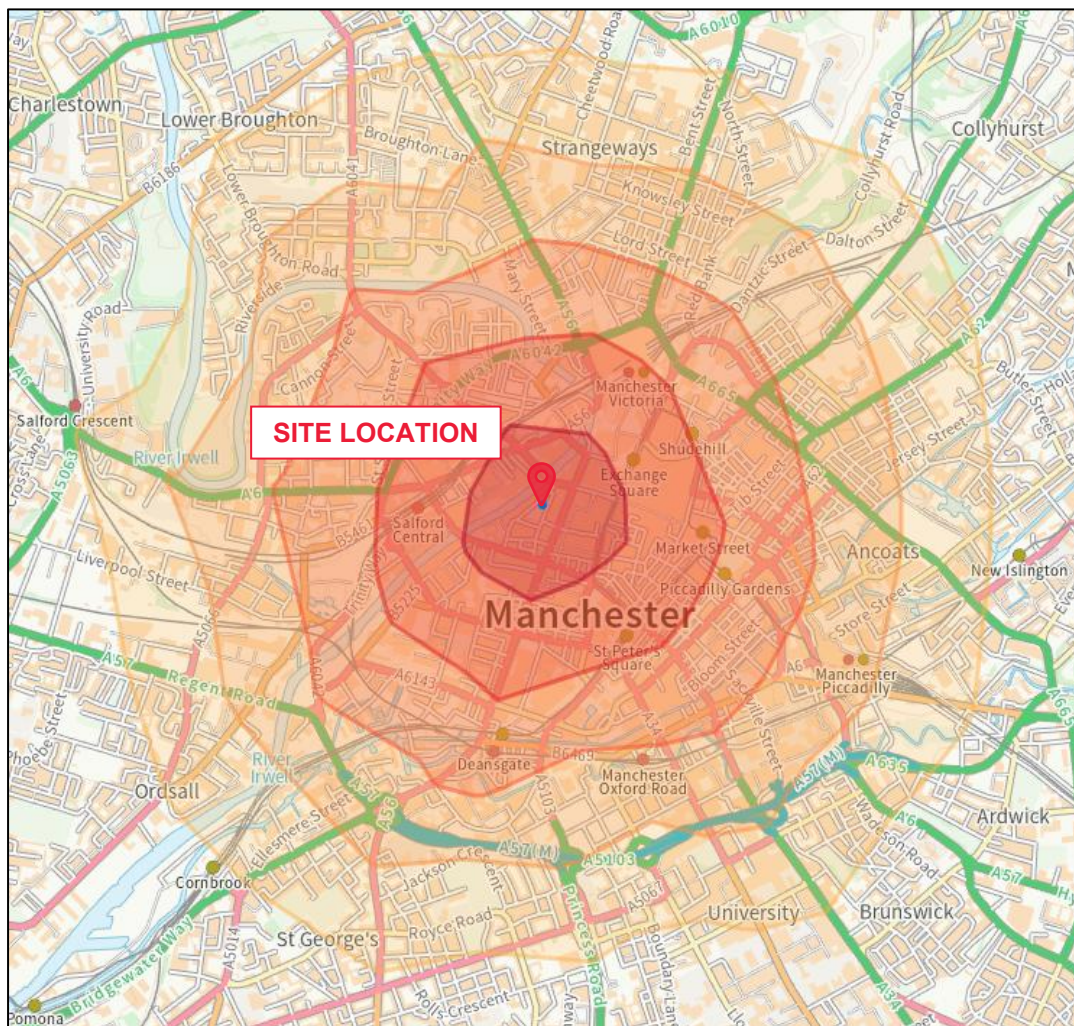


Figure 4.1 – 25-minute Walking Isochrone from Site

(Source: OS Maps and MappingGM, 2024)

- 4.2.8 Within the 800m catchment area, there are a number of residential properties such as those within the Parsonage Gardens area and apartments fronting River Irwell to the west of the site. St Ann's Square and the Arndale Centre are also located to the east of the site. 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.
- 4.2.9 Located just within the 800m catchment also comprises the Salford Central and Manchester Victoria rail station, and Exchange Square, Shudehill, and Manchester Victoria Metrolink stops, Market Street, Piccadilly Gardens, and the Printworks. The Printworks contains leisure outlets, restaurants / bars, a cinema and a Co-Op food store.
- 4.2.10 Within the wider 2,000m catchment, there are a great number of 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, and Castlefield. These areas comprise many convenience stores, retail outlets, places of worship, high street banks, artisan cafés, bars, restaurants, public houses, along with a vibrant nightlife. The vast majority of Manchester City Centre is within a 2,000m walk of the site.
- 4.2.11 In addition to the above, the development includes restaurant uses at the ground floor level, which are within immediate reach of end users. The site is considered highly accessible by foot.
- 4.2.12 The surrounding roads have footways available for pedestrian use, and the carriageways are well lit by street lighting. At the major junctions near the site, there are signalised crossing points, pedestrian refuge islands, dropped kerbs, and tactile paving to aid pedestrians.
- 4.2.13 As part of the development proposals, there are also plans to enhance the public realm surrounding the site such as improving paving, curbing, lighting, signage and wayfinding, security devices (bollards), public seating and landscape features which would promote ease of access and improve pedestrian amenity.

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 to destinations further afield, this report considers 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 cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel 5 miles (8km) in approximately 25 minutes.

- 4.3.4 The average cycling trip length was 5,300m in 2019 and 5,730m in 2022 (National Travel Survey (NTS) dataset NTS9910a). The average length has been between 5.0km and 6.0km every year from 2012/13 to 22, except 2014/15 and 2020. Cycling trip lengths are greater in rural than urban areas (NTS9910b).
- 4.3.5 LTN 1/20 characterises 5 miles / 8km as “an achievable distance to cycle for most people”. This aligns with National Travel Survey statistics which demonstrate that 82% and 80% of cycling trips were under 5 miles / 8km in 2019 and 2022, respectively.
- 4.3.6 The 5.5km catchment encompasses all of Manchester City Centre including all major transport links, shopping centres, residential areas, bars, restaurants, and leisure centres. The 8km catchment extends further to Prestwich to the north, Droylsden to the east, West Didsbury to the south, and Stretford and Pendlebury to the west.
- 4.3.7 Many of the routes within the city centre are subject to a 20mph speed limit. These routes, alongside the TfGM local cycle network in the vicinity of the site, are shown in **Figure 4.2** below:

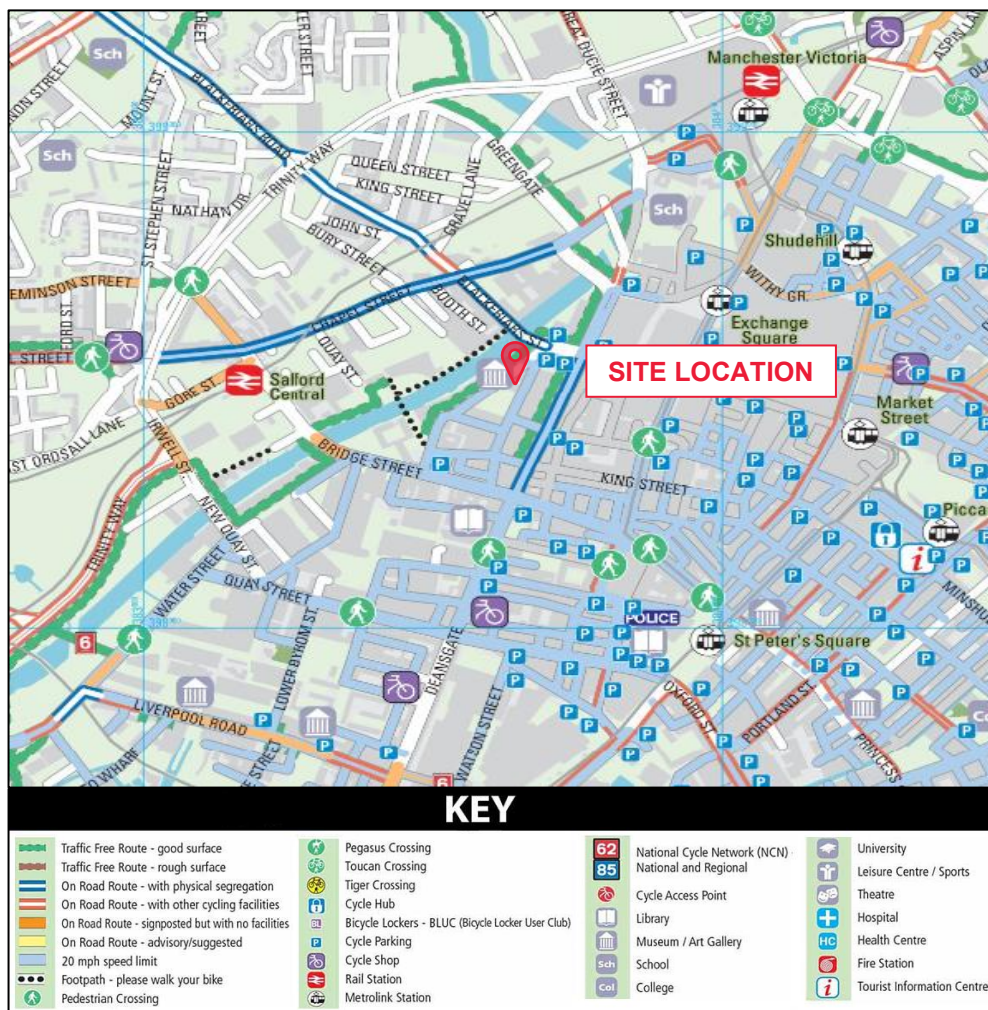


Figure 4.2 – Local Cycle Network
(Source: TfGM, 2023)

- 4.3.8 Route 6 on the National Cycle Network (NCN) to the west of the site can be accessed via Chapel Street. The route connects the site to areas in the north west of Greater Manchester such as Radcliffe, and to the south west including areas such as Chorlton.
- 4.3.9 The local cycle network shown above is also a part of Greater Manchester's Bee Network, which is TfGM's vision for an integrated transport system which will join together buses, trams, cycling and walking and rail.
- 4.3.10 As part of the Bee Network, a cycle hire scheme has been rolled out in recent years. 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.
- 4.3.11 The Cycle Hire Scheme currently operates within in Manchester, Trafford, and Salford, with docking stations located to the west of the site along Deansgate, and also to the south of the site off Bridge Street:

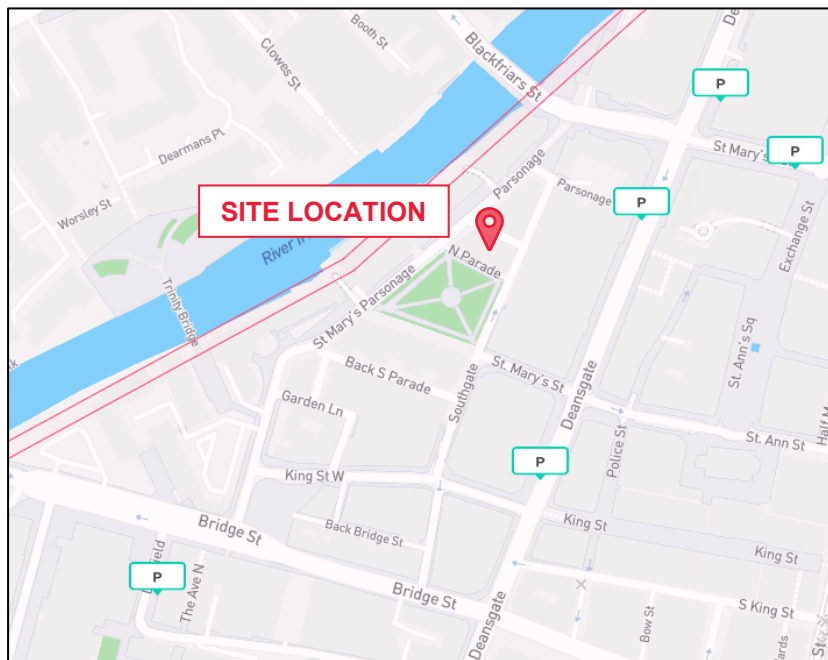


Figure 4.3 – Bike Hire Docking Stations in the Vicinity of the Site
(Source: Beryl and Mapbox, 2024)

- 4.3.12 The site is therefore well placed to take advantage of the cycle connections around Manchester City Centre. 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 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.

4.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility and level 1 a low level of accessibility. The site is located in an area with a GMAL rating of 8 – the highest accessibility level – and is considered very well situated to take advantage of existing public transport infrastructure within central Manchester.

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

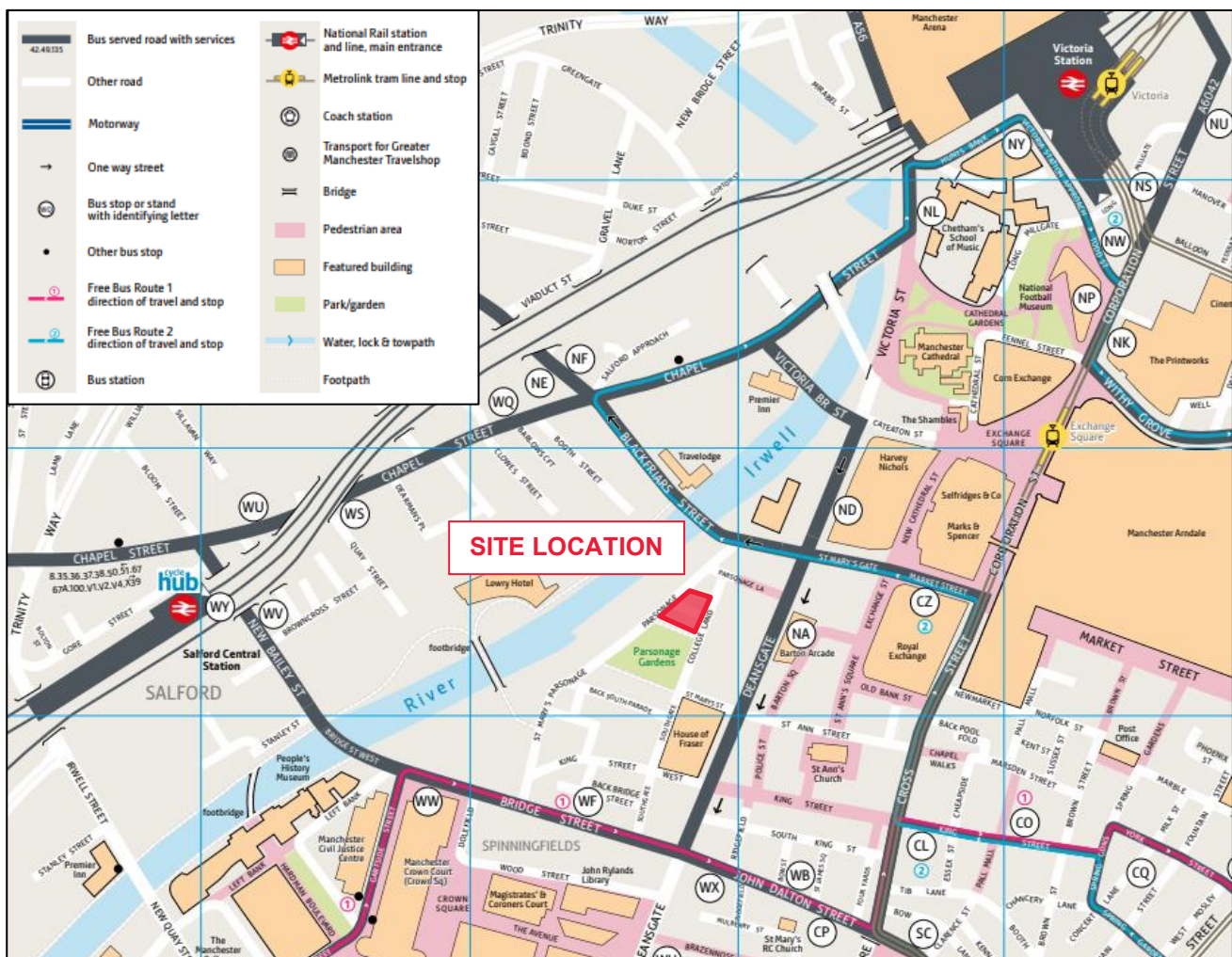


Figure 4.4 – Public Transport Network in the Vicinity of the Site

(Source: TfGM, 2024)

Bus Accessibility

4.4.4 The National Model Design Code – Part 2 (DLUHC, 2021) states: “Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance].” These times and distances are also cited in the CIHT document ‘Planning for Walking’ (2015).

4.4.5 There are a number of bus stops comfortably within 400m walk of the site, with the closest located along the A56 Deansgate (c. 160m east of the site) and the A34 Bridge Street (c. 300m south of the site). The bus stops along Deansgate host southbound services only, whereas there are bi-directional buses calling along Bridge Street. These bus stops comprise good infrastructure such as shelters with seating, flag and pole, and notice boards. A summary of the buses that serve all of these stops are provided in **Table 4.2** below.

Bus No.	Route	Mon – Fri first bus	Mon – Fri last bus	Peak Hourly Frequency		
				Mon – Fri	Sat	Sun / Hols
From Deansgate:						
8	Shudehill – Salford – Pendlebury – Farnworth – Bolton	05:17	00:02	12 mins	12 mins	20 mins
67	Shudehill – Salford – Pendleton – Eccles – Glaze Estate	05:53	23:54	15 mins	15 mins	30 mins
67A	Shudehill – Salford – Pendleton – Eccles – Glaze Estate	04:48	05:33	20 mins	No Service	30 mins
100	Shudehill – Salford – The Trafford Centre – Warrington	05:43	23:28	15 mins	15 mins	20 mins
From Bridge Street:						
8	Shudehill – Salford – Pendlebury – Farnworth – Bolton	05:19	00:04	12 mins	12 mins	20 mins
	Bolton – Farnworth – Pendlebury – Salford – Shudehill	04:59	23:48	12 mins	12 mins	20 mins
35	Piccadilly Gardens – Salford – Leigh – Golborne – Bryn	06:15	23:21	30 mins	30 mins	30 mins
	Bryn – Golborne – Leigh – Salford – Piccadilly Gardens	05:57	00:05	30 mins	30 mins	30 mins
36	Piccadilly Gardens – Salford – Peel – Great Lever – Bolton	01:00	00:00	12 mins	15 mins	20 mins
	Bolton – Great Lever – Peel – Salford – Piccadilly Gardens	01:46	00:46	12 mins	15 mins	20 mins
37	Piccadilly Gardens – Salford – Swinton – Farnworth – Bolton	05:47	00:15	12 mins	15 mins	20 mins
	Bolton – Farnworth – Swinton – Salford – Piccadilly Gardens	05:32	23:31	12 mins	15 mins	20 mins
38	Piccadilly Gardens – Salford – Swinton – Logistics North	04:58	23:47	15 mins	15 mins	30 mins
	Logistics North – Swinton – Salford – Piccadilly Gardens	06:28	00:02	15 mins	15 mins	30 mins
50	MediaCityUK – Pendleton – Salford – Burnage – East Didsbury	06:27	00:33	12 mins	12 mins	15 mins
	East Didsbury – Burnage – Birchfields – Salford – The Lowry	05:30	23:40	12 mins	12 mins	15 mins
51	East Didsbury – Burnage – Birchfields – Salford – The Lowry	08:06	09:08	10 mins	No Service	No Service
67	Shudehill – Salford – Pendleton – Eccles – Glaze Estate	05:55	23:55	15 mins	15 mins	30 mins

Bus No.	Route	Mon – Fri first bus	Mon – Fri last bus	Peak Hourly Frequency		
				Mon – Fri	Sat	Sun / Hols
67A	Shudehill – Salford – Pendleton – Eccles – Glaze Estate	04:49	05:35	20 mins	No Service	30 mins
100	Shudehill – Salford – The Trafford Centre – Warrington	05:45	23:29	15 mins	15 mins	20 mins
V1	Leigh – Tyldesley – Salford – Manchester Royal Infirmary	00:38	23:38	15 mins	15 mins	30 mins
	Manchester Royal Infirmary – Salford – Tyldesley – Leigh	00:17	23:47	15 mins	15 mins	30 mins
V2	Atherton – Tyldesley – Salford – Manchester Royal Infirmary	05:10	22:23	15 mins	15 mins	30 mins
	Manchester Royal Infirmary – Salford – Tyldesley – Atherton	06:33	23:02	15 mins	15 mins	30 mins
V4	Ellenbrook – Deans – Salford – Manchester Royal Infirmary	07:20	08:43	20 mins	No Service	No Service
	Manchester Royal Infirmary – Salford – Deans – Ellenbrook	15:43	17:40	30 mins	No Service	No Service
X39	Farnworth – Peel – Swinton – Salford – Piccadilly Gardens	07:42	08:13	2 only	No Service	No Service

Table 4.2 – Summary of Bus Service Frequencies in the Vicinity of the Site

4.4.6 Furthermore, Route 1 of Manchester’s free bus network stops along the A34 Bridge Street to the south of the site, as outlined below:

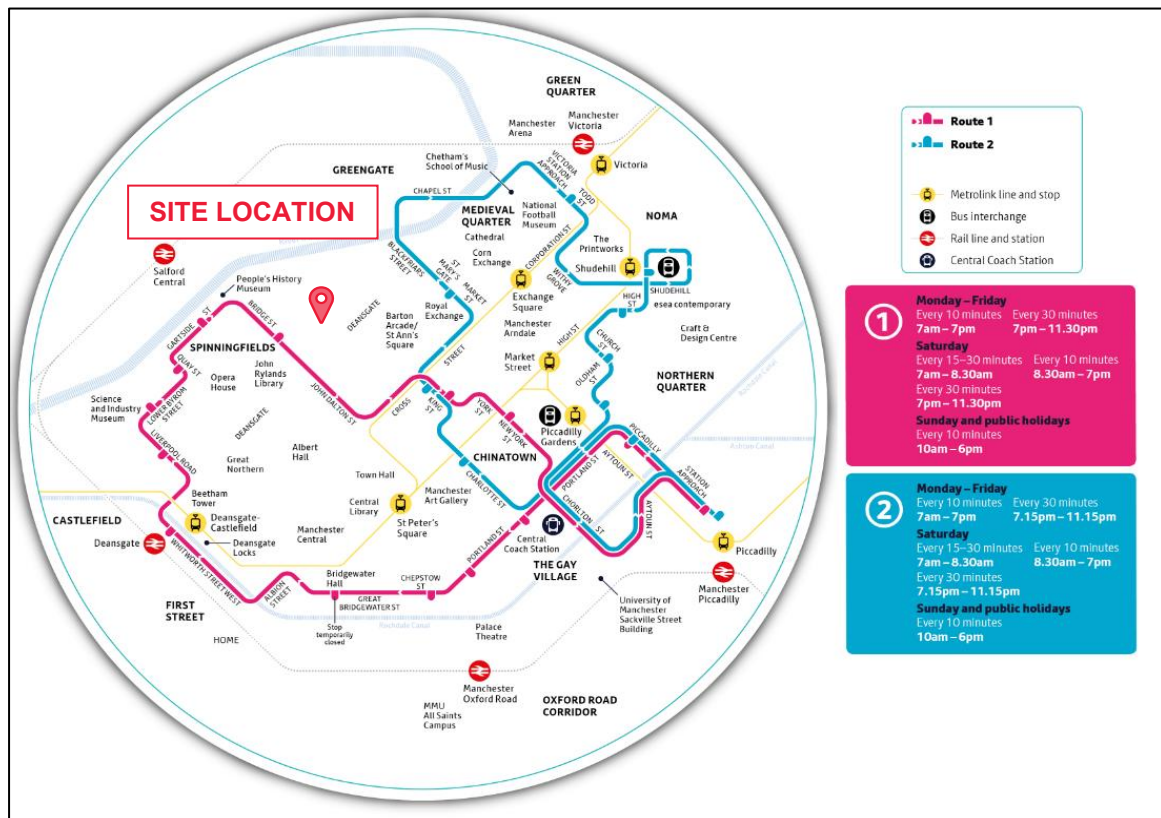


Figure 4.5 – Free Bus Route and Timetable
(Source: TfGM, 2024)

4.4.7 The provision of bus services will change over time in response to current circumstances and during different seasons of the year, however up-to-date bus times can be found on TfGM's website: <https://tfgm.com/public-transport/bus>.

4.4.8 Overall, it is considered the site is highly accessible by bus.

Rail Accessibility

4.4.9 The closest rail station to the development is Salford Central, located c. 600m to the west of the site. Alternatively, Manchester Victoria is also accessible at c. 800m to the north of the site.

4.4.10 The trains that service both stations run regularly for 7 days a week from a number of different locations across the whole of the United Kingdom and the North West; this provides frequent access for visitors and staff to the site and is a viable alternative to private car use. Local commuter train services also call at the station, for staff who work further afield or visitors who travel from outside of central Manchester. Up-to-date rail times can be found on the respective train operators' websites:

- Northern Rail: <https://www.northernrailway.co.uk/travel/timetables>; and
- Transpennine Express: <https://www.tpexpress.co.uk/travel-updates/timetables>.

4.4.11 A detailed map of the train network within Greater Manchester served by Salford Central and Manchester Victoria is shown in **Figure 4.6** overleaf.

4.4.12 Overall, the site is accessible via rail, and it is a viable alternative to private car use.

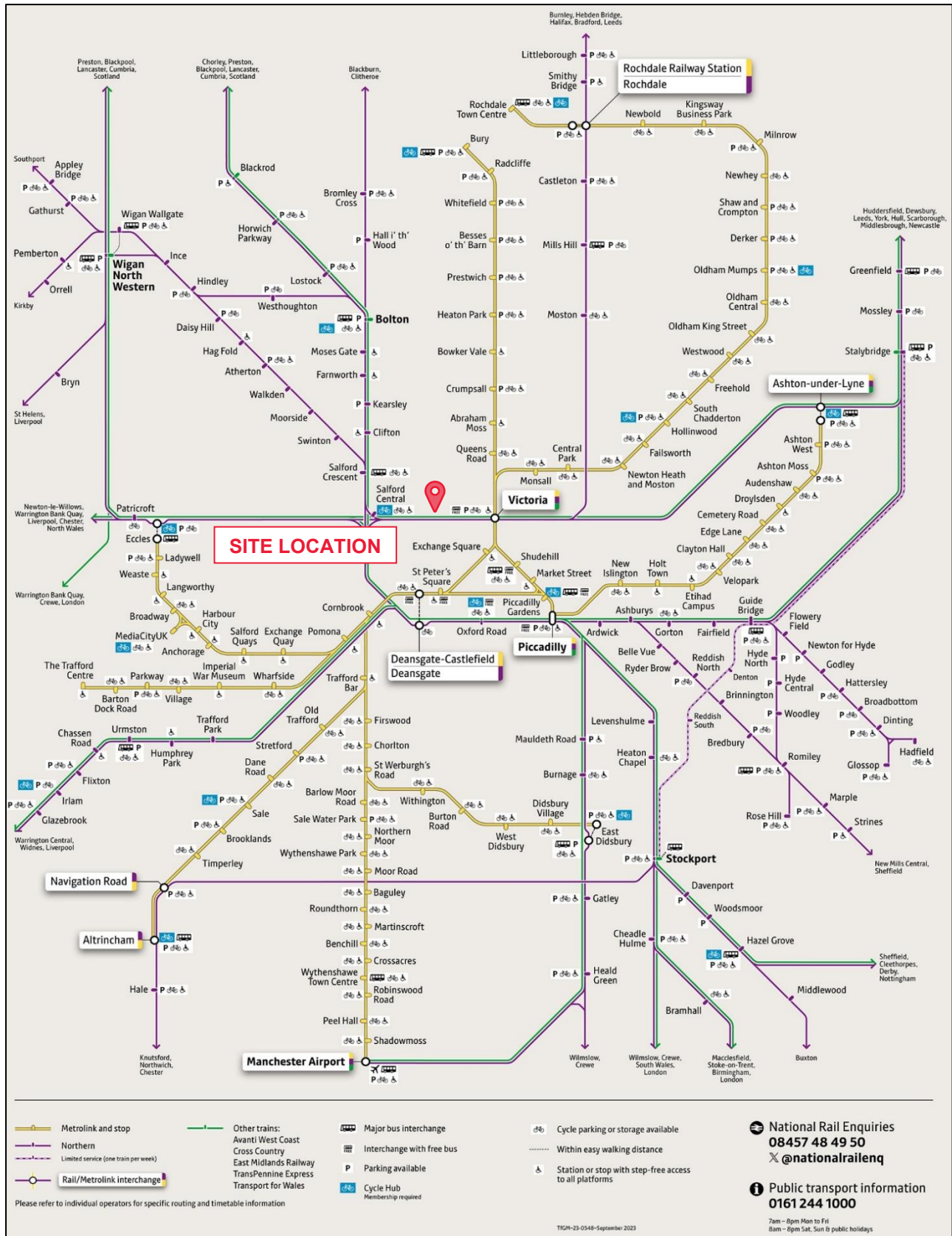


Figure 4.6 – Rail and Metrolink Network in the Vicinity of the Site
(Source: TfGM, 2023)

Metrolink (Light Rail)

4.4.13 **Figure 4.7** below shows the Greater Manchester Metrolink network:

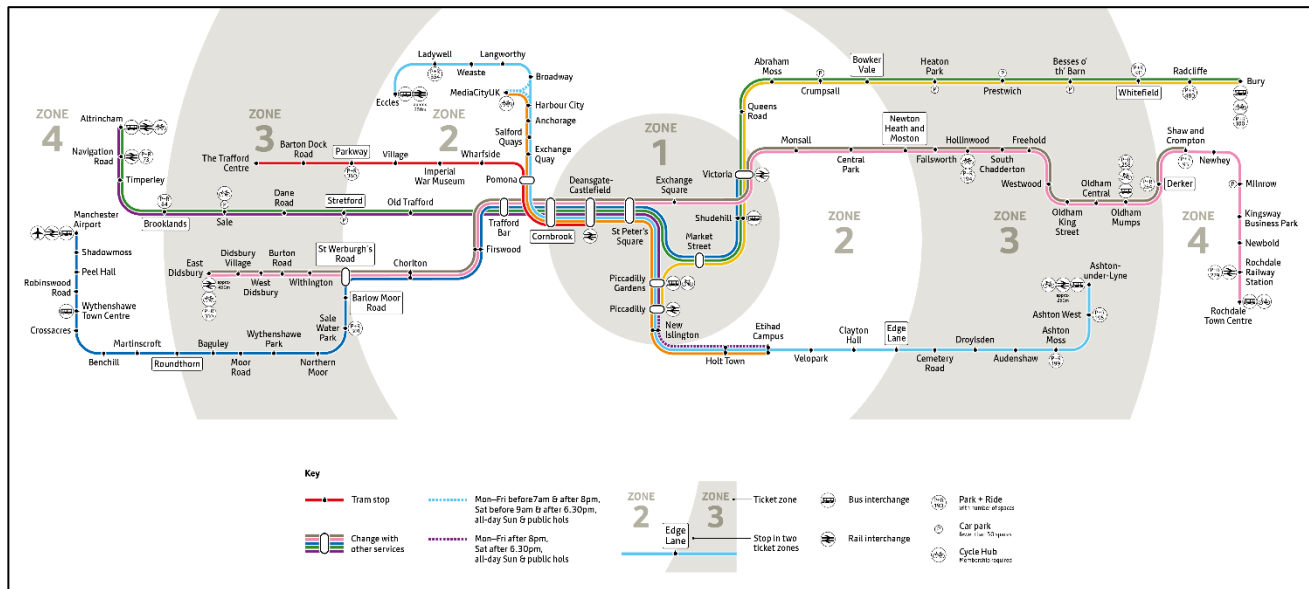


Figure 4.7 – Greater Manchester Metrolink Network

(Source: TfGM, 2024)

4.4.14 The nearest Metrolink stop is at Exchange Square, approximately 500m to the north-east of the site.

4.4.15 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, every 24 minutes between 00:00 – 01:00 on Fridays and Saturdays, and every 15 minutes between 07:00 – 00:00 on Sundays. Some lines only operate during peak hours to meet increased demand.

4.4.16 The start and end times for the specific stops that staff and visitors wish to call at 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: <https://tfgm.com/public-transport/tram/tram-times>.

4.4.17 Metrolink services provide access to the site seven days a week with trams running from a variety of locations across Manchester and Greater Manchester, including key interchanges at Victoria, Market Street, and Cornbrook.

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

BREEAM Public Transport Accessibility Index (AI)

4.4.19 Guidance from the BREEAM New Construction V6.1 standards also states that Transport Assessments and Travel Plans should include reporting on the public transport accessibility (i.e. Tra 01 – public transport solutions) to obtain credits. This includes calculation of the Accessibility Index (AI) of the site.

- 4.4.20 The methodology for calculating the AI uses Transport for London's Public Transport Accessibility Level (PTAL) method, itself based on a methodology developed in 1992 by the London Borough of Hammersmith and Fulham. The GMAL methodology is also derived from the PTAL approach but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.
- 4.4.21 Based on previous experience and guidance from the BREEAM Knowledge Base, it is considered that GMAL index scores can be used interchangeably as the AI of the site to demonstrate compliance against BREEAM.
- 4.4.22 The site is located in an area with a GMAL rating of 8 as mentioned earlier, with a further GMAL index score of 50.9. This is understood to be the AI of the site.
- 4.4.23 It can be observed that the site's AI of 50.9 suggests that the site has an excellent level of public transport accessibility in relation to BREEAM. In addition, as illustrated in **Table 5.1**, a range of measures are being implemented to encourage sustainable travel.

4.5 Summary

- 4.5.1 It is considered the site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a large number of public transport opportunities and local amenities within acceptable walking distance of the site.

5.0 Building Research Establishment Environmental Assessment Method (BREEAM)

5.1 Introduction

5.1.1 The development would be assessed under Building Research Establishment Environmental Assessment Method (BREEAM) New Construction V6.1 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.	Section 2 of TS	
Tra 02	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) provided in doc 085544-CUR-XX-XX-T-TP-00002	
	4. If the occupier is known, involve them in the development of the travel plan.	Noted	
	5. Demonstrate that the travel plan will be implemented and supported by the building's management in operation.	Section 9 of ITP	
Tra 02	<u>Sustainable Transport Measures:</u>		

BREEAM Category	Description	Signposts	No. of Credits
	1. Prerequisite: Achieve criteria 3–5 in the Tra 01 Transport Assessment and Travel Plan credit.	Noted	
	2. Identify the sustainable transport measures as per Table 7.4 in BREEAM guidance.		<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, the existing public transport services serving the site are already of high frequency	0
	Demonstrate an increase over the existing Accessibility Index. This could be through provision of a diverted bus route, a new or enhanced bus stop, or other similar solutions; OR		
	Provide a dedicated service, such as a bus route or service.		
	Provide a public transport information system in a publicly accessible area, to allow building users access to up-to-date information on the available public transport and transport infrastructure. This may include signposting to public transport, cycling, walking infrastructure or local amenities;	Section 7 of ITP	1
	Provide electric recharging stations of a minimum of 7kW for at least 10% of the total car parking capacity for the development;	Not achieved	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	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	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;	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
	Existing amenities: At least three existing accessible amenities are present;	Section 3 of TS	1

BREEAM Category	Description	Signposts	No. of Credits
	Enhanced amenities: - Ensure a minimum of one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided; OR - Ensure more than one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided. - Implement one site-specific improvement measure, not covered by the options already listed in this issue, in line with the recommendations of the travel plan. Submit this for review by BRE.	New restaurant provided, detailed in Section 3 of TS	2
	3. Award credits according to the existing Accessible Index (AI) of the project, and the total number of points achieved for the options implemented, see Table 7.3 of BREEAM guidance.	Section 7 of ITP, pending BRE review	1-3
		Site AI: 50.9 Points achieved under criteria 2: 8-10	10
Total Transport Credits Obtained			12

Table 5.1 – BREEAM Credits Targeted

5.1.2 Further elaboration on some of the above criteria are as follows:

- **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 the development, which will connect into existing infrastructure. Public transport waiting areas will not be delivered within the site due to existing infrastructure that is already available along Deansgate and Bridge Street;
- **Restrictions or charging for car parking** – No parking is being provided at the development. Staff and visitors using the pay and display bays are subject to charging for car parking;
- **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 tactile surfaces, good lighting and signposting will be delivered within the site to form connections towards existing pedestrian and cycling infrastructure within the wider highway network. 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 along Deansgate and Blackfriars Street;
- **Provision of suitable taxi drop-off or waiting areas** – A new loading bay will be provided adjacent to Parsonage, which can be used as drop-off areas when deliveries and / or servicing are not taking place; 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 relevant, as the site is not located in a rural area.

- 5.1.3 A key part of the Interim Travel Plan 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 Interim Travel Plan details 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 Interim Travel Plan. This measure is submitted for review by BRE.

6.0 Traffic Forecasting

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. In order to undertake the assessment, the TRICS database has been used for the forecast trip generation.
- 6.1.2 TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development, which is estimated using vehicular peak hour trip rates obtained from surveys of sites of a similar size and nature.
- 6.1.3 It is important to acknowledge that the proposed development is car-free. This is complemented by accessibility via sustainable modes of transportation and residential areas located within walking distance. The TRICS database provides a general overview of potential trip generation based on a number of similar developments, but any analysis will need to consider the context of this particular site.

6.2 Extant Trip Generation

- 6.2.1 The main use of the buildings can be classified as c. 4,000m² GIA of office uses. Although the building is underutilised, the full floorspace of uses has been considered to determine the trip generation of the extant consented development.
- 6.2.2 The level of trips generated by the existing planning 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. All trip rates are per 100m² GFA:

Time Period / Mode of Travel	Average TRICS Trip Rates AM (08:00 – 09:00)			Average TRICS Trip Rates PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	0.841	0.147	0.988	0.109	0.64	0.749
Cyclists	0.073	0.002	0.075	0	0.06	0.06
Pedestrians	0.263	0.024	0.287	0.029	0.263	0.292
Public Transport	0.622	0.005	0.627	0.016	0.518	0.534

Table 6.1 – Extant Multi-Modal Trip Rates

- 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**:

Time Period / Mode of Travel	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	34	6	40	4	26	30
Cyclists	3	0	3	0	2	2
Pedestrians	11	1	11	1	11	12
Public Transport	25	0	25	1	21	21

Table 6.2 – Extant Multi-Modal Trip Generation

- 6.2.4 The number of vehicle trips generated by the extant office uses could equate to 40 and 30 two-way movements respectively in the normal AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00).

6.3 Forecast Trip Generation

- 6.3.1 The proposed building would be c. 14-storeys tall, with c. 11,054m² Gross Internal Area (GIA) of floorspace. Of the total floorspace, c. 10,015m² are attributed to office spaces, 635m² are attributed to restaurant use on the ground and mezzanine floors, and the remainder are back-of-house, circulation, reception, facilities, and plant floorspace.
- 6.3.2 The level of trips generated by both uses of the site have been estimated using modal splits and trip rates for restaurant and the office uses from **Table 6.1** earlier. The results are summarised in **Tables 6.3** and **6.4** below:

Time Period / Mode of Travel	Average TRICS Trip Rates AM (08:00 – 09:00)			Average TRICS Trip Rates PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	No data from TRICS			1.083	0.542	1.625
Cyclists				0	0	0
Pedestrians				1.776	0.993	2.769
Public Transport				0.542	0.331	0.873

Table 6.3 – Restaurant Multi-Modal Trip Rates

Time Period / Mode of Travel	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
c. 635m ² GIA of Restaurant						
Vehicles	0	0	0	7	3	10
Cyclists	0	0	0	0	0	0
Pedestrians	0	0	0	11	6	18
Public Transport	0	0	0	3	2	6
c. 10,015m ² GIA of Office						
Vehicles	84	15	99	11	64	75

Time Period / Mode of Travel	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Cyclists	7	0	8	0	6	6
Pedestrians	26	2	29	3	26	29
Public Transport	62	1	63	2	52	53
Total Proposed Development						
Vehicles	84	15	99	18	68	85
Cyclists	7	0	8	0	6	6
Pedestrians	26	2	29	14	33	47
Public Transport	62	1	63	5	54	59

Table 6.4 – Proposed Multi-Modal Trip Generation

- 6.3.3 The number of vehicle trips generated by the proposed development could equate to 99 and 85 two-way movements in the typical AM and PM peak periods respectively (08:00 – 09:00 and 17:00 – 18:00).

6.4 Net Trip Generation

- 6.4.1 The following **Table 6.5** indicates the potential net impact of the proposed site.

Time Period / Mode of Travel	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Extant Trip Generation						
Vehicles	34	6	40	4	26	30
Cyclists	3	0	3	0	2	2
Pedestrians	11	1	11	1	11	12
Public Transport	25	0	25	1	21	21
Proposed Development						
Vehicles	84	15	99	18	68	85
Cyclists	7	0	8	0	6	6
Pedestrians	26	2	29	14	33	47
Public Transport	62	1	63	5	54	59
Net Site Impact						
Vehicles	+51	+9	+59	+13	+42	+55
Cyclists	+4	0	+5	0	+4	+4
Pedestrians	+16	+1	+17	+13	+22	+35
Public Transport	+37	0	+38	+4	+33	+38

Table 6.5 – Net Trip Generation

- 6.4.2 The proposed development could result in an increase of 59 and 55 two-way vehicular trips in the AM and PM peaks respectively based on TRICS data. This is due to the increase in floorspace of office uses.
- 6.4.3 However, as set out at the start of this section, it must be noted that up to 59 two-way trips by car is not considered to be representative of the development proposals considering the lack of on-site car parking and accessibility of the site.
- 6.4.4 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 for using the above criteria, summarised as follows:

Time Period / Type of Development	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Office						
Person Trip Rate	1.947	0.183	2.13	0.156	1.595	1.751
Person Trips for c. 4,000m²	78	7	85	6	64	70
Person Trips for c. 10,015m²	140	13	154	11	115	126
Difference in Trips	+63	+6	+68	+5	+51	+56
Restaurant						
Person Trip Rate	No data from TRICS			4.544	2.257	6.801
Person Trips for c. 635m²				28	14	41
Total						
Total Difference in Trips	+117	+11	+128	+38	+110	+149

Table 6.6 – Multi-Modal Sensitivity Test: Proposed Person Trips

- 6.5.2 **Table 6.6** confirms that the development could generate an increase in 128 and 149 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 areas (MSOA) of Manchester 054 where the site is located has been used as the place of work, whereas the assumptions used for the places of residence include England and Wales.
- 6.5.4 The mode of travel to work data extracted from the output areas is summarised in **Table 6.7**:

Mode of Travel to Work	Total
Work mainly at or from home	0
Underground, metro, light rail or tram	3,045
Train	7,857
Bus, minibus, or coach	12,876
Taxi	164
Motorcycle, scooter or moped	213
Driving a car or van	17,234
Passenger in a car or van	1,914
Bicycle	1,250
On foot	6,131
Other method of travel to work	100
Total	50,784

Table 6.7 – Multi-Modal Sensitivity Test: Method of Travel to Work

- 6.5.5 The mode of travel has been further refined by combining the travel by tram, train, and bus / coach as public transport. For a robust assessment, the 'taxi' and 'other method of travel to work' categories have been added to the car driver category. The 'working from home' element of the data has also been excluded in deriving the mode share. **Table 6.8** summarises the updated mode share.

Mode	Number of People	Percentage
Public Transport	23,778	47%
Car Driver	17,498	34%
Motorcycle, scooter or moped	213	0%
Passenger in a car or van	1,914	4%
Bicycle	1,250	2%
On foot	6,131	12%
Total	50,784	100%

Table 6.8 – Multi-Modal Sensitivity Test: Mode Share for Travel to Work

- 6.5.6 **Table 6.8** confirms that the mode share for car drivers is 34%. The updated trip generation and net site impact for the development is summarised in **Table 6.9**, when the above mode share is applied to the person trip rates:

Time Period / Mode of Travel	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Extant Trip Generation (4,000m² GIA Office)						
Vehicles	26	2	29	2	22	24
Cyclists	2	0	2	0	2	2
Pedestrians	9	1	10	1	8	8
Public Transport	36	3	40	3	30	33
Proposed Development (10,015m² GIA Office and 635m² GIA Restaurant)						
Vehicles	66	6	72	15	59	74
Cyclists	5	0	5	1	4	5
Pedestrians	24	2	26	5	21	26
Public Transport	91	9	100	21	82	102
Net Site Impact						
Vehicles	+40	+4	+43	+13	+37	+50
Cyclists	+3	0	+3	+1	+3	+4
Pedestrians	+14	+1	+15	+5	+13	+18
Public Transport	+55	+5	+60	+18	+52	+70

Table 6.9 – Multi-Modal Sensitivity Test: Net Trip Generation

- 6.5.7 **Table 6.9** confirms that there could be 43 two-way vehicle movements in the AM peak and 50 two-way vehicle movements in the PM peak as a result of the proposed development.
- 6.5.8 It is considered that this is still a significant overestimation of the number of trips likely to take place by car. This is primarily on the basis that the 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 has also improved significantly since 2011, with the expansion of the Metrolink network and the Ordsall Chord bridge, both of which allow for more trams / trains to run across the whole of Greater Manchester and the North.
- 6.5.9 It is noted that data from the 2021 Census is available, however this has not been included in this assessment as it the method of travel to work dataset (TS061 – Method used to travel to work) is only a high-level overview without the option to filter by location of usual residence, and it has not been confirmed whether the geography filter relates to the place of residence or if it is the place of work. As such, the findings would not be entirely accurate.
- 6.5.10 **Sections 2 and 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.

- 6.5.1 Secure and sheltered cycle parking for c. 80 bicycles would be provided at the cycle store in the basement. Additionally, there will be 9 showers (1 of which would be an accessible shower / WC) and 74 lockers located adjacent to the cycle store. There would also be 16 publicly accessible cycle spaces provided within the public realm in the form of Sheffield stands. This is one of the many initiatives to encourage more staff and visitors to travel by sustainable modes.
- 6.5.2 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) and therefore impacts at any particular junction are likely to be negligible.
- 6.5.3 Should future staff at the site 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, 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.
- 6.5.4 Additionally, the two hours' 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 could also be attractive for visitors who are only dropping by the site for a short trip or meeting.
- 6.5.5 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 Summary

- 6.6.1 On this 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.
- 6.6.2 The vision led approach for the proposed development is for a highly sustainable and accessible site in Manchester City Centre. On this basis, the vehicular trip generation is likely to be lower than forecast, and there is therefore likely to be a greater increase in pedestrian footfall, cyclists, and public transport users (**Section 4**) rather than private car users.

7.0 Transport Planning Policy

7.1 Introduction

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

7.2 National Planning Policy Framework (December 2024)

- 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 in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.”

- 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 115 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) *“Sustainable transport modes are prioritised taking account of the vision for the site, 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 through a vision-led approach.”*

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

7.2.8 Paragraph 116 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, following mitigation, would be severe, taking into account all reasonable future scenarios.”

7.2.9 Trip generation forecasts using TRICS data have demonstrated that there would be an increase in vehicular trip generation at the site comparing the existing and proposed uses during AM and PM peak hours. The actual trip generation at the site is likely to be less than forecast, due to the car-free nature of the proposed development. It is most likely that future staff and visitors would take advantage of the proximity to public transport links and amenities.

7.2.10 Paragraph 117 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 a highly accessible location. There is good walking and cycling infrastructure adjacent to the site, and the public transport network is accessible within short walking

distance. The proposed development has been designed to promote active travel and sustainable transport.

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

7.3 Planning Practice Guidance (PPG)

7.3.1 In addition to the NPPF, Planning Practice Guidance (PPG) has been developed by the Department for Communities and Local Government (DCLG; now the DLUHC) 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.

7.3.3 As outlined above, this TS demonstrates that the site is highly 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 PPG and will seek to create a sustainable development and make a positive contribution to the local area.

7.4 Greater Manchester Transport Strategy 2040

7.4.1 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.

7.4.2 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."*

7.4.3 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."*

7.4.4 It is considered that the development proposals will not adversely impact the transport network, and instead would support the Transport Strategy by promoting opportunities for sustainable travel.

7.5 Manchester Core Strategy (2012 – 2027)

7.5.1 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.

7.5.2 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.

7.5.3 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.”

- 7.5.4 **Section 3** above has demonstrated that no car parking provision is considered in accordance with the transport policy and guidance set out by MCC, with respect to the nature of the site and realistic needs of the end users. Additionally, cycle parking and cycle hire stations are available within close proximity of the site, which would encourage more people to travel by sustainable modes.
- 7.5.5 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.
- 7.5.6 **Section 3** above has demonstrated that the proposals for no parking provision is appropriate with respect to the nature of the site and realistic needs of the end users. The development will benefit from sustainable transport links within Manchester City Centre and within other areas of Greater Manchester.
- 7.5.7 It has been clarified in this report that the proposed development aims to promote low carbon travel choices. The site is conveniently located to access local amenities within walking and cycling distance of the site, with public transport services available in the immediate vicinity, including bus stops along Deansgate and Bridge Street, and the Salford Crescent and Manchester Victoria rail stations for journeys further afield.

7.6 Conclusions

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

8.0 Summary and Conclusions

8.1 Summary

- 8.1.1 Curtins has been appointed on behalf of Beaconsfield Commercial Ltd to provide traffic and transportation advice in relation to the proposed redevelopment of existing buildings to the north of Parsonage Gardens in Manchester City Centre to bring forward office uses.
- 8.1.2 Plans to redevelop the buildings were initially introduced in October 2020, however have since been developed. The initial proposals were for the proposed building to be c. 14-storeys tall, primarily comprising office space with some amenity / wellbeing space, a restaurant on the ground floor, and a rooftop terrace. It was also proposed that to support sustainable modes of travel, there would be no car parking proposed, and the development would comprise cycle storage with ample facilities such as showers, lockers, changing facilities, and a drying room.
- 8.1.3 Since then, the plans have shifted significantly towards quality, sustainability and wellbeing in the post-pandemic context. The new proposals are reduced in scale and carefully considers how the new building would relate to the surrounding context. The building would be designed to the highest sustainability credentials to ensure it supports Manchester City Council's zero carbon ambitions.
- 8.1.4 The proposed building would be c. 14-storeys tall, with c. 11,054m² Gross Internal Area (GIA) of floorspace. Of the total floorspace, c. 10,015m² are attributed to office spaces, 635m² are attributed to restaurant use on the ground and mezzanine floors, and the remainder are back-of-house, circulation, reception, facilities, and plant floorspace.
- 8.1.5 Similar to the 2020 proposals, there would be no car parking proposed, and the development would comprise a cycle store with storage in the form of bike racks and accompanying facilities such as showers and lockers in the basement level.
- 8.1.6 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.
- 8.1.7 Relevant details of the proposed site layout, access, and servicing arrangements have been provided.
- 8.1.8 The site is highly 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.
- 8.1.9 Trip generation forecasts using TRICS data have demonstrated that there would be a potential increase in vehicular trip generation at the site comparing the existing and proposed uses during AM and PM peak hours. The actual trip generation at the site is likely to be less than forecast, due to the car-free

nature of the proposed development. It is most likely that future staff and visitors would take advantage of the proximity to public transport links and amenities.

- 8.1.10 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

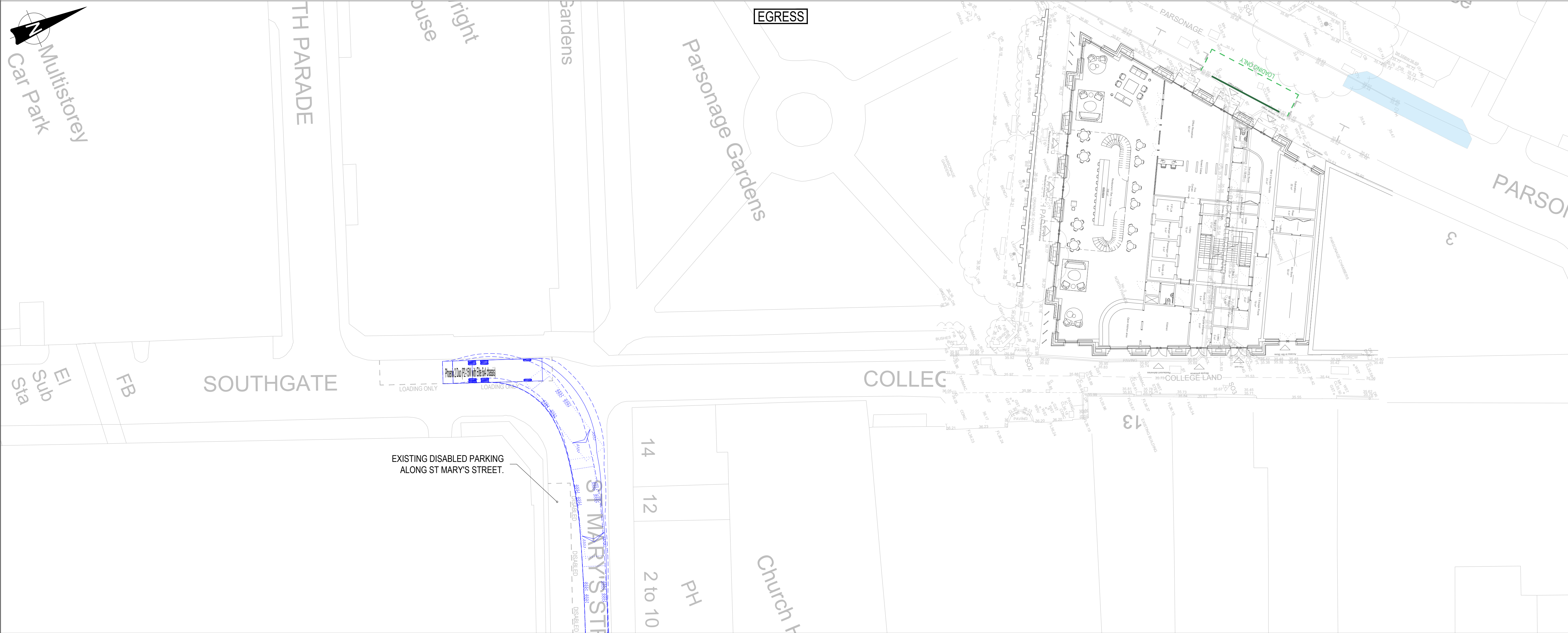
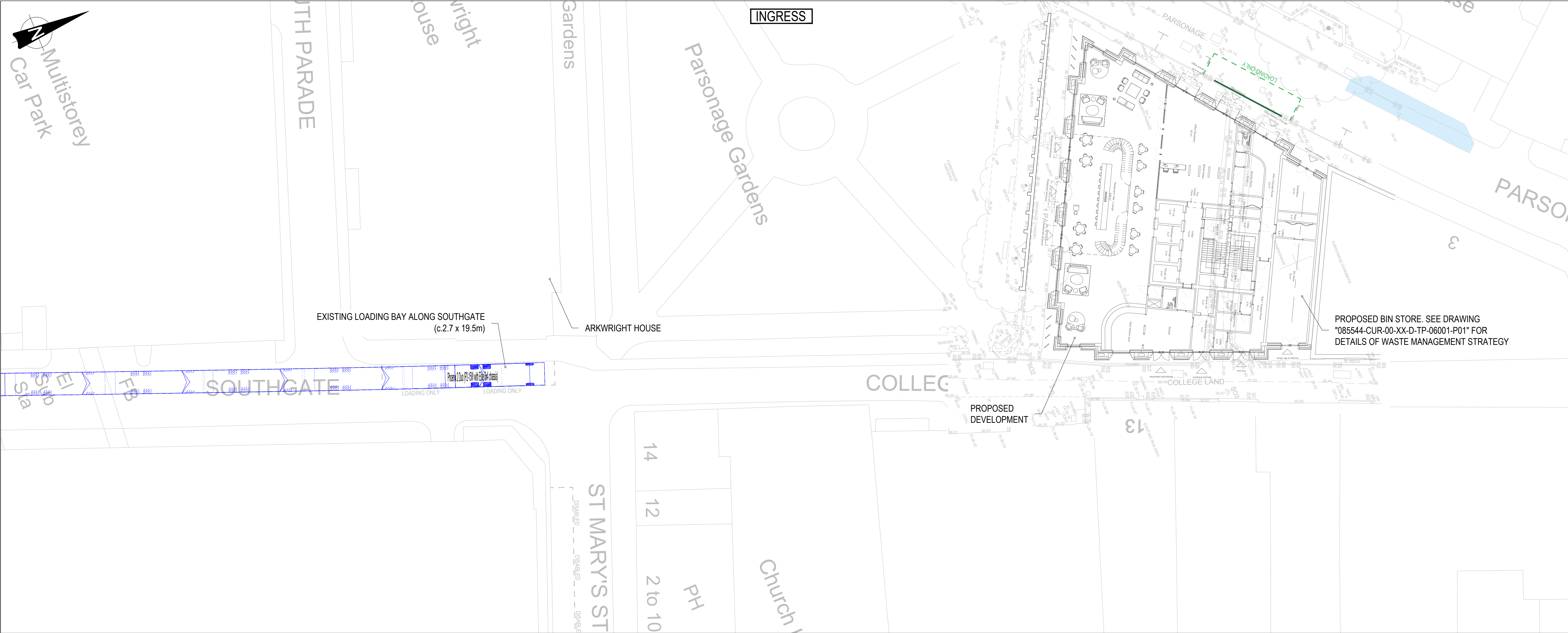
- 8.2.1 It is reasonable to conclude that the proposed development is in accordance with Paragraph 115 of the NPPF, as it would not have an unacceptable impact on highway safety, nor would there be a significant or severe residual cumulative impact on the surrounding highway network.
- 8.2.2 From a traffic and transportation perspective, there are no reasons why the development proposals should not be granted planning approval.

Drawings

Drawing 085544-CUR-XX-00-D-TP-75001 – Loading Bay

Drawing 085544-CUR-XX-00-D-TP-05001 – (Swept Path Analysis) – 11.2m Large Refuse Vehicle

Drawing 085544-CUR-XX-00-D-TP-05002 – (Swept Path Analysis) – 7.5t Panel Van



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

6.

BAND ON LAND SURVEY WHERE AVAILABLE

7.

BASED ON SQP'S LAYOUT DRAWING REF.: "19020-SQP-ZZ-00-DR-A-20101-P03"

KEY:

PROPOSED KERB LINE

PROPOSED ROAD MARKINGS

INDICATIVE LOCATION OF POTENTIAL LOADING BAY FOR FUTURE DEVELOPMENT TO THE NORTH OF PARSONAGE

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

11 200mm

2 520mm

2 750mm

3 304mm

2 500mm

4 000mm

6 000mm

Rev:

Description:

Date:

By:

Chkd:

Curtins

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

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

Status:

PRELIMINARY

Project:

ONE NORTH PARADE, MANCHESTER

Dwg Title:

SWEPT PATH ANALYSIS
11.2m REFUSE VEHICLE

Drawn By

Designed By

Checked By

JM

JM

DD

Date

10/03/25

Scales @ A1

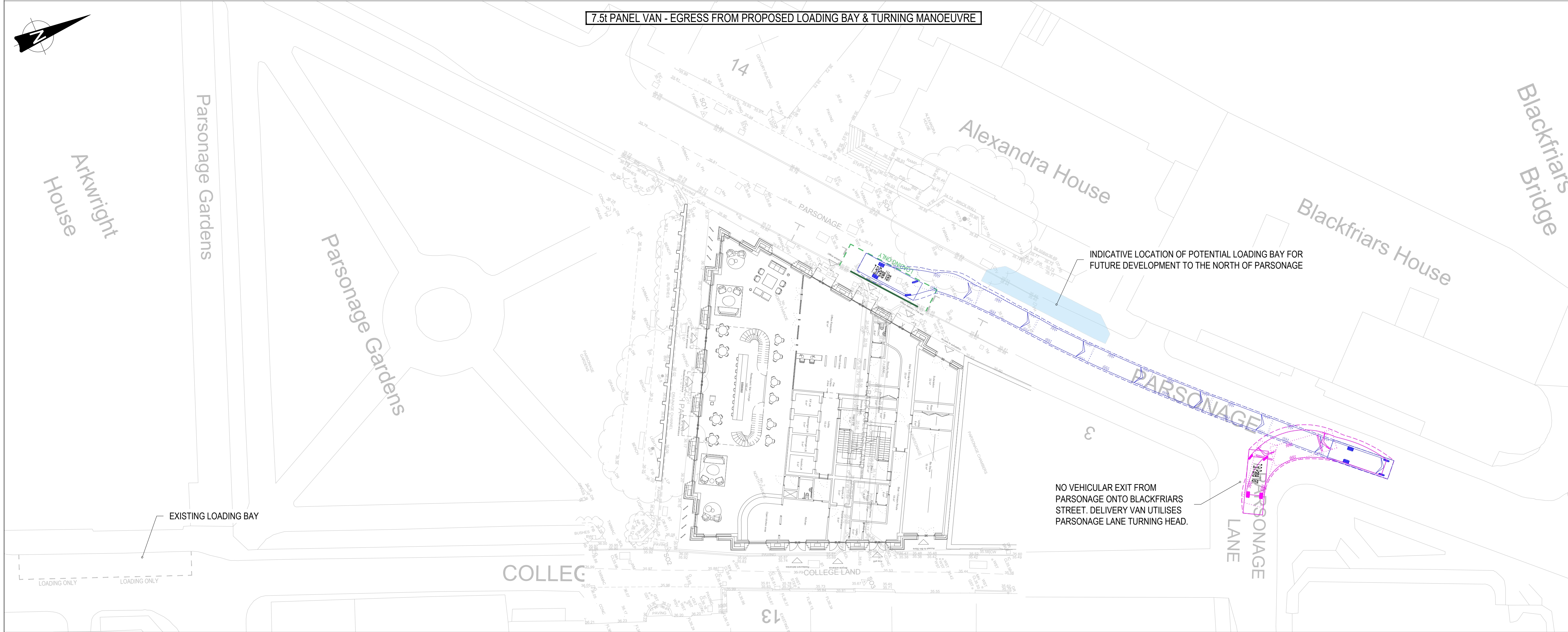
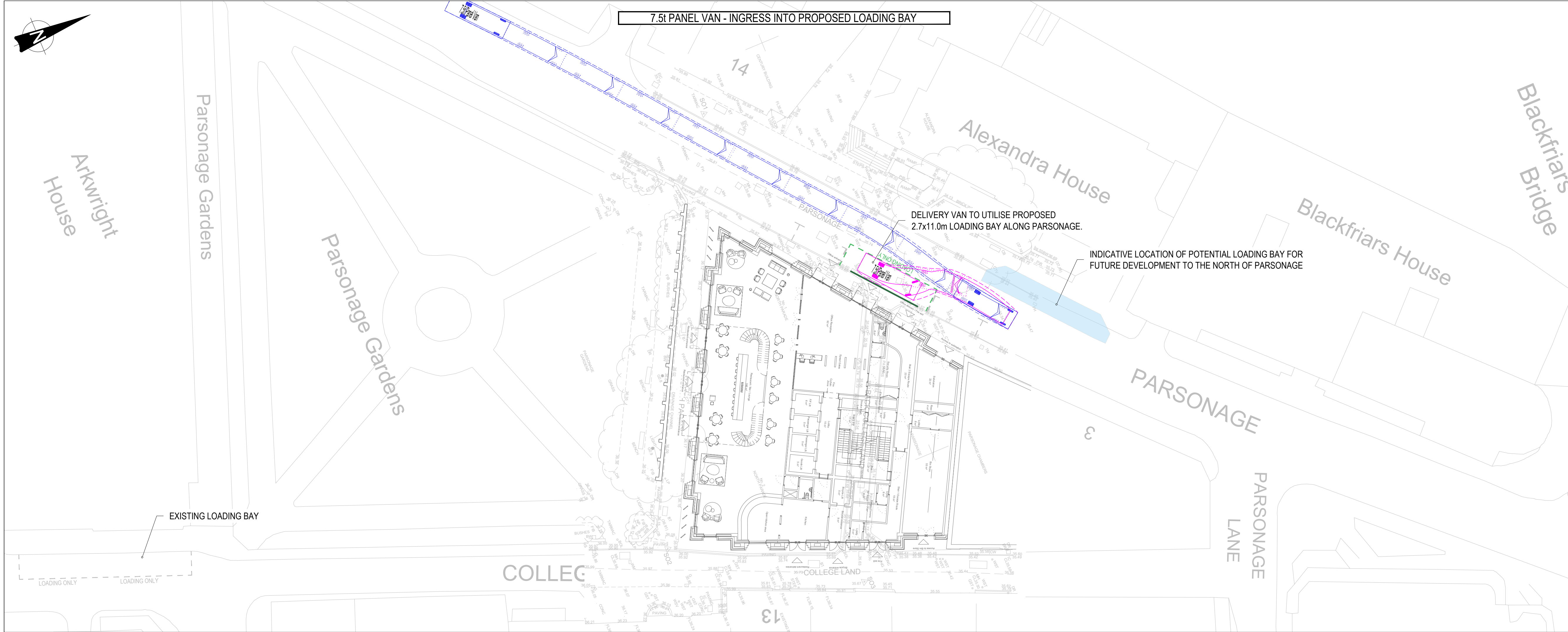
1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number

Revision

85544 - CUR - XX - 00 - D - TP- 05001

P01



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

6. BAND ON LAND SURVEY WHERE AVAILABLE

7. BASED ON SQP'S LAYOUT DRAWING REF.: "19020-SQP-ZZ-00-DR-A-20101-P03"

KEY:

PROPOSED KERB LINE

PROPOSED ROAD MARKINGS

INDICATIVE LOCATION OF POTENTIAL LOADING BAY FOR FUTURE DEVELOPMENT TO THE NORTH OF PARSONAGE

VEHICLE PROFILE:

7.5t Panel Van

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

7.210m

2.190m

2.544m

0.315m

1.865m

4.00s

7.400m

Rev:

Description:

Date:

By:

Chkd:

Curtins

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

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

Status:

PRELIMINARY

Project:

ONE NORTH PARADE, MANCHESTER

Orig Title:

SWEPT PATH ANALYSIS
7.5t PANEL VAN
PROPOSED LOADING BAY

Drawn By

Designed By

Checked By

JM

JM

DD

Date

10/03/25

Scales @ A1

1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number

85544 - CUR - XX - 00 - D -TP- 05002

Revision

P01

Time & IP Projects 085001 - 086000085544 - One North Parade 2024.04 Production 44x Models Drawings ITCAD 051



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

6.

BAND ON LAND SURVEY WHERE AVAILABLE

7.

BASED ON SQP'S LAYOUT DRAWING REF.: "19020-SQP-ZZ-00-DR-A-20101-P03"

KEY:

PROPOSED KERB LINE

PROPOSED ROAD MARKINGS

INDICATIVE LOCATION OF POTENTIAL LOADING BAY FOR FUTURE DEVELOPMENT TO THE NORTH OF PARSONAGE

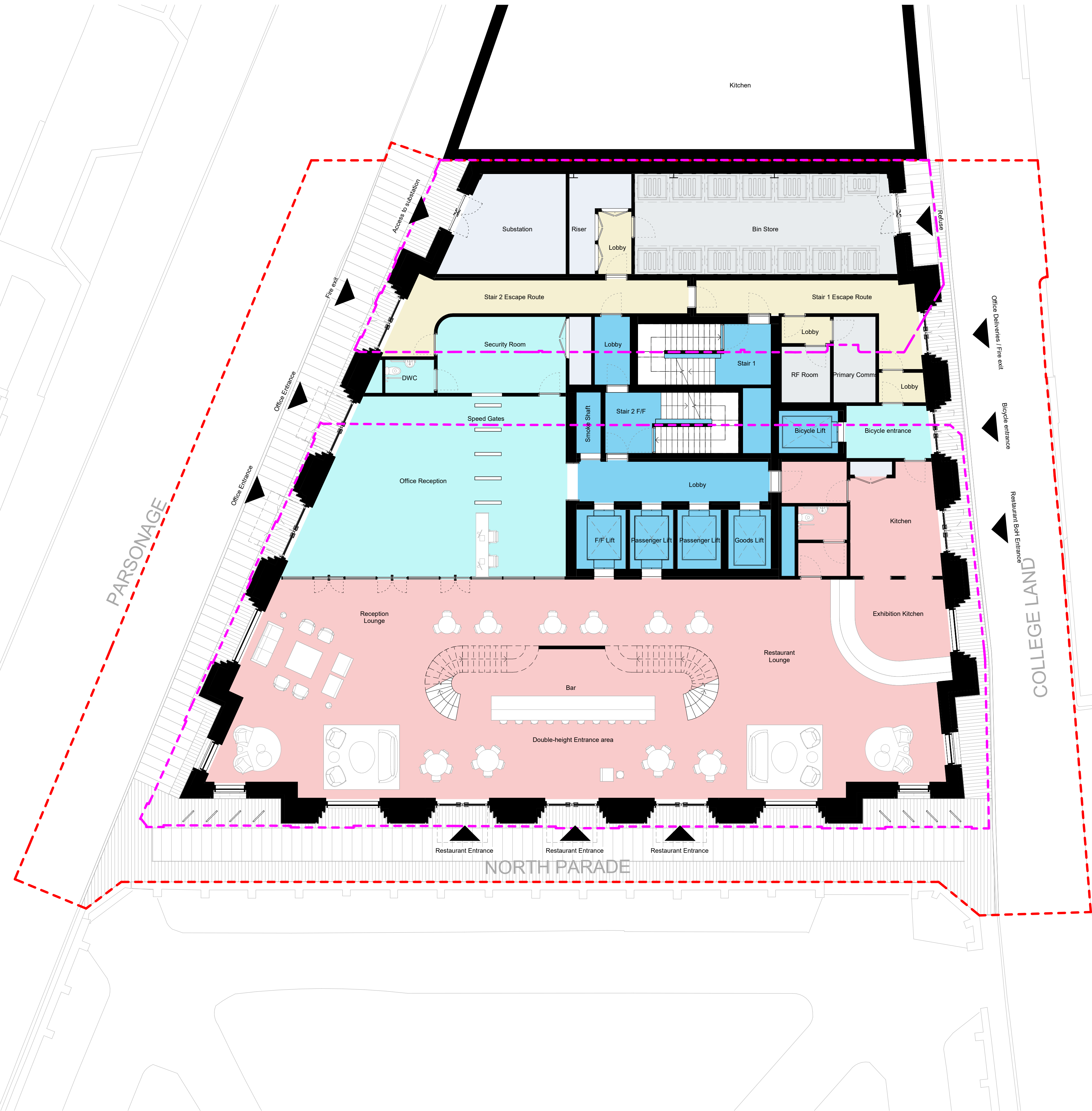
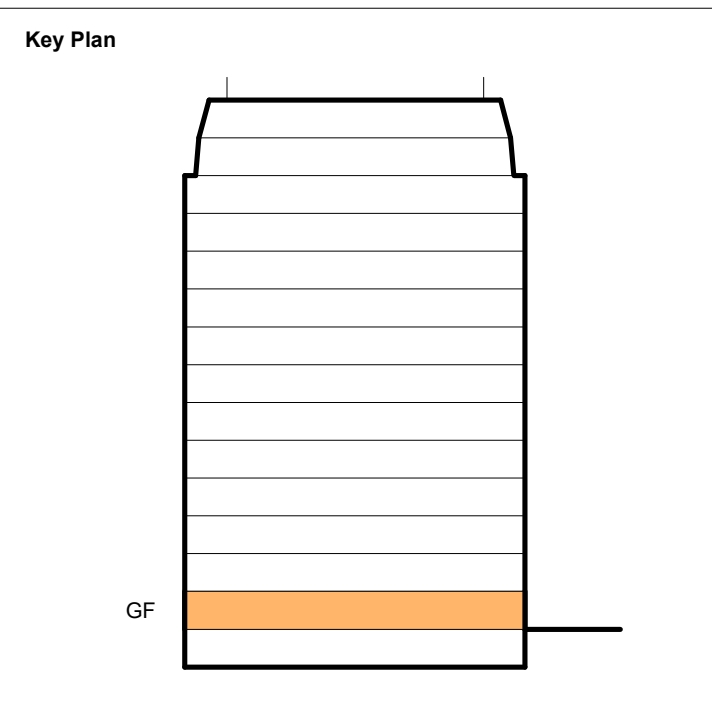
P02	Site layout updated	10/03/25	JM	DD	
Rev:	Description:	Date:	By:	Chkd:	
Curtins Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG 0161 236 2394 manchester@curtins.com www.curtins.com Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Liverpool • London • Manchester • Nottingham					
Status:	PRELIMINARY				
Project:	ONE NORTH PARADE, MANCHESTER				
Orig Title:	PROPOSED LOADING AREA ST. MARY'S PARSONAGE				
Drawn By	MQ	Designed By	MQ	Checked By	DD
		Date	05/09/24	Scales @ A1	1:250
Project No - Originator - Function - Spatial - Form - Discipline - Number					Revision
85544 - CUR - XX - 00 - D -TP- 75001					P02

Time to Projects085001 - 086000085544 - One North Parade 202404 Production444-Models DrawingsITP-CAD75

Appendix A – Proposed Site Layout

This work is copyright and shall not be reproduced or used for any other purpose without the written permission of Squire and Partners.

The internal layouts and furniture arrangements are shown for illustrative purposes only and are not submitted for approval.



Key

- BOH
- Circulation
- Core
- Facilities
- Plant
- Office
- Commercial

- Planning Application Boundary
- Existing Building Boundary
- 2000 mm Clear Head Height

Issued for Planning	25/07/25	MGr	P03
Issued for Information	16/05/25	MGr	P02
Issue for Information	25/09/24	MGr	P01
Description	Date	Chk	Rev

SQUIRE & PARTNERS

Squire and Partners LLP
The Department Store
248 Ferndale Road, London SW9 8FR
T: 020 7278 5555

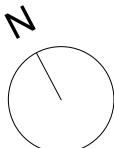
info@squireandpartners.com
www.squireandpartners.com

Project
Parsonage Gardens
Manchester
M3 2NH

Title
Proposed Floor Plan
Level 00

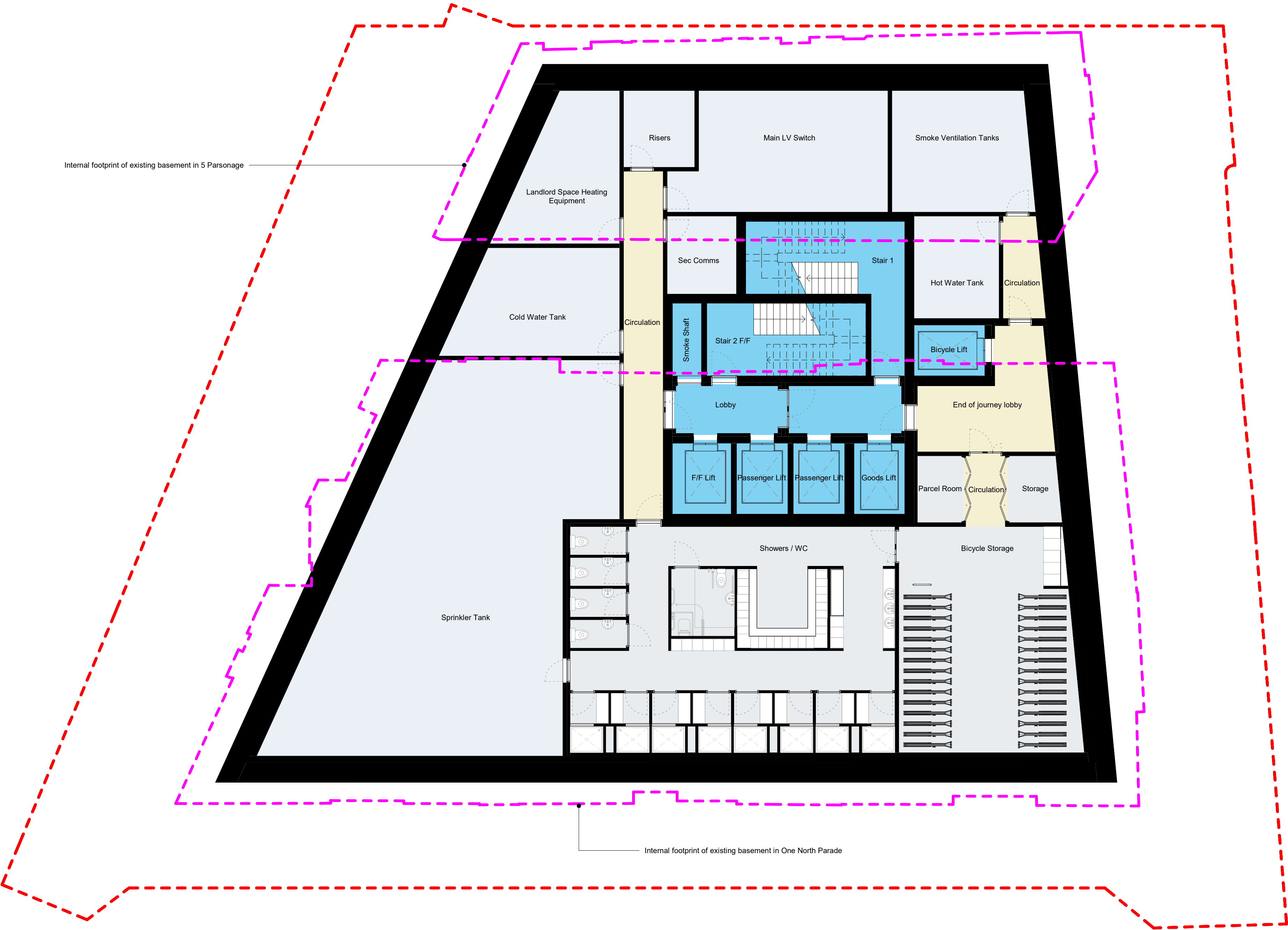
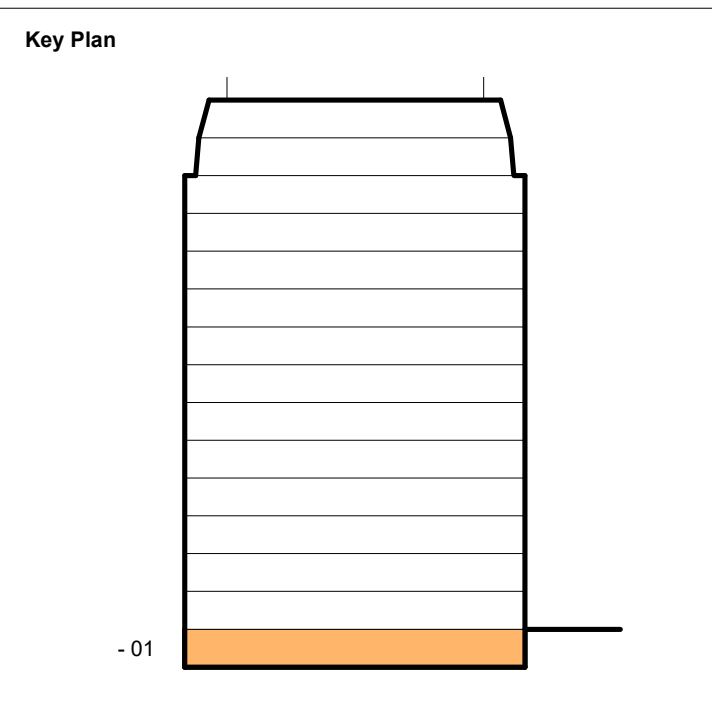
Suitability	Status	Job Number
A2	For Planning	19020
Date	Scale @ ISO A1	Job Number
18/10/2024	1:100	19020
Drawing Number	Revision	
19020-SQP-ZZ-00-DR-A-PL101	P03	

01 Level 00
1:100



This work is copyright and shall not be reproduced or used for any other purpose without the written permission of Squire and Partners.

The internal layouts and furniture arrangements are shown for illustrative purposes only and are not submitted for approval.



- Key
- BOH
 - Circulation
 - Core
 - Facilities
 - Plant
 - Office
 - Commercial
- Planning Application Boundary
- Existing Building Boundary
- 2000 mm Clear Head Height

Issued for Planning	25/07/25	MGr	P03
Issued for Information	16/05/25	MGr	P02
Issue for Information	25/09/24	MGr	P01
Description	Date	Chk	Rev

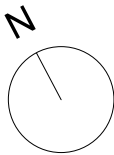
SQUIRE & PARTNERS

Squire and Partners LLP
The Department Store
248 Ferndale Road, London SW9 8FR
T: 020 7278 5555
info@squireandpartners.com
www.squireandpartners.com

Project
**Parsonage Gardens
Manchester
M3 2NH**

Title
**Proposed Floor Plan
Level B1**

Suitability	Status	Job Number
A2	For Planning	19020
Date	Scale @ ISO A1	Job Number
18/10/2024	1:100	19020
Drawing Number	Revision	
19020-SQP-ZZ-B1-DR-A-PL100	P03	



Appendix B – TRICS Output

Calculation Reference: AUDIT-148301-240912-0954

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	GM GREATER MANCHESTER	3 days
	MS MERSEYSIDE	2 days
09	NORTH	
	CU CUMBERLAND	1 days
	TW TYNE & WEAR	1 days

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

Curtins Consulting Ltd 10 Oxford Street Manchester

Licence No: 148301

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: 178 to 15000 (units: sqm)
 Range Selected by User: 178 to 70291 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 23/11/22

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

Selected survey days:

Monday	5 days
Tuesday	4 days
Wednesday	2 days
Thursday	2 days
Friday	4 days

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

Selected survey types:

Manual count	17 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	3
Edge of Town Centre	14

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	2
Development Zone	1
Residential Zone	2
Built-Up Zone	8
No Sub Category	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	11 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known	17 days
-----------	---------

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	6 days
25,001 to 50,000	8 days

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

Population within 5 miles:

25,001 to 50,000	3 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days
500,001 or More	6 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	11 days
1.1 to 1.5	6 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	16 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	17 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BC-02-A-08 HOLDENHURST ROAD BOURNEMOUTH	OFFICES	BOURNEMOUTH CHRISTCHURCH & POOLE
	Edge of Town Centre Built-Up Zone Total Gross floor area:	2600 sqm	
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL
2	BH-02-A-05 ROMAN ROAD HOVE	OFFICES	BRIGHTON & HOVE
	Edge of Town Centre Residential Zone Total Gross floor area:	280 sqm	
	Survey date: WEDNESDAY	04/07/18	Survey Type: MANUAL
3	CU-02-A-02 PORT ROAD CARLISLE	OFFICE	CUMBERLAND
	Edge of Town Centre Industrial Zone Total Gross floor area:	925 sqm	
	Survey date: FRIDAY	24/06/16	Survey Type: MANUAL
4	DY-02-A-02 PRIME PARKWAY DERBY	REAL ESTATE DEVELOPERS	DERBY
	Edge of Town Centre No Sub Category Total Gross floor area:	594 sqm	
	Survey date: THURSDAY	21/10/21	Survey Type: MANUAL
5	GM-02-A-08 FOUNTAIN STREET MANCHESTER	REGUS	GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:	3960 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
6	GM-02-A-09 NEW MOUNT STREET MANCHESTER	LEASED OFFICES	GREATER MANCHESTER
	Edge of Town Centre Built-Up Zone Total Gross floor area:	2500 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
7	GM-02-A-11 SAINT PETER'S SQUARE MANCHESTER	OFFICES	GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:	6420 sqm	
	Survey date: FRIDAY	22/04/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	MS-02-A-02 MOUNT PLEASANT LIVERPOOL	SCIENCE PARK OFFICES	MERSEYSIDE
	Edge of Town Centre Built-Up Zone Total Gross floor area:	11250 sqm	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
9	MS-02-A-04 MANN ISLAND LIVERPOOL MANN ISLAND	OFFICES	MERSEYSIDE
	Edge of Town Centre Development Zone Total Gross floor area:	15000 sqm	
	Survey date: TUESDAY	05/04/22	Survey Type: MANUAL
10	NF-02-A-02 NORTH QUAY GREAT YARMOUTH	FINANCIAL PLANNERS	NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:	894 sqm	
	Survey date: MONDAY	11/09/17	Survey Type: MANUAL
11	NF-02-A-03 NORTH QUAY GREAT YARMOUTH	OFFICES	NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:	5500 sqm	
	Survey date: TUESDAY	12/09/17	Survey Type: MANUAL
12	NY-02-A-01 NORTH PARK ROAD HARROGATE	SOLICITORS	NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:	178 sqm	
	Survey date: THURSDAY	04/10/18	Survey Type: MANUAL
13	NY-02-A-03 STATION ROAD RICHMOND	DISTRICT COUNCIL OFFICES	NORTH YORKSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:	1590 sqm	
	Survey date: FRIDAY	06/05/22	Survey Type: MANUAL
14	TW-02-A-07 MULGRAVE TERRACE GATESHEAD	OFFICES	TYNE & WEAR
	Town Centre Built-Up Zone Total Gross floor area:	2090 sqm	
	Survey date: MONDAY	13/06/16	Survey Type: MANUAL
15	WK-02-A-02 WHITEHALL ROAD RUGBY	OFFICES	WARWICKSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:	540 sqm	
	Survey date: MONDAY	14/11/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	WS-02-A-05	SOCIAL HOUSING COMPANY	WEST SUSSEX
	NORTH STREET		
	WORTHING		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	830 sqm	
	Survey date: TUESDAY	17/05/22	Survey Type: MANUAL
17	WS-02-A-07	BUSINESS TECHNOLOGY	WEST SUSSEX
	HAM ROAD		
	SHOREHAM-BY-SEA		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	2780 sqm	
	Survey date: FRIDAY	11/11/22	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
 Total People to Total Vehicles ratio (all time periods and directions): 2.75

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	3437	0.293	16	3437	0.045	16	3437	0.338
08:00 - 09:00	17	3245	0.841	17	3245	0.147	17	3245	0.988
09:00 - 10:00	17	3245	0.435	17	3245	0.205	17	3245	0.640
10:00 - 11:00	17	3245	0.210	17	3245	0.136	17	3245	0.346
11:00 - 12:00	17	3245	0.116	17	3245	0.129	17	3245	0.245
12:00 - 13:00	17	3245	0.154	17	3245	0.225	17	3245	0.379
13:00 - 14:00	17	3245	0.245	17	3245	0.227	17	3245	0.472
14:00 - 15:00	17	3245	0.141	17	3245	0.181	17	3245	0.322
15:00 - 16:00	17	3245	0.114	17	3245	0.225	17	3245	0.339
16:00 - 17:00	17	3245	0.118	17	3245	0.372	17	3245	0.490
17:00 - 18:00	17	3245	0.109	17	3245	0.640	17	3245	0.749
18:00 - 19:00	16	3437	0.045	16	3437	0.247	16	3437	0.292
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.821			2.779			5.600

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	178 - 15000 (units: sqm)
Survey date date range:	01/01/16 - 23/11/22
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

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	16	3437	0.016	16	3437	0.000	16	3437	0.016
08:00 - 09:00	17	3245	0.073	17	3245	0.002	17	3245	0.075
09:00 - 10:00	17	3245	0.016	17	3245	0.000	17	3245	0.016
10:00 - 11:00	17	3245	0.011	17	3245	0.002	17	3245	0.013
11:00 - 12:00	17	3245	0.007	17	3245	0.005	17	3245	0.012
12:00 - 13:00	17	3245	0.009	17	3245	0.009	17	3245	0.018
13:00 - 14:00	17	3245	0.005	17	3245	0.007	17	3245	0.012
14:00 - 15:00	17	3245	0.000	17	3245	0.005	17	3245	0.005
15:00 - 16:00	17	3245	0.004	17	3245	0.011	17	3245	0.015
16:00 - 17:00	17	3245	0.000	17	3245	0.029	17	3245	0.029
17:00 - 18:00	17	3245	0.000	17	3245	0.060	17	3245	0.060
18:00 - 19:00	16	3437	0.000	16	3437	0.015	16	3437	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.141			0.145			0.286

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	16	3437	0.078	16	3437	0.009	16	3437	0.087
08:00 - 09:00	17	3245	0.263	17	3245	0.024	17	3245	0.287
09:00 - 10:00	17	3245	0.208	17	3245	0.102	17	3245	0.310
10:00 - 11:00	17	3245	0.196	17	3245	0.196	17	3245	0.392
11:00 - 12:00	17	3245	0.227	17	3245	0.279	17	3245	0.506
12:00 - 13:00	17	3245	0.462	17	3245	0.636	17	3245	1.098
13:00 - 14:00	17	3245	0.518	17	3245	0.491	17	3245	1.009
14:00 - 15:00	17	3245	0.261	17	3245	0.152	17	3245	0.413
15:00 - 16:00	17	3245	0.096	17	3245	0.074	17	3245	0.170
16:00 - 17:00	17	3245	0.049	17	3245	0.121	17	3245	0.170
17:00 - 18:00	17	3245	0.029	17	3245	0.263	17	3245	0.292
18:00 - 19:00	16	3437	0.004	16	3437	0.082	16	3437	0.086
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.391			2.429			4.820

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	16	3437	0.184	16	3437	0.002	16	3437	0.186
08:00 - 09:00	17	3245	0.622	17	3245	0.005	17	3245	0.627
09:00 - 10:00	17	3245	0.408	17	3245	0.031	17	3245	0.439
10:00 - 11:00	17	3245	0.111	17	3245	0.049	17	3245	0.160
11:00 - 12:00	17	3245	0.062	17	3245	0.058	17	3245	0.120
12:00 - 13:00	17	3245	0.076	17	3245	0.190	17	3245	0.266
13:00 - 14:00	17	3245	0.145	17	3245	0.172	17	3245	0.317
14:00 - 15:00	17	3245	0.074	17	3245	0.082	17	3245	0.156
15:00 - 16:00	17	3245	0.053	17	3245	0.141	17	3245	0.194
16:00 - 17:00	17	3245	0.063	17	3245	0.353	17	3245	0.416
17:00 - 18:00	17	3245	0.016	17	3245	0.518	17	3245	0.534
18:00 - 19:00	16	3437	0.011	16	3437	0.169	16	3437	0.180
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.825			1.770			3.595

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
 Total People to Total Vehicles ratio (all time periods and directions): 2.75

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	3437	0.606	16	3437	0.064	16	3437	0.670
08:00 - 09:00	17	3245	1.947	17	3245	0.183	17	3245	2.130
09:00 - 10:00	17	3245	1.178	17	3245	0.375	17	3245	1.553
10:00 - 11:00	17	3245	0.569	17	3245	0.397	17	3245	0.966
11:00 - 12:00	17	3245	0.440	17	3245	0.489	17	3245	0.929
12:00 - 13:00	17	3245	0.730	17	3245	1.113	17	3245	1.843
13:00 - 14:00	17	3245	0.982	17	3245	0.946	17	3245	1.928
14:00 - 15:00	17	3245	0.513	17	3245	0.466	17	3245	0.979
15:00 - 16:00	17	3245	0.283	17	3245	0.526	17	3245	0.809
16:00 - 17:00	17	3245	0.254	17	3245	0.970	17	3245	1.224
17:00 - 18:00	17	3245	0.156	17	3245	1.595	17	3245	1.751
18:00 - 19:00	16	3437	0.069	16	3437	0.567	16	3437	0.636
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.727			7.691			15.418

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.*

Calculation Reference: AUDIT-148301-240912-0956

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : B - RESTAURANTS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	WM WEST MIDLANDS	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: 110 to 1136 (units: sqm)
Range Selected by User: 75 to 1136 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 23/06/23

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

Selected survey days:

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

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

Selected survey types:

Manual count	7 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	5
Edge of Town Centre	2

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:

Development Zone	1
Built-Up Zone	1
High Street	5

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

E(b) 7 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	3 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	2 days

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

Travel Plan:

No	7 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	7 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CA-06-B-02 BRIDGE STREET CAMBRIDGE	WILDWOOD		CAMBRIDGESHIRE
	Town Centre High Street			
	Total Gross floor area:	370 sqm		
	Survey date: FRIDAY	23/06/23	Survey Type: MANUAL	
2	DC-06-B-02 HIGH WEST STREET DORCHESTER	PREZZO		DORSET
	Town Centre High Street			
	Total Gross floor area:	525 sqm		
	Survey date: FRIDAY	16/09/16	Survey Type: MANUAL	
3	DY-06-B-04 FRIAR GATE DERBY	FRENCH RESTAURANT		DERBY
	Town Centre High Street			
	Total Gross floor area:	180 sqm		
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL	
4	LN-06-B-01 BRAYFORD WHARF NORTH LINCOLN BRAYFORD WHARF Edge of Town Centre Development Zone	PREZZO		LINCOLNSHIRE
	Total Gross floor area:	1136 sqm		
	Survey date: TUESDAY	10/10/17	Survey Type: MANUAL	
5	SH-06-B-01 HIGH STREET SHREWSBURY	THE BEEFY BOYS		SHROPSHIRE
	Town Centre High Street			
	Total Gross floor area:	110 sqm		
	Survey date: THURSDAY	15/06/23	Survey Type: MANUAL	
6	SH-06-B-02 HIGH STREET SHREWSBURY	ASK ITALIAN		SHROPSHIRE
	Town Centre High Street			
	Total Gross floor area:	402 sqm		
	Survey date: TUESDAY	20/06/23	Survey Type: MANUAL	
7	WM-06-B-05 THE BUTTS COVENTRY	AKBARS		WEST MIDLANDS
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	600 sqm		
	Survey date: THURSDAY	17/11/16	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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 4.13

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	525	0.190	1	525	0.000	1	525	0.190
11:00 - 12:00	6	454	0.661	6	454	0.073	6	454	0.734
12:00 - 13:00	6	454	1.579	6	454	0.257	6	454	1.836
13:00 - 14:00	6	454	1.799	6	454	1.065	6	454	2.864
14:00 - 15:00	6	454	0.771	6	454	1.322	6	454	2.093
15:00 - 16:00	6	454	0.404	6	454	0.661	6	454	1.065
16:00 - 17:00	7	475	0.181	7	475	0.241	7	475	0.422
17:00 - 18:00	7	475	1.083	7	475	0.542	7	475	1.625
18:00 - 19:00	7	475	2.257	7	475	1.294	7	475	3.551
19:00 - 20:00	7	475	2.046	7	475	1.745	7	475	3.791
20:00 - 21:00	7	475	0.542	7	475	1.745	7	475	2.287
21:00 - 22:00	7	475	0.241	7	475	1.204	7	475	1.445
22:00 - 23:00	5	562	0.107	5	562	1.210	5	562	1.317
23:00 - 24:00	3	754	0.044	3	754	0.265	3	754	0.309
Total Rates:			11.905			11.624			23.529

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:

110 - 1136 (units: sqm)

Survey date date range:

01/01/16 - 23/06/23

Number of weekdays (Monday-Friday):

7

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
 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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	525	0.000	1	525	0.000	1	525	0.000
11:00 - 12:00	6	454	0.000	6	454	0.000	6	454	0.000
12:00 - 13:00	6	454	0.037	6	454	0.000	6	454	0.037
13:00 - 14:00	6	454	0.037	6	454	0.000	6	454	0.037
14:00 - 15:00	6	454	0.037	6	454	0.073	6	454	0.110
15:00 - 16:00	6	454	0.000	6	454	0.000	6	454	0.000
16:00 - 17:00	7	475	0.000	7	475	0.030	7	475	0.030
17:00 - 18:00	7	475	0.000	7	475	0.000	7	475	0.000
18:00 - 19:00	7	475	0.060	7	475	0.000	7	475	0.060
19:00 - 20:00	7	475	0.030	7	475	0.090	7	475	0.120
20:00 - 21:00	7	475	0.060	7	475	0.030	7	475	0.090
21:00 - 22:00	7	475	0.000	7	475	0.030	7	475	0.030
22:00 - 23:00	5	562	0.000	5	562	0.000	5	562	0.000
23:00 - 24:00	3	754	0.000	3	754	0.000	3	754	0.000
Total Rates:			0.261			0.253			0.514

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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	525	0.381	1	525	0.000	1	525	0.381
11:00 - 12:00	6	454	0.477	6	454	0.331	6	454	0.808
12:00 - 13:00	6	454	2.681	6	454	0.698	6	454	3.379
13:00 - 14:00	6	454	2.240	6	454	1.873	6	454	4.113
14:00 - 15:00	6	454	1.469	6	454	2.938	6	454	4.407
15:00 - 16:00	6	454	1.102	6	454	1.763	6	454	2.865
16:00 - 17:00	7	475	1.023	7	475	1.264	7	475	2.287
17:00 - 18:00	7	475	1.776	7	475	0.993	7	475	2.769
18:00 - 19:00	7	475	2.799	7	475	1.384	7	475	4.183
19:00 - 20:00	7	475	3.160	7	475	2.137	7	475	5.297
20:00 - 21:00	7	475	1.535	7	475	1.776	7	475	3.311
21:00 - 22:00	7	475	0.361	7	475	1.956	7	475	2.317
22:00 - 23:00	5	562	0.107	5	562	1.814	5	562	1.921
23:00 - 24:00	3	754	0.044	3	754	0.133	3	754	0.177
Total Rates:			19.155			19.060			38.215

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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
 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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	525	0.190	1	525	0.000	1	525	0.190
11:00 - 12:00	6	454	0.331	6	454	0.037	6	454	0.368
12:00 - 13:00	6	454	0.992	6	454	0.184	6	454	1.176
13:00 - 14:00	6	454	0.771	6	454	0.477	6	454	1.248
14:00 - 15:00	6	454	0.588	6	454	0.992	6	454	1.580
15:00 - 16:00	6	454	0.147	6	454	0.404	6	454	0.551
16:00 - 17:00	7	475	0.181	7	475	0.301	7	475	0.482
17:00 - 18:00	7	475	0.542	7	475	0.331	7	475	0.873
18:00 - 19:00	7	475	1.324	7	475	0.451	7	475	1.775
19:00 - 20:00	7	475	1.354	7	475	0.782	7	475	2.136
20:00 - 21:00	7	475	0.481	7	475	0.662	7	475	1.143
21:00 - 22:00	7	475	0.030	7	475	1.204	7	475	1.234
22:00 - 23:00	5	562	0.000	5	562	0.854	5	562	0.854
23:00 - 24:00	3	754	0.000	3	754	0.177	3	754	0.177
Total Rates:			6.931			6.856			13.787

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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 4.13

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	525	0.762	1	525	0.000	1	525	0.762
11:00 - 12:00	6	454	1.763	6	454	0.441	6	454	2.204
12:00 - 13:00	6	454	6.610	6	454	1.285	6	454	7.895
13:00 - 14:00	6	454	6.537	6	454	4.407	6	454	10.944
14:00 - 15:00	6	454	3.783	6	454	6.647	6	454	10.430
15:00 - 16:00	6	454	1.910	6	454	3.489	6	454	5.399
16:00 - 17:00	7	475	1.595	7	475	2.046	7	475	3.641
17:00 - 18:00	7	475	4.544	7	475	2.257	7	475	6.801
18:00 - 19:00	7	475	8.516	7	475	4.273	7	475	12.789
19:00 - 20:00	7	475	8.486	7	475	6.621	7	475	15.107
20:00 - 21:00	7	475	3.190	7	475	5.748	7	475	8.938
21:00 - 22:00	7	475	0.782	7	475	5.357	7	475	6.139
22:00 - 23:00	5	562	0.249	5	562	4.980	5	562	5.229
23:00 - 24:00	3	754	0.133	3	754	0.796	3	754	0.929
Total Rates:			48.860			48.347			97.207

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