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Manchester One – 53 Portland Street

Transport Statement

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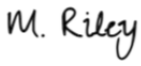
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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Bruntwood Aviva 2 Ltd to provide transport and highways advice in relation to a planning application for the proposed refurbishment and extension works of the existing Manchester One building at 53 Portland Street in Manchester city centre.

1.1.2 The Proposed Development would include a 4 storey (plus rooftop terrace and plant enclosure) extension to the existing tower building. The extension would provide a new reception area and welcome space, a flexible commercial unit, co-working space, and lettable office space.

1.1.3 The existing tower building has a GIA of 14,568m^2 across twenty-two floors. The Proposed Development would increase the proposed tower building GIA to 16,778m^2, an increase of 2,210m^2.

1.1.4 There is no new car parking provision for the Proposed Development, there are however existing car parking spaces, 16 of which will be retained. These retained spaces are to be enhanced to bring them up to current standards by resizing bay markings.

1.1.5 60 new long-stay cycle parking spaces and 5 short-stay cycle parking spaces would be provided. In addition, a new secure external cycle store and commuter facilities, including lockers, showers, changing and drying rooms would be provided. The new cycle parking provision will be supplemented by the existing cycle store, providing 20 long-stay parking spaces.

1.1.6 Additionally, the Development Proposals would include the removal of the existing LED advertisement screen from the corner of Portland Street and Sackville Street to facilitate the proposed extension works.

1.1.7 The proposed site layout is provided in **Appendix A**.

1.2 Purpose of the Report

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

1.2.2 The TS is supported by a Framework Travel Plan (Document Reference: **087172-CUR-XX-XX-T-TP-00002**) with measures and initiatives to encourage active and sustainable travel.

1.3 Scope of the Report

1.3.1 The scope of this report is consistent with national transport planning policy and guidance.

1.3.2 On this basis, the TS contains the following:

- Details of the existing use and the development proposals, together with a proposed site layout plan;
- A review of highway safety within the vicinity of the site for the most recent five years;
- A review of accessibility by all modes of travel including walking, cycling, and public transport;
- Drawings showing the site access proposals;
- Details of proposed servicing arrangements; and
- Details of future vehicular trips and commentary on any highway impacts.

1.4 Structure of the Report

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

1.4.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of 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, parking provision, and a servicing and refuse strategy.

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

1.4.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals, and the highway impact.

1.4.6 **Section 6** provides a report summary and conclusion.

2.0 Existing Situation

2.1 Site Location

2.1.1 The Proposed Development at the existing Manchester One building is located to the east of Manchester city centre, along Portland Street. The Proposed Development is located, c.475m to the west of Manchester Picadilly Station, c.322m to the east of St Peter's Square Metrolink stop, and c.307m to the south of Manchester Piccadilly Gardens.

2.1.2 The Site is bound by Chorlton Street and a leisure and entertainment venue - Yates to the northeast, Manchester Coach Station Access Road (formerly Major Street) to the southeast, Sackville Street to the southwest, and Portland Street to the northwest.

2.1.3 **Figure 2.1** below shows the site in a local context relating to the local highway network:



Figure 2.1 – Site Location
(Source: OpenStreetMap, 2026)

2.2 Existing Use and Access

2.2.1 The existing site comprises of the 21-storey Manchester One building, used as office space within the city centre.

2.2.2 The site is located within a highly accessible area within Manchester city centre, because of this it has been identified in **Section 5.2** that most employees would travel to the site by sustainable modes. Pedestrians currently access the building via Portland Street.

2.2.3 Under the current layout, c.20 bays are available to the east and west of the site. These are split across two car parks, which can be accessed via Chorlton Street and Sackville Street respectively. The car parks are displayed in **Figure 2.2** and **2.3** below.



Figure 2.2 – Car Park (Chorlton Street Access)

2.2.4 **Figure 2.2** above shows the eastern car park accessed via Chorlton Street. Currently, the northern most bay, marked as no. 1, is deemed not accessible. It should be noted that this bay has not been included in the total count, however, may still be used by motorcycles.



Figure 2.3 – Car Park (Sackville Street Access)

2.2.5 **Figure 2.3** above shows the western car park accessed via Sackville Street. It is noted that the bay marked no. 11 is an irregular size due to the site boundary.

2.2.6 Under the existing situation, it is understood that servicing takes places via Major Street to the southeast of the site. Major Street is located within the Manchester Central Coach Station.

2.2.7 Refuse vehicles would enter Major Street via Chorlton Street to access the bin store. Under this arrangement, the refuse vehicles would stop temporarily in the coach station whilst the bins are unloaded. It is understood that as the proposed development would continue to operate under this servicing arrangement. The existing access for refuse vehicles is shown in **Figure 2.4** below.



Figure 2.4 – Existing Servicing Arrangement via Major Street (Coach Station Access)

2.3 Surrounding Highway Network

2.3.1 **Table 2.1** below presents the key characteristics of the roads immediately surrounding the site:

Road Name	Speed Limit	Street Lighting	Pedestrian Infrastructure	Cyclist Infrastructure	Public Transport Infrastructure	Restrictions / Parking / Loading Provision
Portland Street	20mph	Yes	c. 4m wide footway Tactile paving Dropped kerbs	Advanced stop lines Bus, cycle and taxi lane northbound	c.43m Bus Stop (Charlotte Street – Stop CU)	Double Yellow Lines – No parking in the area surrounding the site
Sackville Street	20mph	Yes	c. 2.5m wide footway Tactile paving Dropped kerbs	Advanced stop lines Separated cycle lane	None	Double Yellow Lines – 4 marked Pay & Display parking bays. c. 15m Loading Bay.
Chorlton Street	20mph	Yes	c. 4m wide footway Tactile paving Dropped kerbs	None	c.62m Bus Stop/ Bus Stand (Chorlton Street Coach Station – Stop EV/EZ)	Double Yellow Lines – No parking in the area surrounding the site c. 15m Loading Bay c. 16m Bus Waiting Bay

Table 2.1 – Surrounding Highway Network Summary

2.4 Access for Mobility and Visually Impaired Users

2.4.1 The site benefits from its city centre location and the existing infrastructure afforded by its strategic position. There are a number of existing features which ensure safe, convenient, and aided access for those site users who are disabled and / or visually impaired. Blue badge holders can also park free of charge without any time limits at any pay and display bay.

2.4.2 Dropped kerbs, tactile paving, and colour coded crossings are present at the Portland Street/ Sackville Street/ Nicholas Street signalised pedestrian crossing point in the vicinity of the site.

2.5 Highway Safety

2.5.1 Collision data for the highway network adjacent to the site has been obtained from the Transport for Greater Manchester (TfGM) reported road incidents database for the most recent five years (2021 – 2025 inclusive). The details of the search are contained in **Figure 2.5**, and a breakdown of the information is contained in **Table 2.2**:

Junction/Link	Slight	Serious	Fatal	Total
Site Frontage / Portland Street	1	2	0	3
Portland Street / Sackville Street	1	0	0	1
Portland Street / Chorlton Street	2	3	0	5
Portland Street / Princess Street	1	1	0	2
Portland Street / Nicholas Street	2	0	0	2
Portland Street / Abingdon Street	1	0	0	1
Portland Street	3	2	0	5
New York Street	0	0	0	0
Portland Street / Minshull Street	4	2	0	6
Portland Street / Parker Street	1	1	0	2
Major Street / Sackville Street	1	0	0	1
Bloom Street / Chorlton Street	1	0	0	1
Bloom Street / Sackville Street	2	0	0	2
Total	**20**	**11**	**0**	**31**

Table 2.2 – Collision Data Summary

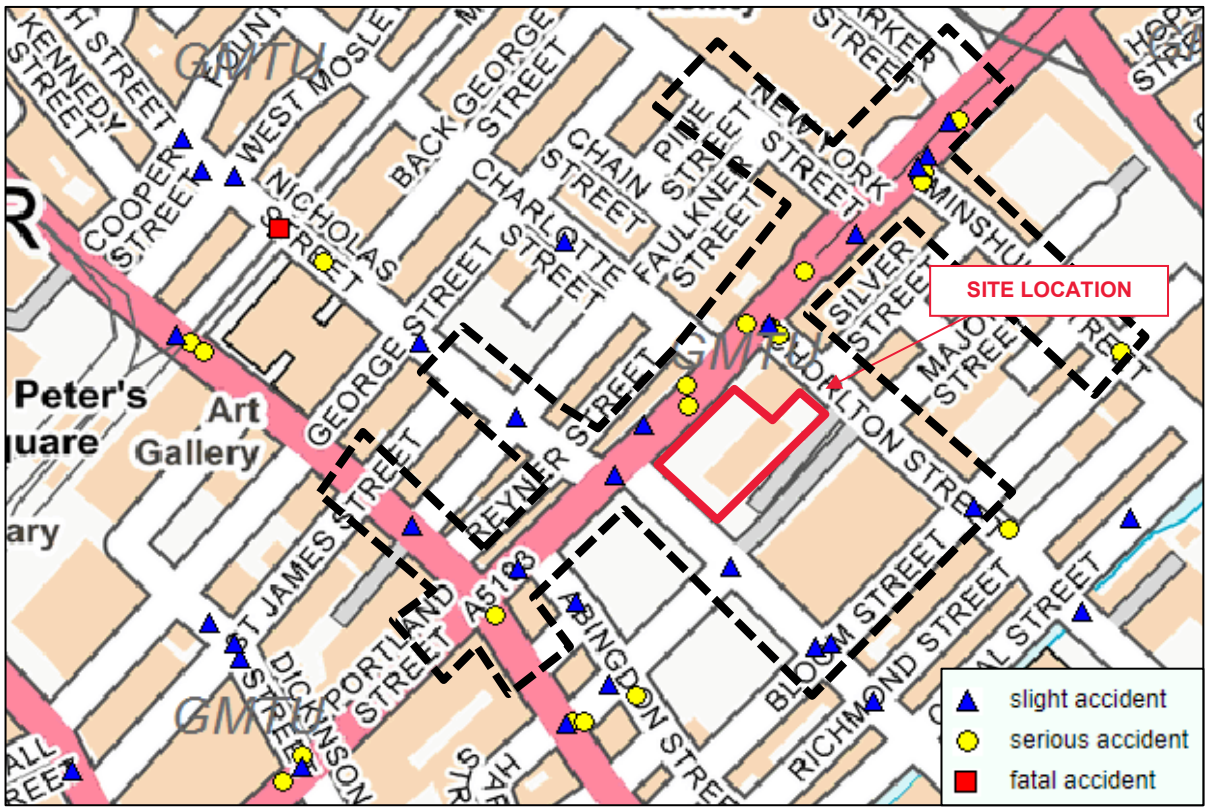


Figure 2.5 – Area Assessed for Collision Data (5 years)
(Source: TfGM, 2026)

2.5.2 There has been a total of 31 collisions in the latest five-year period available, 20 of which were 'slight' severity incidents and 11 of which were 'serious' severity incidents. There were no fatal collisions that occurred in the study area during this period.

2.5.3 The 5 incidents at the Portland Street/ Chorlton Street junction are spread out evenly among the most recent five-year period. There was 1 'slight' incident in 2021 and 1 in 2023. Additionally, there was 1 'serious' incident in 2022, 1 in 2023, and 1 in 2024. Considering these findings and the temporal nature of the study, it can be concluded that the incidents are not related to the features of the highway at this junction.

2.5.4 No significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Overview of Proposals

3.1.1 Curtins has been appointed by Bruntwood Aviva 2 Ltd to provide transport and highways advice in relation to a planning application for the proposed refurbishment and extension works of the existing Manchester One building at 53 Portland Street in Manchester city centre.

3.1.2 The Proposed Development would include a 4 storey (plus rooftop terrace and plant enclosure) extension to the existing tower building. The extension would provide a new reception area and welcome space, a flexible commercial unit, co-working space, and lettable office space.

3.1.3 The existing tower building has a GIA of 14,568m^2 across twenty-two floors. The Proposed Development would increase the proposed tower building GIA to 16,778m^2, an increase of 2,210m^2.

3.1.4 There is no new car parking provision for the Proposed Development, there are however existing car parking spaces, 16 of which will be retained. These retained spaces are to be enhanced to bring them up to current standards by resizing bay markings.

3.1.5 60 new long-stay cycle parking spaces and 5 short-stay cycle parking spaces would be provided. In addition, a new secure external cycle store and commuter facilities, including lockers, showers, changing and drying rooms would be provided. The new cycle parking provision will be supplemented by the existing cycle store, providing 20 long-stay parking spaces.

3.1.6 Additionally, the Development Proposals would include the removal of the existing LED advertisement screen from the corner of Portland Street and Sackville Street to facilitate the proposed extension works.

3.1.7 The proposed site layout is provided in **Appendix A**.

3.2 Proposed Access

Vehicular Access

3.2.1 The existing access points, via both Chorlton Street and Sackville Street, would be retained as part of the development proposals.

3.2.2 **Drawing 087172-CUR-XX-00-D-TP-05001** at the rear of this report shows that a large car can ingress and egress from the site in forward gear. The drawing also identifies improvements to the parking layout for optimised manoeuvrability of vehicles and identifies parking bays to be removed due to their location not being viable for vehicular access.

Pedestrian and Cycle Access

3.2.3 **Figure 3.1** below displays the proposed ground floor access arrangement.

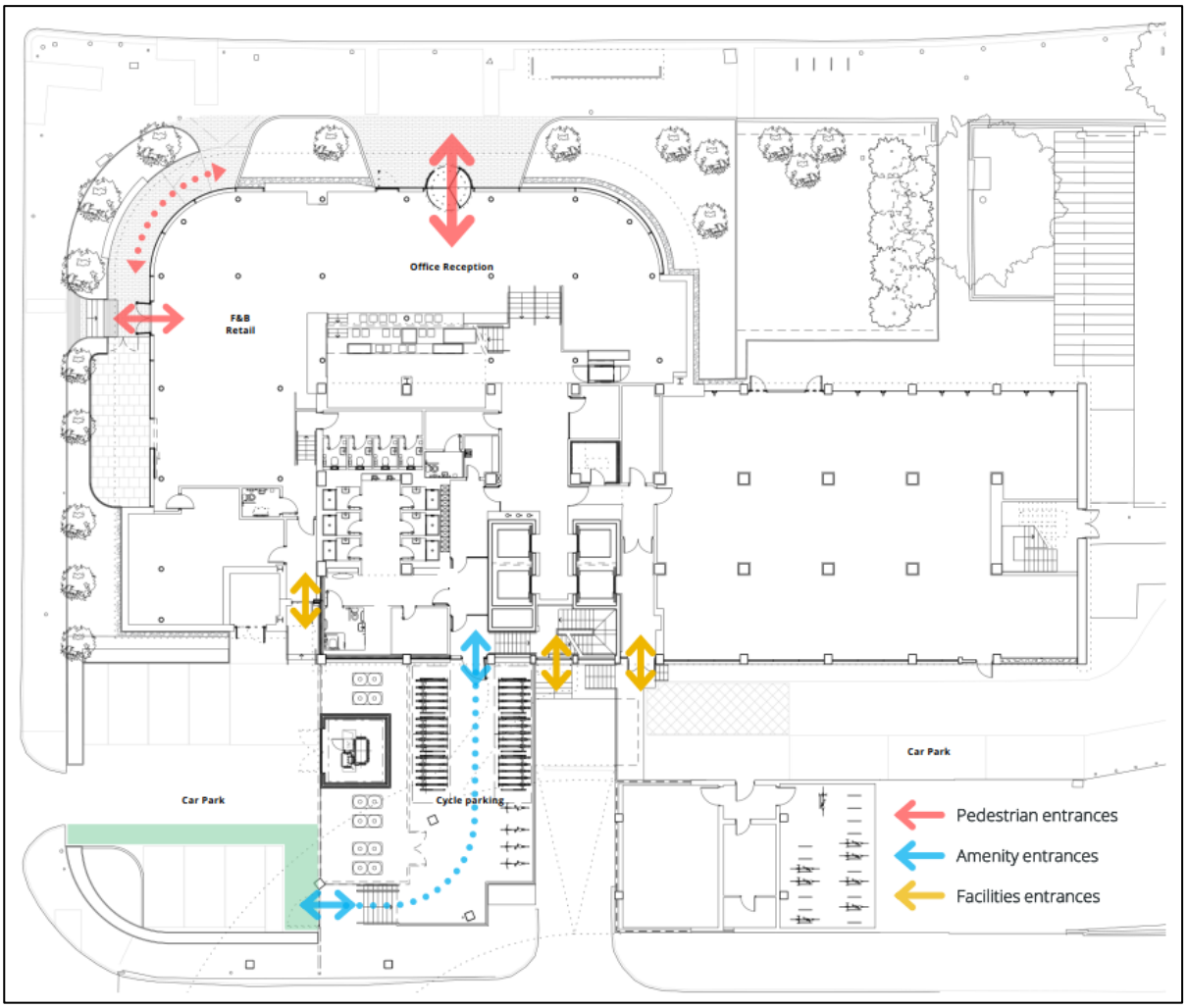


Figure 3.1 – Proposed Ground Floor Access Arrangement
(Source: Bridge Architects, 2026)

3.2.4 Access for office users will be via the new main entrance proposed off Portland Street and will be step free from street level.

3.2.5 Access to the flexible commercial space can be accessed internally off the main reception during normal operating hours or from a dedicated external entrance accessed from Sackville Street via a small, stepped level change or along a hard landscaped ramp that wraps around the radiused corner to Portland and Sackville Street.

3.2.6 All parts of the new extension building will be accessible via step-free access and/or lifts.

3.3 Proposed Parking

Proposed Car Parking

3.3.1 There is no new car parking provision as part of the Proposed Development, there are however existing car parking spaces, 16 of which will be retained. Those situated in the surface car park to the corner of

Sackville Street and the Coach Station access road are to be enhanced to bring them up to current standards by resizing bay markings.

3.3.2 Despite this, the site benefits from a city centre location and as such, it is considered the site is highly accessible by sustainable modes of transportation. Furthermore, the reduced level of parking would act as an initiative to encourage alternative modes of transport.

3.3.3 It is considered that this parking provision is in accordance with the transport policies set out in the Greater Manchester Transport Strategy 2040, with respect to the nature of the site and realistic needs of the end users, and the proximity of the site to sustainable modes of transport.

3.3.4 Considering the site's accessibility by active travel and public transport (as described in **Section 4**), proximity to key amenities, bus stops, train stations, and Metrolink stops within the city centre, alongside high proposed cycle parking provision, a reduction in car parking is considered appropriate in the context of the development.

Proposed Cycle Parking

3.3.5 To encourage and support active travel and reduce the reliance on private vehicle use, an external cycle store is proposed, with direct access into a dedicated end of trip amenity space.

3.3.6 A total of 60 new long-stay cycle parking spaces will be provided externally within a proposed secure and sheltered enclosure located on the roof of the existing basement plant room which will be accessed by means of a new stair with cycle ramps.

3.3.7 Additionally, the flexible commercial space will provide 5 short-stay cycle parking spaces as these may attract pass-by trips from customers other than those already working within the building.

3.3.8 The new cycle parking provision will be supplemented by the existing cycle store, providing 20 long-stay parking spaces. In total, the Proposed Development would provide 85 cycle spaces.

3.3.9 This is one of the many initiatives to encourage more people to travel by sustainable modes (in addition to other measures outlined in the accompanying Framework Travel Plan (Document Reference: **087172-CUR-00-XX-RP-TP-00002**). The provision of sufficient cycle parking of suitable quality has a key synergy with the successful implementation of travel plans.

MCC Cycle Standards

3.3.10 The new cycle parking provision will be supplemented by the existing cycle store, providing 20 long-stay parking spaces. MCC cycle parking standards are provided in **Table 3.1** below.

Cycle Parking Standard	Proposed Area (NIA)	Required Spaces	Proposed Development	Difference
Office: 1 cycle per 200m²	12,900m²	65 cycle spaces	80 cycle spaces	+15
Flexible Commercial Space: 1 cycle per 50m²	240m²	5 cycle spaces	5 cycle spaces	0
Total	**-**	**70 cycle spaces**	**85 cycle spaces**	**+15**

Table 3.1 – MCC Cycle Parking Standards

3.3.11 The existing development has a total office workplace NIA area of 11,257m², whilst the Proposed Development would increase the available NIA office workspace to 12,900m². This is an increase of 1,643m². Additionally, the total flexible commercial space NIA would be 240m².

3.3.12 As per MCC cycle parking standards, the Proposed Development would be required to provide 1 cycle per 200m² for office use, equating to 65 cycle spaces. In addition, the flexible commercial space would be required to provide 1 cycle per 50m², equating to 5 cycle spaces. Based on this, the Proposed Development would provide 15 additional cycle spaces.

3.3.13 The Proposed Development will also provide 6 self-contained shower and changing rooms, a heated drying room, lockers for personal storage, and an accessible shower & WC.

BREEAM Cycle Standards

3.3.14 In addition to MCC standards as set out above, the Proposed Development has also been assessed against the BREEAM UK Refurbishment & Fit-out Technical Manual 2014 (Tra 03 Cyclist facilities).

3.3.15 The Proposed Development would be expected to have a total workplace population of 1,432 persons (office areas x occupant density of 0.111).

3.3.16 To achieve the Cycle Storage credit, the number of cycle spaces required can be calculated using the sliding scale provided below. In addition, BREEAM requirement of 4 no. cycle spaces for small retail to be included in overall calculation.

Number of Staff	Density	Required Cycle Spaces
1 – 200 people	1 space per 10 people	20 spaces
201 – 300 people	1 space per 15 people	7 spaces
301 – 400 people	1 space per 20 people	5 spaces

401 – 1,432 people	1 space per 25 people	41 spaces
Total	**-**	**74 spaces + 4 spaces (small retail)**

Table 3.2 – BREEAM Tra 03 Cycle Storage Requirements

3.3.17 **Table 3.2** above shows that the Proposed Development would achieve 1 BREEAM credit for cycle storage.

3.3.18 To achieve the Cyclist Facilities credit, the Proposed Development must include at least 2 of the following:

- Showers @ 1 per 10 cycle spaces, or sliding scale calculation
- Changing facilities – Appropriately sized for the required number of users (male/female)
- Lockers @ 1 per 1 cycle spaces
- Drying spaces – specifically designed and designated with adequate heating/ventilation for the drying of wet clothes.

3.3.19 The Proposed Development would provide 7 showers (3 male, 3 female, and 1 accessible) and 74 lockers. Based on the above criteria, the Proposed Development would achieve this BREEAM credit.

Nearby Parking Facilities

3.3.20 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 400m walking catchment, equating to a walking time of approximately 5 minutes when walking at an average speed of 1.2m/s. The average pedestrian can walk approximately 400m every five minutes, based on the CIHT document 'Planning for Walking' (2015).

3.3.21 Within a 5-minute walk, site users would have access to public car parks on Chorlton Street, Bloom Street, China Town, Sackville Street, Abingdon Street, Piccadilly Plaza, Piazza, and Major Street.

3.3.22 Nine car parks were found within a 5-minute walk of the site, providing car parking provision for approximately c.1,399 vehicles (including c.14 disabled bays and c.32 EV bays).

3.3.23 The Chorlton Street multi-storey car park includes c.8 disabled parking bays. It is therefore considered there is adequate opportunity for off-site parking should future employees or visitors chose to commute by car.

3.3.24 Nearby car parking is summarised in **Table 3.3**:

Car Park	Car Park Location	Walking Distance from Site	Number of Spaces	Disabled Bays	EV Charging Bays
1	Chorlton Street	150m	572	8	-

Car Park	Car Park Location	Walking Distance from Site	Number of Spaces	Disabled Bays	EV Charging Bays
2	Bloom Street (covered)	200m	66	Yes	-
3	China Town	200m	75	Yes	6
4	Sackville Street	210m	119	1	-
5	Abingdon Street	210m	10	-	-
6	Bloom Street (uncovered)	220m	42	-	-
7	Piccadilly Plaza	220m	160	3	-
8	Piazza	240m	225	2	26
9	Major Street	290m	130	-	-
Total			**1,399**	**14**	**32**

Table 3.3 – Existing Off-site Car Parking Provision

Car Club

3.3.25 It is acknowledged that many employees or visitors 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.

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

3.3.27 At the time of writing, the nearest Car Club Bay is located at Bloom Street, to the south-east of the multi-storey car park. **Figure 3.2** below shows additional locations across Manchester that Enterprise Car Club currently operate in.

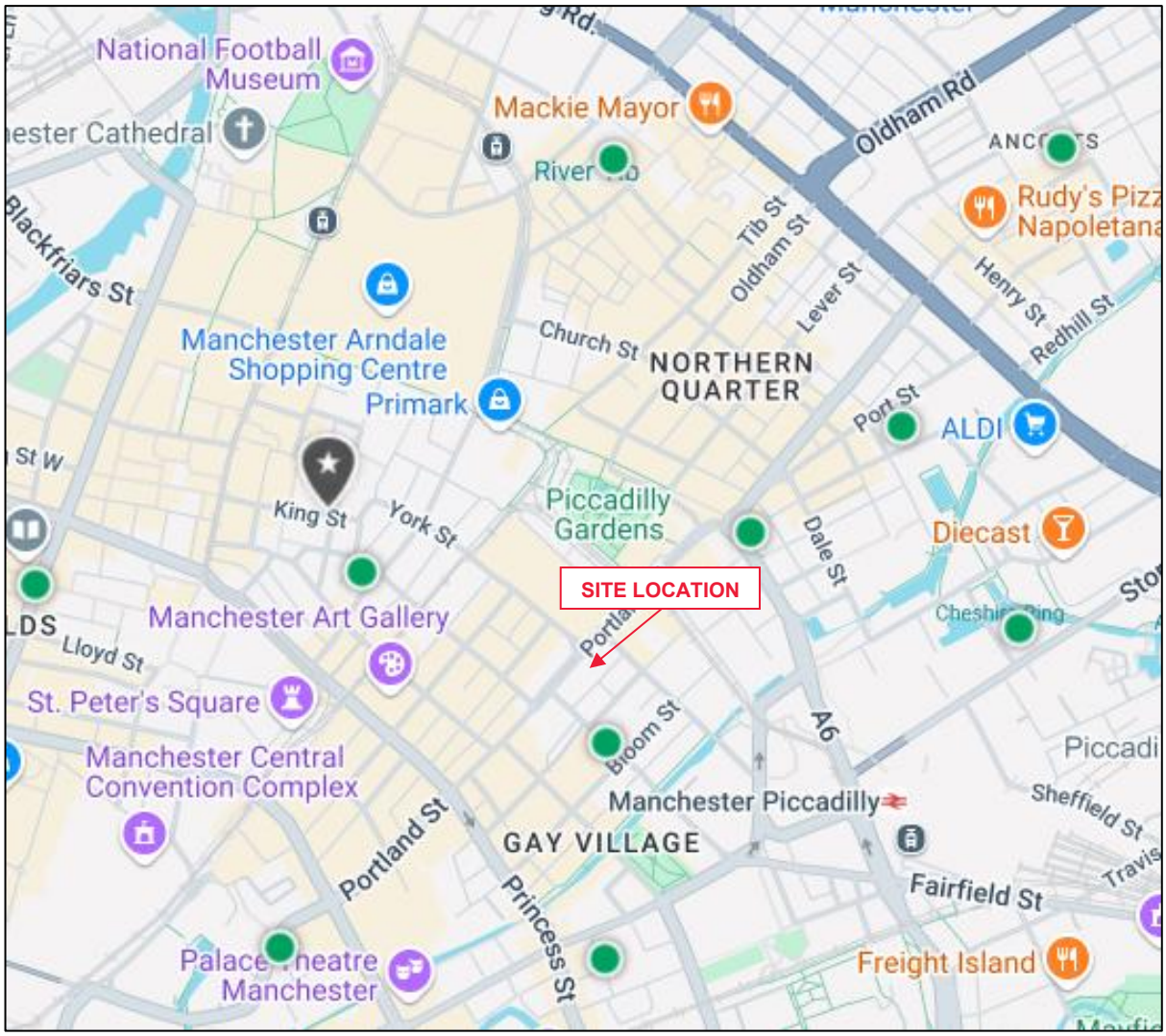


Figure 3.2 – Enterprise Car Club Locations in Manchester
(Source: Enterprise Car Club, 2026)

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

3.4 Proposed Servicing Arrangements

3.4.1 Waste management for the tower and extension building will follow the principles currently in operation within the existing building.

3.4.2 Waste is brought down to the external lower ground floor level and placed in a refuse store area at the rear of the building.

3.4.3 Refuse collection vehicles access the Coach Station access road from Chorlton Street and bins are wheeled up to be emptied, with the collection vehicle exiting the Coach Station access road at the Sackville Street junction.

3.4.4 A new refuse store is proposed to serve the flexible commercial space within the ground floor footprint of the extension, accessed externally from the surface car park. Bins will be wheeled across the car park to be collected from the Coach Station access road.

3.4.5 **Figure 3.3** below displays the proposed ground floor refuse collection arrangement.

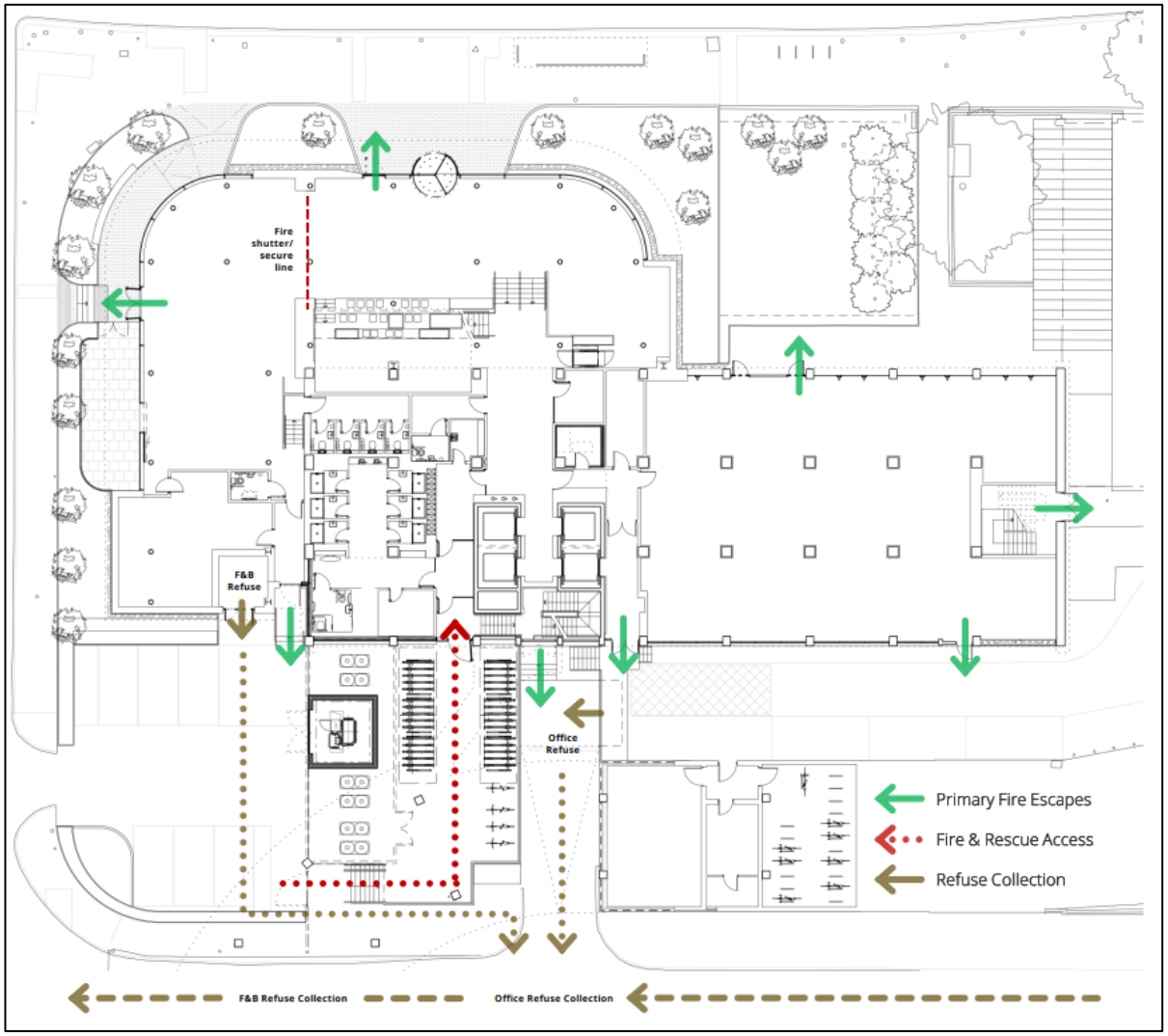


Figure 3.3 – Proposed Ground Floor Refuse Collection Arrangement
(Source: Bridge Architects, 2026)

3.4.6 The Proposed Development would continue to be served by private refuse collections. It is envisaged that these private collections will be arranged in line with time restrictions (i.e. not occurring during peak hours) as per the existing arrangement in order to minimise disruption to the surrounding highway network.

3.4.7 The on-site management team would coordinate the waste collection to reduce the number of individual vehicles accessing the site. The management company would be responsible for moving the bins to the collection point on collection day. Cleaners would be appointed by the management company to transfer waste from the office floors and ground floor areas to the bin stores, whereas staff at the flexible

commercial space would transfer waste from the commercial unit to the main bin store after closing time at the end of each day.

3.4.8 The waste operators will collect the bins and load them into the refuse vehicle. Once the bins have been emptied, containers would be wheeled immediately back to the bin stores by the management team.

3.4.9 Refuse collection vehicles access the Coach Station access road from Chorlton Street as per the existing arrangement.

3.4.10 More details on the waste collection schedule and number of bins proposed are provided in a Waste Management Strategy prepared by Curtins (Document Reference: **087172-CUR-XX-XX-T-TP-00003**).

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

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

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

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

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities.

4.2.2 The National Design Guide (NDG, published by DLUHC (now MHCLG), 2021) says that well designed places / neighbourhoods are walkable, which is defined *"Local facilities are within walking distance, generally considered to be no more than a 10-minute walk (800m radius)."*

4.2.3 Despite the NDG characterising 800m as a maximum acceptable walking distance, the Department for Transport's (DfT) National Travel Survey datasets provide empirical evidence to demonstrate people are willing to walk further. This is reflected in Manual for Streets guidance (MfS, published by the DfT, 2007) which states an 800m catchment should not be *"…an upper limit"* and that walking *"…offers the greatest potential to replace short car trips, particularly those under 2 km."* The Chartered Institution for Highways and Transportation (CIHT) produced a document in 2000 titled *'Guidelines for Providing for Journeys on Foot'* which provides catchments more in line with those reported in the NTS. The suggested CIHT walking distances are reproduced in **Table 4.1** below:

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

Table 4.1 – CIHT Recommended Walking Distances

4.2.4 The average pedestrian can walk approximately 400m every five minutes, based on the CIHT document 'Planning for Walking' (2015).

4.2.5 It should be noted that virtually the whole of Manchester City Centre lies within a 1.2km walking distance, including main shopping / leisure areas and key transport hubs including Manchester Piccadilly Train Station, Oxford Road Train Station, Piccadilly Gardens Bus Station and Metrolink stations.

4.2.6 The proposed development is located within Manchester city centre and therefore benefits from the existing city infrastructure. This includes wide footways, signalised crossing points, cycle lanes, proximity Manchester Piccadilly Gardens bus and tram stop, and local amenities.

4.2.7 Portland Street, which forms the frontage to the Proposed Development, provides local traffic signal junctions also incorporating push button pedestrian crossing controls to promote safe pedestrian and cycle use.

4.2.8 The pedestrian infrastructure which connects the site to the above facilities is generally excellent and there are well lit, wide footways with a number of controlled crossing points across key roads.

4.2.9 It is considered that the site is situated within a highly accessible area, with a number of complimentary uses within walking distance. Overall, the site is considered accessible by foot.

4.3 Cycle Accessibility

4.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.

4.3.2 The average cycling trip length was 5,730m in 2022 and 4,545m in 2023 (based on National Travel Survey dataset NTS9910a). The average length was between 5.0km and 6.0km every year from 2012/13 to 2022, except 2014/15 and 2020.

4.3.3 National Travel Survey statistics demonstrate that 80% and 84% of cycling trips were under 5 miles / 8km in 2022 and 2023, respectively (see dataset NTS0308b). This distance is also referenced by both the National Model Design Code – Part 2 (DLUHC (now MHCLG), 2021) and LTN1/20.

4.3.4 The average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel 5.5km/6.0km/6.9km and 8km in approximately 17/19/21 minutes and 25 minutes, respectively.

4.3.5 The local cycle network in the vicinity of the site is shown in **Figure 4.1** below:



Figure 4.1 – Local Cycle Network
(Source: TfGM, 2022)

4.3.6 **Figure 4.2** shows the Beeways in the vicinity of the site which allow future employees and visitors to benefit from better safety and quality of commute:

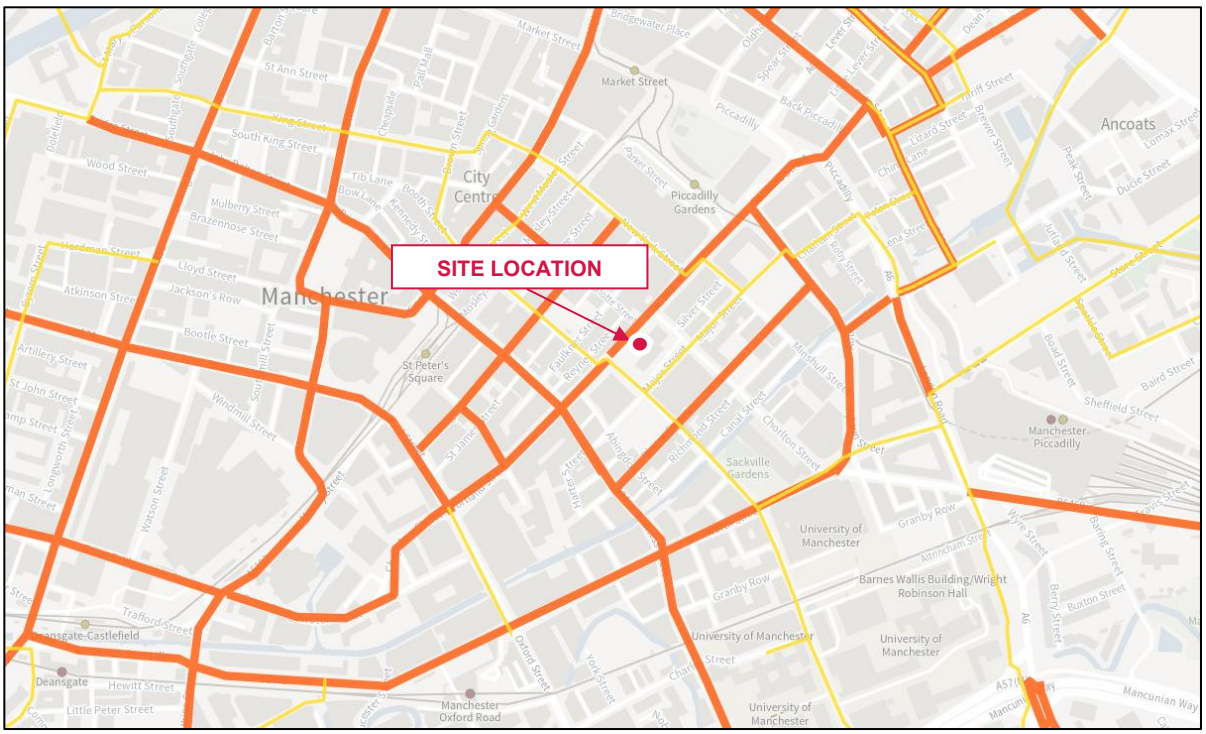


Figure 4.2 – City Centre Beeways
(Source: MappingGM, 2026)

4.3.7 Transport for Greater Manchester has launched Starling Bank Bikes, Greater Manchester's first publicly operated, self-service, 24/7 cycle hire scheme. It makes cycling a real option for commuters, cross city travellers and students with pedal bikes and e-bikes available across parts of Manchester, Salford, and Trafford.

4.3.8 The closest cycle hire stands are currently at Portland Street or Charlotte Street, both within a c.80m walk from the site. Considering both stands, a total of c.16 stands are available within a short walk.

4.3.9 Furthermore, to encourage cycling 60 new long-stay cycle parking spaces and 5 short-stay cycle parking spaces would be provided. In addition, a new secure external cycle store and commuter facilities, including lockers, showers, changing and drying rooms would be provided. The new cycle parking provision will be supplemented by the existing cycle store, providing 20 long-stay parking spaces.

4.3.10 The site is therefore ideally placed to take advantage of the cycle connections around Manchester, and 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), with levels 1 and 8 are characterised by TfGM as low and high levels of accessibility respectively. The site is located in an area with a GMAL rating of 8 and is considered appropriately situated to take advantage of existing public transport infrastructure within Manchester City Centre.

4.4.3 The National Model Design Code – Part 2 (DLUHC (now MHCLG), 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).

4.4.4 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 4.3** below:

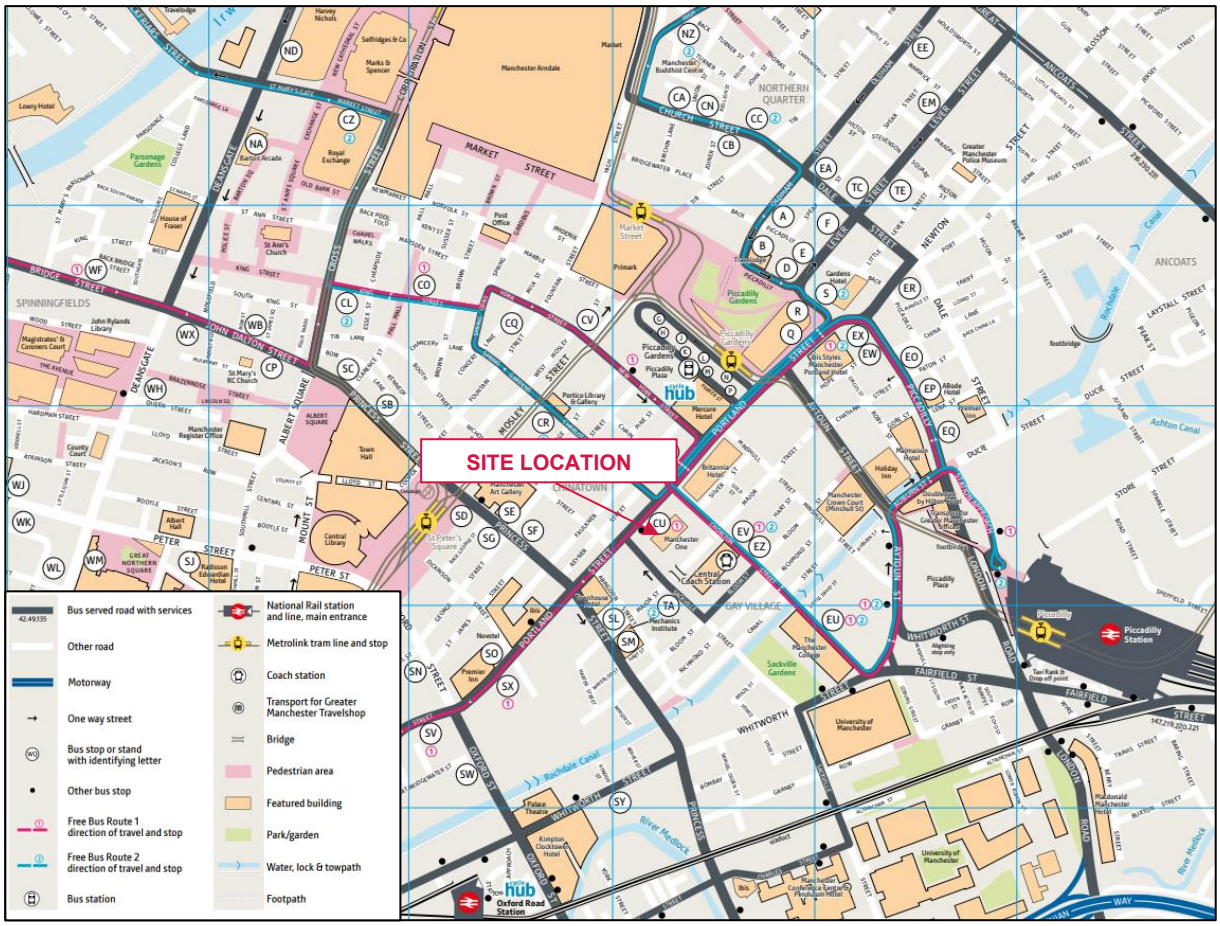


Figure 4.3 – Public Transport Network in the vicinity of the Site
(Source: TfGM, 2026)

Bus Accessibility

4.4.5 Further CIHT guidance – from *'Buses in Urban Developments'* (2018) – indicates that a bus stop should be located within the following walking distances from a new development based on its location and the number and frequency of services:

4.4.6 The nearest bus stop to the site is located along the site frontage. The Charlotte Street bus stop is a large, c.43m bus stop, located along Portland Street. Portland Street is considered a major bus corridor within Manchester City Centre, connecting Piccadilly Gardens to the north with Oxford Street to the south.

4.4.7 The bus stop is serviced frequently by routes across Greater Manchester. These routes include, but are not limited to East Didsbury, Wythenshawe, Chorlton, Flixton, The Trafford Centre, Sale, Altrincham, Stockport, and Manchester Airport.

4.4.8 Furthermore, site users can access the Free Bus 1 from the Charlotte Street bus stop. The free bus is a service providing direct access across key city centre locations. The free bus routes and frequencies are detailed in **Figure 4.4** below:



Figure 4.4 – Free Bus Route and Timetable
(Source: TfGM, 2026)

4.4.9 These stops provide frequent access to larger public transport interchanges across the city (such as Manchester Victoria, Shudehill Interchange, Manchester Piccadilly, and Piccadilly Gardens) all 7 days of the week. It is considered that the site is accessible by bus.

Rail Accessibility

4.4.10 The nearest train station is Manchester Oxford Road, located approximately c.650m walk of the site. This station is within the 800m walking distance quoted above. Manchester Oxford Road facilitates regular access to a number of stations including:

- Blackpool North;
- Crewe;
- Liverpool Lime Street (via Liverpool South Parkway);
- Llandudno Junction;
- Manchester Airport;
- Newcastle;
- Norwich
- Preston (Lancs); and
- Warrington Central.

4.4.11 There are also opportunities to change at Manchester Piccadilly to access other national services to key destinations across the UK.

4.4.1 The trains that service Manchester Oxford Road rail station run regularly 7 days a week to a number of different locations and residential areas within Greater Manchester; this provides frequent access for employees of the site and is a viable alternative to private car use.

4.4.2 **Figure 4.5** below shows the Greater Manchester rail network map.

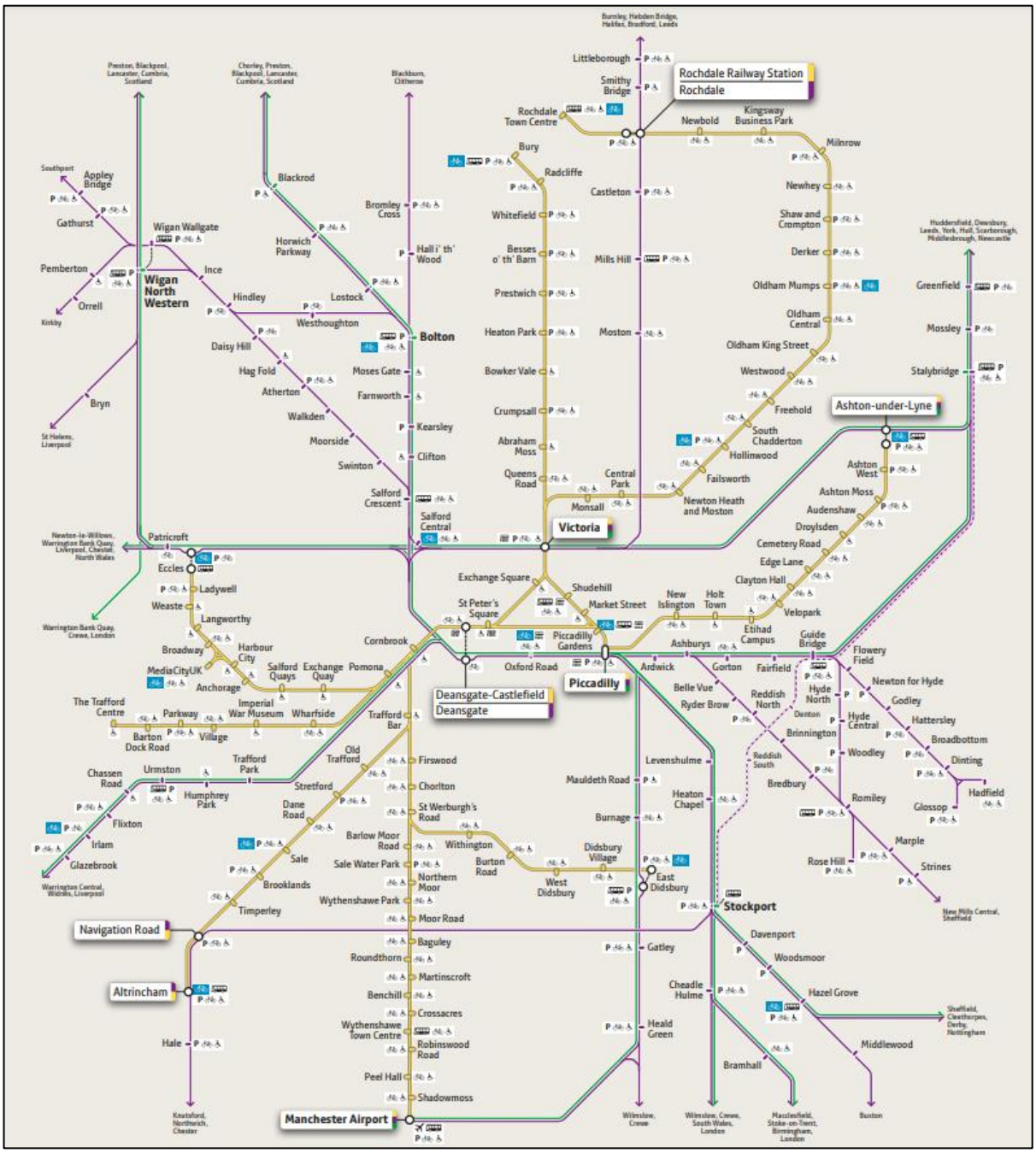


Figure 4.5 – TfGM Rail Network Map
(Source: TfGM, 2026)

Metrolink (Light Rail) Accessibility

4.4.1 The nearest Metrolink station is Picadilly Gardens, a c.250m walk from the site. The vast majority of lines pass through the station, including:

- Bury – Piccadilly;
- Altrincham – Piccadilly;
- Ashton-under-Lyne – Eccles;
- MediaCityUK – Etihad Campus.

4.4.2 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 services operate for part of the day at busier times.

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

4.4.4 Users can change at Piccadilly, St Peter's Square and Cornbrook to access the entire Metrolink network, including accessing additional services to East Didsbury, Rochdale, Manchester Airport, and the Trafford Centre, as shown in the Metrolink map in **Figure 4.6**.

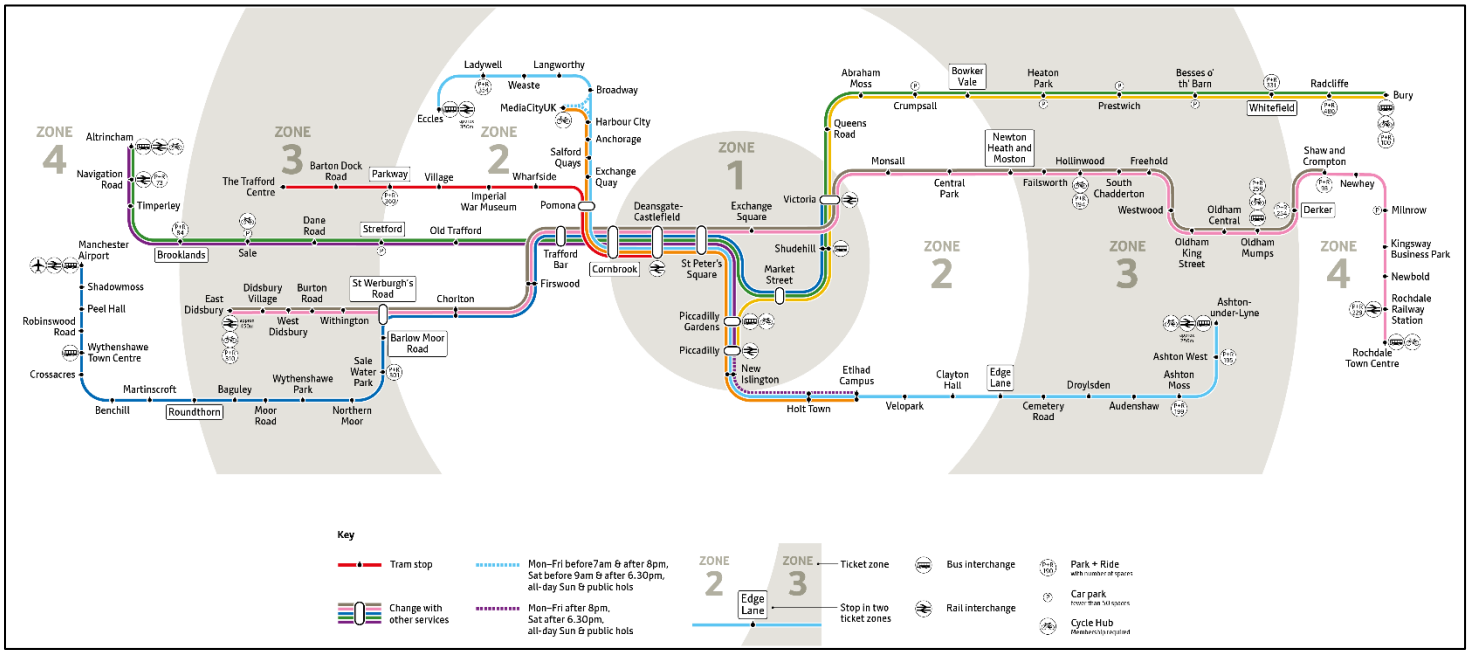


Figure 4.6 – TfGM Metrolink Network Map
(Source: TfGM, 2026)

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

4.5 Summary

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

5.0 Traffic Forecasting and Highway Impact

5.1 Introduction

5.1.1 The following section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours.

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

5.1.3 Whilst TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development, it must be noted that many of the office sites are in no way comparable to modern offices located in highly sustainable areas of Manchester City Centre.

5.2 Existing Trip Generation

5.2.1 The main use of the existing buildings onsite can be classified as office space.

5.2.2 The level of trips generated by the existing uses of the site have been estimated using multi-modal peak hour trip rates obtained from surveys of sites of a similar size and nature. The full search criteria used in the TRICS database are presented in **Appendix B**, applying the following criteria:

- Land Use: Employment – Office;
- Regions: Great Britain;
- Location Type: Town Centre (inc. Built-Up Zone and High Street)

5.2.3 **Table 5.1** below summarises this. All trip rates are per 100m² GFA:

TRICS	Average TRICS Trip Rates AM (08:00 – 09:00)			Average TRICS Trip Rates PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	0.211	0.049	0.26	0.028	0.129	0.157
Cyclists	0.147	0.001	0.148	0.001	0.137	0.138
Pedestrians	0.302	0.129	0.431	0.057	0.204	0.261
Public Transport	1.501	0.045	1.546	0.061	1.504	1.565

Table 5.1 – Multi-Modal Trip Rates (Office)

5.2.4 From **Table 5.1** above, the total number of trips that could be generated by the current uses can be found. This is provided in **Table 5.2**:

14,658 sqm GFA	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	31	7	38	4	19	23
Cyclists	21	0	22	0	20	20
Pedestrians	44	19	63	8	30	38
Public Transport	219	7	225	9	219	228

Table 5.2 – Existing Trip Generation (Office)

5.2.5 The number of vehicle trips generated by the existing uses of the site could equate to 38 and 23 two-way movements respectively in the normal AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00).

5.3 Forecasted Trip Generation

5.3.1 The proposed development involves refurbishment, and extension works of the existing Manchester One building. The level of trips generated by the proposed office has been estimated trip rates from **Table 5.1** earlier. The results are summarised in **Table 5.3** below:

16,308 sqm GFA	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	34	8	42	5	21	26
Cyclists	24	0	24	0	22	23
Pedestrians	49	21	70	9	33	43
Public Transport	245	7	252	10	245	255

Table 5.3 – Proposed Trip Generation (Office Only)

5.3.2 The number of vehicle trips generated by the Proposed Office could equate to 42 and 26 two-way movements respectively in the normal AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00).

5.3.3 In addition to the above, the development proposals also include 235m^2 of flexible commercial space on the ground floor.

5.3.4 The level of trips generated by the flexible commercial space has 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**, applying the following criteria:

- Land Use: Hotel, Food & Drink – Café (flexible commercial space);
- Regions: Great Britain;
- Location Type: Town Centre (inc. Built-Up Zone, High Street, and Retail Zone)

5.3.5 **Table 5.4** below summarises this. All trip rates are per 100m² GFA:

TRICS	Average TRICS Trip Rates AM (08:00 – 09:00)			Average TRICS Trip Rates PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	1.376	1.29	2.666	0.375	0.375	0.75
Cyclists	0.258	0.258	0.516	0.125	0	0.125
Pedestrians	3.697	4.987	8.684	4.744	5.743	10.487
Public Transport	4.041	2.923	6.964	3.246	3.62	6.866

Table 5.4 – Multi-Modal Trip Rates (Flexible Commercial Space)

5.3.6 From **Table 5.4** above, the total number of trips that could be generated by the flexible commercial space can be found. This is provided in **Table 5.5**:

235 sqm GFA	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	3	3	6	1	1	2
Cyclists	1	1	1	0	0	0
Pedestrians	9	12	20	11	13	25
Public Transport	9	7	16	8	9	16

Table 5.5 – Proposed Trip Generation (Flexible Commercial Space)

5.3.7 The number of vehicle trips generated by the flexible commercial space could equate to 6 and 2 two-way movements in the typical AM and PM peak periods respectively (08:00 – 09:00 and 17:00 – 18:00).

5.3.8 Based on **Tables 5.3** and **5.5** above, the total trip generation for the Development Proposals is shown in **Table 5.6**.

Total Development	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	37	11	48	6	22	28
Cyclists	25	1	25	0	22	23
Pedestrians	58	33	90	20	46	68
Public Transport	254	14	268	18	254	271

Table 5.6 – Proposed Trip Generation (Total Development)

5.3.9 The number of vehicle trips generated by the Proposed Development could equate to 48 and 28 two-way movements in the typical AM and PM peak periods respectively (08:00 – 09:00 and 17:00 – 18:00).

5.4 Net Site Impact

5.4.1 The following **Table 5.7** indicates the net impact of the proposed site.

Transportation Method	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Existing Trip Generation						
Vehicles	31	7	38	4	19	23
Cyclists	21	0	22	0	20	20
Pedestrians	44	19	63	8	30	38
Public Transport	219	7	225	9	219	228
Proposed Development						
Vehicles	37	11	48	6	22	28
Cyclists	25	1	25	0	22	23
Pedestrians	58	33	90	20	46	68
Public Transport	254	14	268	18	254	271
Net Site Impact						
Vehicles	7	4	11	1	3	5
Cyclists	4	1	4	0	2	2
Pedestrians	14	14	27	12	17	30
Public Transport	35	8	43	9	35	43

Table 5.7 – Net Site Impact

5.4.2 The proposed development could result in an increase of 11 and 5 two-way vehicular trips in the AM and PM peaks respectively.

5.4.3 However, it must be noted that an increase in trips by car is not considered to be representative of the Development Proposals considering the limited number of on-site car parking and accessibility of the site. There is likely to be a greater increase in pedestrian footfall, cyclists, and public transport users.

5.5 Highway Impact Summary

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

5.5.2 In regard to the Holcroft Moss Planning Obligations Joint Supplementary Planning Document, the Proposed Development would therefore not generate a significant volume of traffic above the existing

use. This is covered extensively in **Section 5.3** above. As a city centre site, any traffic that could be generated would be quickly dispersed across the highway network and would certainly have little or no impact at Holcroft Moss.

6.0 Transport Planning Policy

6.1 Introduction

6.1.1 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.

6.2 National Planning Policy Framework (December 2024)

6.2.1 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.

6.2.2 Paragraph 11 states that:

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

6.2.3 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*."

6.2.4 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.*"

6.2.5 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.

6.2.6 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."*

6.2.7 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.

6.2.8 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."

6.2.9 It must be noted that an increase in trips by car is not considered to be representative of the Development Proposals considering the limited number of on-site car parking and accessibility of the site. There is likely to be a greater increase in pedestrian footfall, cyclists, and public transport users.

6.2.10 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."*

6.2.11 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.

6.2.12 The Proposed Development accords with the general principles of the NPPF.

6.3 Planning Practice Guidance (PPG)

6.3.1 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."*

6.3.2 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.

6.3.3 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.

6.4 Greater Manchester Transport Strategy 2040

6.4.1 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.

6.4.2 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."*

6.4.3 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."*

6.4.4 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.

6.5 Manchester Core Strategy (2012) and its Addendum (2024)

6.5.1 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.

6.5.2 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.

6.5.3 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."

6.5.4 **Section 3** above has demonstrated that limited 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, increased cycle parking would be proposed, which would encourage more people to travel by sustainable modes.

6.5.5 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.

6.5.6 The Proposed Development will benefit from sustainable transport links within Manchester City Centre and within other areas of Greater Manchester.

6.5.7 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 the adjacent bus stop on Portland Street and Metrolink top at Piccadilly Gardens.

6.6 Place for Everyone (PfE) Plane

6.6.1 The Places for Everyone Plan was adopted by nine Greater Manchester local authorities – Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan – in March 2024. PfE forms part of the Development Plan for Manchester.

6.6.2 The transport-related policies within PfE are as follows:

- Policy JP-C1 – An Integrated Network;
- Policy JP-C3 – Public Transport;
- Policy JP-C4 – The Strategic Road Network;
- Policy JP-C5 – Streets for All;
- Policy JP-C6 – Walking and Cycling;
- Policy JP-C7 – Freight and Logistics; and
- Policy JP-C8 – Transport Requirements of New Development.

6.6.3 Policy JP-C1 An Integrated Network partially replaces Policy T1 of the Core Strategy. The policy aims to “help deliver an accessible, low carbon Greater Manchester with world-class connectivity”. Key features of this are:

- Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure.

- Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport.

6.6.4 Policy JP-C5: Streets for All sets out that "Streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport".

6.6.5 Policy JP-C6: Walking and Cycling seeks to deliver a higher proportion of journeys made by walking and cycling, supported by a range of measures, including:

- Creating safe, attractive and integrated walking and cycling infrastructure connecting neighbourhoods,
- Ensuring routes are direct, easily navigable and integrated with the street and public transport network.
- Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle.

6.7 Conclusions

6.7.1 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.

7.0 Summary and Conclusions

7.1 Summary

7.1.1 Curtins has been appointed by Bruntwood Aviva 2 Ltd to provide transport and highways advice in relation to a planning application for the proposed refurbishment and extension works of the existing Manchester One building at 53 Portland Street in Manchester city centre.

7.1.2 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.

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

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

7.1.5 The proposed development could result in an increase of 11 and 5 two-way vehicular trips in the AM and PM peaks respectively.

7.1.6 However, it must be noted that an increase in trips by car is not considered to be representative of the development proposals considering the limited number of on-site car parking and accessibility of the site. There is likely to be a greater increase in pedestrian footfall, cyclists, and public transport users.

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

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

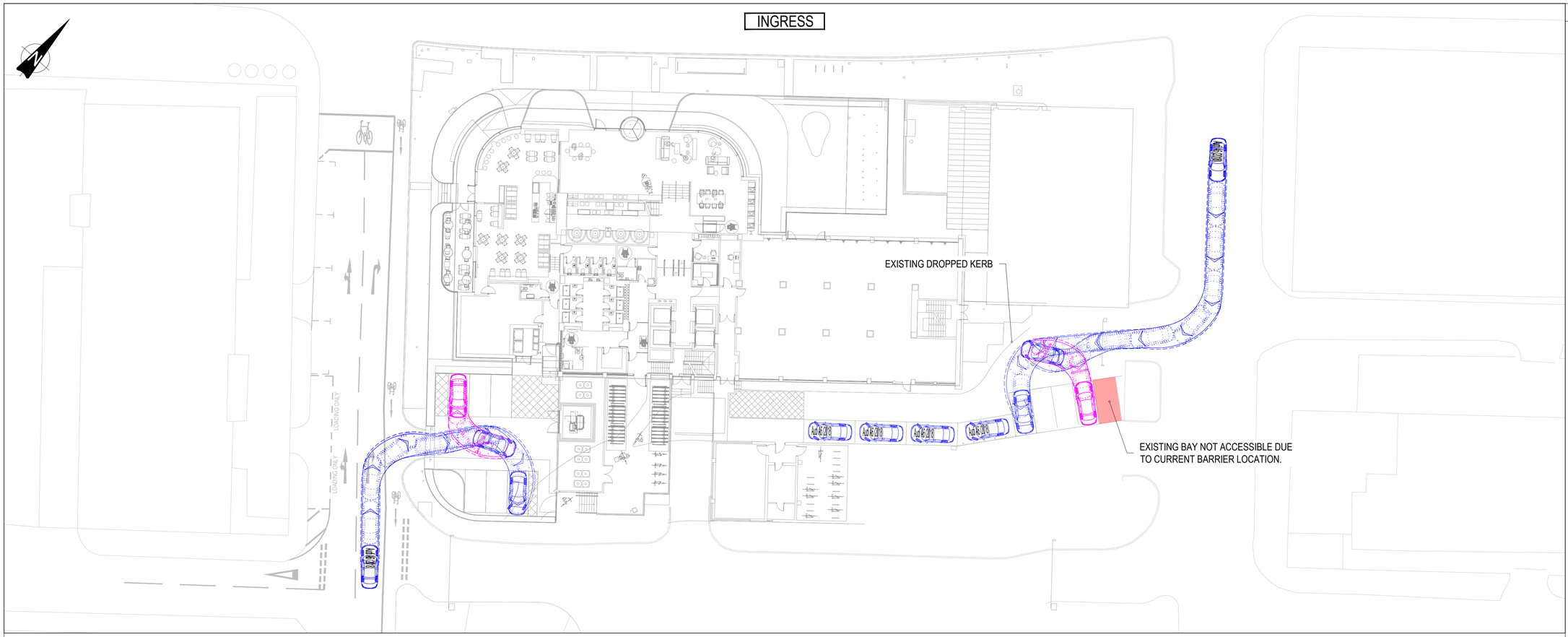
7.2 Conclusions

7.2.1 It is Curtins' view that from a highways and transport perspective there are no reasons why the development proposals should not be granted planning approval.

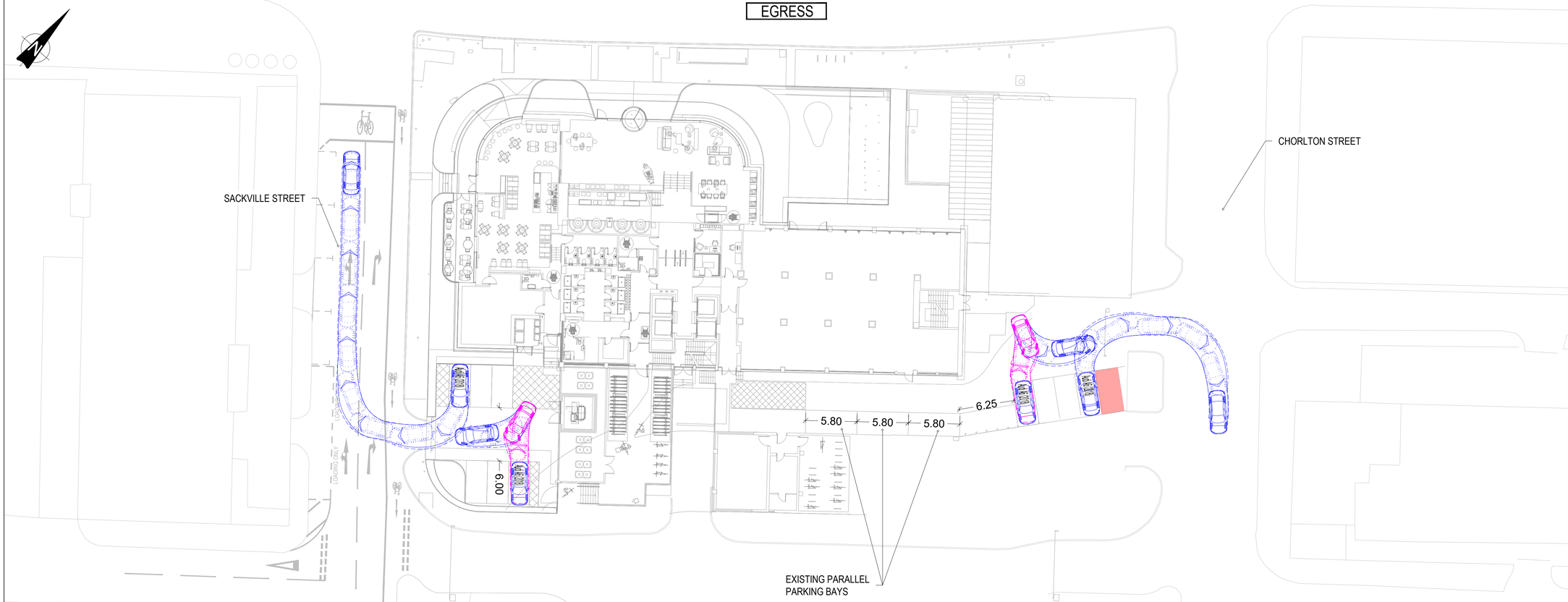
Drawings

Drawing 087172-CUR-XX-00-D-TP-05001 – (Swept Path Analysis) Large Car

INGRESS



EGRESS



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. FURTHER INFORMATION ON MARKINGS, SIGNAGE AND INFRASTRUCTURE TO BE PROVIDED AT LATER STAGE ONCE CONCEPT IS AGREED.
7. DRAWING BASED ON EXTERIOR ARCHITECTURE LAYOUT. ARCHITECT DRAWING REFERENCE: "25047-EXA-ZZ-GF-DR-L-00100-P01"

VEHICLE PROFILE:



Audi A6 (2018)	
Overall Length	4.939m
Overall Width	2.114m
Overall Body Height	1.457m
Min Body Ground Clearance	0.142m
Max Track Width	1.875m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

Rev:	Description:	Date:	By:	Chkd:
P02	Layout updated	03/02/26	JM	MR

Curtins

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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: MANCHESTER ONE EXTENSION

Drg Title: SWEPT PATH ANALYSIS LARGE CAR

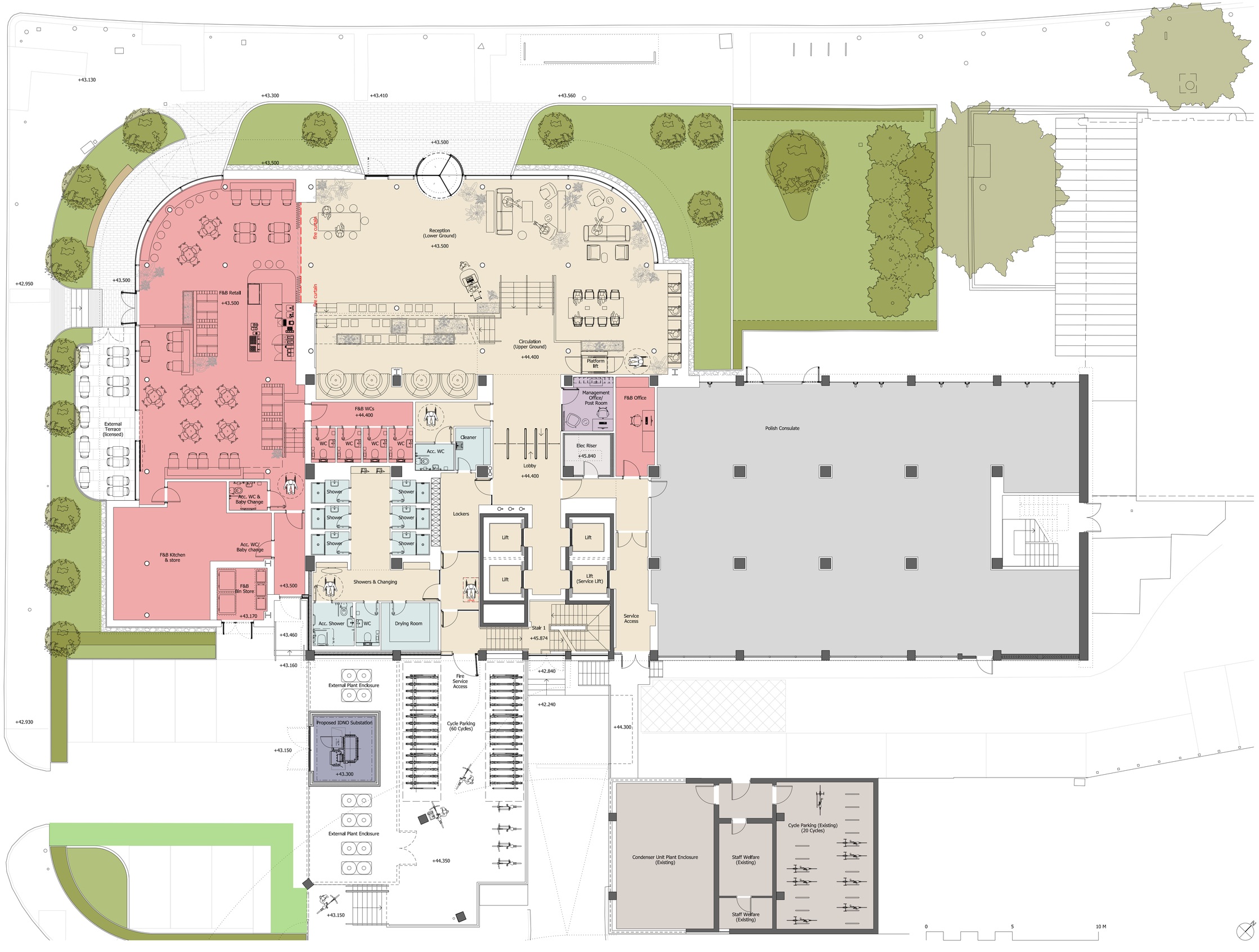
Drawn By	Designed By	Checked By
JM	JM	MT
	Date: 28/02/25	Scales @ A1: 1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number: 87172 - CUR - XX - 00 - D -TP- 05001

Revision: P02

\\ms-fs-1\Projects\87001 - 88000\87172 - Manchester One Extension TPM\04-Production\44-Models-Drawings\TP-CAD\05\

Appendix A – Proposed Site Layout



bridge
architects

address 14 Old Mill Street, Manchester, M4 6DZ
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revision notes
FIRST ISSUE - 2025-12-12 - Issued for Stage 3

project	Manchester One - 53 Portland St.	**drawing title**	Proposed Ground Floor Plan
client	Bruntwood SciTech	**drawing scale**	1:100 @ A1
job no.	0264	**drawing created**	November 2025
drawing no.	al(05)301	**drawing rev**	-

bridge
architects

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Appendix B – TRICS Output

Calculation Reference: AUDIT-148301-250205-0204

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	CN	CAMDEN	2 days
	EN	ENFIELD	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
	LB	LAMBETH	1 days
02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	2 days
09	NORTH		
	TW	TYNE & WEAR	1 days
11	SCOTLAND		
	EB	CITY OF EDINBURGH	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:	506 to 26639 (units: sqm)
Range Selected by User:	178 to 114000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 24/05/24

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	3 days
Tuesday	3 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	10 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 undertaking using machines.

Selected Locations:

Town Centre	10

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

Selected Location Sub Categories:

Built-Up Zone	8
High Street	2

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	6 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	10 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:

25,001 to 50,000	5 days
50,001 to 100,000	3 days
100,001 or More	2 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	7 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	9 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	2 days
No	8 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	5 days
4 Good	1 days
6a Excellent	1 days
6b (High) Excellent	3 days

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

LIST OF SITES relevant to selection parameters

1 CN-02-A-03 PLANNING & ENGINEERING CAMDEN
FITZROY STREET
FITZROVIA

Town Centre
Built-Up Zone
Total Gross floor area: 26639 sqm
Survey date: WEDNESDAY 06/12/17 Survey Type: MANUAL

2 CN-02-A-04 OFFICE CAMDEN
CHARTERHOUSE STREET
FARRINGDON

Town Centre
Built-Up Zone
Total Gross floor area: 20129 sqm
Survey date: TUESDAY 28/06/22 Survey Type: MANUAL

3 EB-02-A-06 REGUS OFFICES CITY OF EDINBURGH
ST ANDREW SQUARE
EDINBURGH

Town Centre
Built-Up Zone
Total Gross floor area: 4500 sqm
Survey date: WEDNESDAY 16/03/16 Survey Type: MANUAL

4 EN-02-A-01 MICROSOFT OFFICES ENFIELD
GENOTIN ROAD
ENFIELD

Town Centre
Built-Up Zone
Total Gross floor area: 6552 sqm
Survey date: TUESDAY 07/06/22 Survey Type: MANUAL

5 ES-02-A-01 OFFICES EAST SUSSEX
SOUTH STREET
EASTBOURNE

Town Centre
High Street
Total Gross floor area: 506 sqm
Survey date: THURSDAY 21/03/24 Survey Type: MANUAL

6 GM-02-A-08 REGUS GREATER MANCHESTER
FOUNTAIN STREET
MANCHESTER

Town Centre
Built-Up Zone
Total Gross floor area: 3960 sqm
Survey date: MONDAY 26/09/16 Survey Type: MANUAL

7 GM-02-A-11 OFFICES GREATER MANCHESTER
SAINT PETER'S SQUARE
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	HM-02-A-01 REGUS OFFICES		HAMMERSMITH AND FULHAM
	QUEEN CAROLINE STREET		
	HAMMERSMITH		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2036 sqm	
	Survey date: MONDAY	*13/11/17*	*Survey Type: MANUAL*
9	LB-02-A-02 MUSIC COMPANY		LAMBETH
	STREATHAM HIGH ROAD		
	STREATHAM		
	Town Centre		
	High Street		
	Total Gross floor area:	3054 sqm	
	Survey date: TUESDAY	*05/11/19*	*Survey Type: MANUAL*
10	TW-02-A-07 OFFICES		TYNE & WEAR
	MULGRAVE TERRACE		
	GATESHEAD		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2090 sqm	
	Survey date: MONDAY	*13/06/16*	*Survey Type: MANUAL*

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): 10.81

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	7540	0.082	10	7540	0.029	10	7540	0.111
08:00 - 09:00	10	7540	0.211	10	7540	0.049	10	7540	0.260
09:00 - 10:00	10	7540	0.135	10	7540	0.062	10	7540	0.197
10:00 - 11:00	10	7540	0.073	10	7540	0.044	10	7540	0.117
11:00 - 12:00	10	7540	0.045	10	7540	0.048	10	7540	0.093
12:00 - 13:00	10	7540	0.042	10	7540	0.042	10	7540	0.084
13:00 - 14:00	10	7540	0.041	10	7540	0.046	10	7540	0.087
14:00 - 15:00	10	7540	0.032	10	7540	0.053	10	7540	0.085
15:00 - 16:00	10	7540	0.031	10	7540	0.058	10	7540	0.089
16:00 - 17:00	10	7540	0.037	10	7540	0.098	10	7540	0.135
17:00 - 18:00	10	7540	0.028	10	7540	0.129	10	7540	0.157
18:00 - 19:00	10	7540	0.028	10	7540	0.114	10	7540	0.142
19:00 - 20:00	1	20129	0.005	1	20129	0.005	1	20129	0.010
20:00 - 21:00	1	20129	0.005	1	20129	0.005	1	20129	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.795			0.782			1.577

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

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

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Parameter summary

Trip rate parameter range selected:	506 - 26639 (units: sqm)
Survey date date range:	01/01/16 - 24/05/24
Number of weekdays (Monday-Friday):	10
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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	7540	0.004	10	7540	0.004	10	7540	0.008
08:00 - 09:00	10	7540	0.028	10	7540	0.019	10	7540	0.047
09:00 - 10:00	10	7540	0.019	10	7540	0.012	10	7540	0.031
10:00 - 11:00	10	7540	0.004	10	7540	0.003	10	7540	0.007
11:00 - 12:00	10	7540	0.008	10	7540	0.007	10	7540	0.015
12:00 - 13:00	10	7540	0.005	10	7540	0.007	10	7540	0.012
13:00 - 14:00	10	7540	0.008	10	7540	0.007	10	7540	0.015
14:00 - 15:00	10	7540	0.001	10	7540	0.003	10	7540	0.004
15:00 - 16:00	10	7540	0.007	10	7540	0.012	10	7540	0.019
16:00 - 17:00	10	7540	0.011	10	7540	0.016	10	7540	0.027
17:00 - 18:00	10	7540	0.012	10	7540	0.017	10	7540	0.029
18:00 - 19:00	10	7540	0.019	10	7540	0.019	10	7540	0.038
19:00 - 20:00	1	20129	0.005	1	20129	0.005	1	20129	0.010
20:00 - 21:00	1	20129	0.005	1	20129	0.005	1	20129	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.136			0.136			0.272

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 OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	7540	0.001	10	7540	0.001	10	7540	0.002
08:00 - 09:00	10	7540	0.001	10	7540	0.001	10	7540	0.002
09:00 - 10:00	10	7540	0.005	10	7540	0.003	10	7540	0.008
10:00 - 11:00	10	7540	0.004	10	7540	0.004	10	7540	0.008
11:00 - 12:00	10	7540	0.001	10	7540	0.004	10	7540	0.005
12:00 - 13:00	10	7540	0.001	10	7540	0.001	10	7540	0.002
13:00 - 14:00	10	7540	0.000	10	7540	0.000	10	7540	0.000
14:00 - 15:00	10	7540	0.003	10	7540	0.003	10	7540	0.006
15:00 - 16:00	10	7540	0.000	10	7540	0.000	10	7540	0.000
16:00 - 17:00	10	7540	0.000	10	7540	0.000	10	7540	0.000
17:00 - 18:00	10	7540	0.000	10	7540	0.000	10	7540	0.000
18:00 - 19:00	10	7540	0.000	10	7540	0.000	10	7540	0.000
19:00 - 20:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.017			0.033

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	7540	0.037	10	7540	0.001	10	7540	0.038
08:00 - 09:00	10	7540	0.147	10	7540	0.001	10	7540	0.148
09:00 - 10:00	10	7540	0.109	10	7540	0.008	10	7540	0.117
10:00 - 11:00	10	7540	0.024	10	7540	0.008	10	7540	0.032
11:00 - 12:00	10	7540	0.013	10	7540	0.005	10	7540	0.018
12:00 - 13:00	10	7540	0.013	10	7540	0.017	10	7540	0.030
13:00 - 14:00	10	7540	0.009	10	7540	0.013	10	7540	0.022
14:00 - 15:00	10	7540	0.005	10	7540	0.004	10	7540	0.009
15:00 - 16:00	10	7540	0.007	10	7540	0.016	10	7540	0.023
16:00 - 17:00	10	7540	0.001	10	7540	0.032	10	7540	0.033
17:00 - 18:00	10	7540	0.001	10	7540	0.137	10	7540	0.138
18:00 - 19:00	10	7540	0.001	10	7540	0.119	10	7540	0.120
19:00 - 20:00	1	20129	0.000	1	20129	0.010	1	20129	0.010
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.367			0.371			0.738

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	7540	0.098	10	7540	0.029	10	7540	0.127
08:00 - 09:00	10	7540	0.243	10	7540	0.040	10	7540	0.283
09:00 - 10:00	10	7540	0.151	10	7540	0.058	10	7540	0.209
10:00 - 11:00	10	7540	0.085	10	7540	0.048	10	7540	0.133
11:00 - 12:00	10	7540	0.049	10	7540	0.053	10	7540	0.102
12:00 - 13:00	10	7540	0.046	10	7540	0.044	10	7540	0.090
13:00 - 14:00	10	7540	0.050	10	7540	0.052	10	7540	0.102
14:00 - 15:00	10	7540	0.036	10	7540	0.061	10	7540	0.097
15:00 - 16:00	10	7540	0.032	10	7540	0.065	10	7540	0.097
16:00 - 17:00	10	7540	0.036	10	7540	0.114	10	7540	0.150
17:00 - 18:00	10	7540	0.019	10	7540	0.149	10	7540	0.168
18:00 - 19:00	10	7540	0.016	10	7540	0.126	10	7540	0.142
19:00 - 20:00	1	20129	0.000	1	20129	0.010	1	20129	0.010
20:00 - 21:00	1	20129	0.000	1	20129	0.005	1	20129	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.861			0.854			1.715

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	7540	0.137	10	7540	0.061	10	7540	0.198
08:00 - 09:00	10	7540	0.302	10	7540	0.129	10	7540	0.431
09:00 - 10:00	10	7540	0.298	10	7540	0.190	10	7540	0.488
10:00 - 11:00	10	7540	0.309	10	7540	0.325	10	7540	0.634
11:00 - 12:00	10	7540	0.268	10	7540	0.276	10	7540	0.544
12:00 - 13:00	10	7540	0.399	10	7540	0.645	10	7540	1.044
13:00 - 14:00	10	7540	0.584	10	7540	0.483	10	7540	1.067
14:00 - 15:00	10	7540	0.277	10	7540	0.166	10	7540	0.443
15:00 - 16:00	10	7540	0.109	10	7540	0.142	10	7540	0.251
16:00 - 17:00	10	7540	0.097	10	7540	0.142	10	7540	0.239
17:00 - 18:00	10	7540	0.057	10	7540	0.204	10	7540	0.261
18:00 - 19:00	10	7540	0.017	10	7540	0.157	10	7540	0.174
19:00 - 20:00	1	20129	0.000	1	20129	0.025	1	20129	0.025
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.854			2.945			5.799

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	7540	0.099	10	7540	0.005	10	7540	0.104
08:00 - 09:00	10	7540	0.328	10	7540	0.012	10	7540	0.340
09:00 - 10:00	10	7540	0.286	10	7540	0.024	10	7540	0.310
10:00 - 11:00	10	7540	0.095	10	7540	0.040	10	7540	0.135
11:00 - 12:00	10	7540	0.040	10	7540	0.027	10	7540	0.067
12:00 - 13:00	10	7540	0.054	10	7540	0.082	10	7540	0.136
13:00 - 14:00	10	7540	0.069	10	7540	0.066	10	7540	0.135
14:00 - 15:00	10	7540	0.036	10	7540	0.045	10	7540	0.081
15:00 - 16:00	10	7540	0.024	10	7540	0.072	10	7540	0.096
16:00 - 17:00	10	7540	0.025	10	7540	0.141	10	7540	0.166
17:00 - 18:00	10	7540	0.020	10	7540	0.324	10	7540	0.344
18:00 - 19:00	10	7540	0.005	10	7540	0.163	10	7540	0.168
19:00 - 20:00	1	20129	0.000	1	20129	0.010	1	20129	0.010
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.081			1.011			2.092

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	7540	0.363	10	7540	0.003	10	7540	0.366
08:00 - 09:00	10	7540	1.174	10	7540	0.033	10	7540	1.207
09:00 - 10:00	10	7540	0.926	10	7540	0.060	10	7540	0.986
10:00 - 11:00	10	7540	0.253	10	7540	0.065	10	7540	0.318
11:00 - 12:00	10	7540	0.122	10	7540	0.080	10	7540	0.202
12:00 - 13:00	10	7540	0.106	10	7540	0.171	10	7540	0.277
13:00 - 14:00	10	7540	0.137	10	7540	0.158	10	7540	0.295
14:00 - 15:00	10	7540	0.068	10	7540	0.119	10	7540	0.187
15:00 - 16:00	10	7540	0.065	10	7540	0.237	10	7540	0.302
16:00 - 17:00	10	7540	0.068	10	7540	0.436	10	7540	0.504
17:00 - 18:00	10	7540	0.041	10	7540	1.180	10	7540	1.221
18:00 - 19:00	10	7540	0.027	10	7540	0.674	10	7540	0.701
19:00 - 20:00	1	20129	0.000	1	20129	0.084	1	20129	0.084
20:00 - 21:00	1	20129	0.000	1	20129	0.020	1	20129	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.350			3.320			6.670

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 COACH PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	7540	0.000	10	7540	0.000	10	7540	0.000
08:00 - 09:00	10	7540	0.000	10	7540	0.000	10	7540	0.000
09:00 - 10:00	10	7540	0.000	10	7540	0.000	10	7540	0.000
10:00 - 11:00	10	7540	0.000	10	7540	0.000	10	7540	0.000
11:00 - 12:00	10	7540	0.001	10	7540	0.000	10	7540	0.001
12:00 - 13:00	10	7540	0.000	10	7540	0.000	10	7540	0.000
13:00 - 14:00	10	7540	0.001	10	7540	0.000	10	7540	0.001
14:00 - 15:00	10	7540	0.000	10	7540	0.001	10	7540	0.001
15:00 - 16:00	10	7540	0.000	10	7540	0.000	10	7540	0.000
16:00 - 17:00	10	7540	0.000	10	7540	0.001	10	7540	0.001
17:00 - 18:00	10	7540	0.000	10	7540	0.000	10	7540	0.000
18:00 - 19:00	10	7540	0.000	10	7540	0.000	10	7540	0.000
19:00 - 20:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	7540	0.463	10	7540	0.008	10	7540	0.471
08:00 - 09:00	10	7540	1.501	10	7540	0.045	10	7540	1.546
09:00 - 10:00	10	7540	1.212	10	7540	0.084	10	7540	1.296
10:00 - 11:00	10	7540	0.349	10	7540	0.105	10	7540	0.454
11:00 - 12:00	10	7540	0.163	10	7540	0.106	10	7540	0.269
12:00 - 13:00	10	7540	0.160	10	7540	0.253	10	7540	0.413
13:00 - 14:00	10	7540	0.207	10	7540	0.224	10	7540	0.431
14:00 - 15:00	10	7540	0.103	10	7540	0.166	10	7540	0.269
15:00 - 16:00	10	7540	0.089	10	7540	0.309	10	7540	0.398
16:00 - 17:00	10	7540	0.093	10	7540	0.578	10	7540	0.671
17:00 - 18:00	10	7540	0.061	10	7540	1.504	10	7540	1.565
18:00 - 19:00	10	7540	0.032	10	7540	0.837	10	7540	0.869
19:00 - 20:00	1	20129	0.000	1	20129	0.094	1	20129	0.094
20:00 - 21:00	1	20129	0.000	1	20129	0.020	1	20129	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.433			4.333			8.766

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 10.81

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	7540	0.735	10	7540	0.099	10	7540	0.834
08:00 - 09:00	10	7540	2.194	10	7540	0.215	10	7540	2.409
09:00 - 10:00	10	7540	1.771	10	7540	0.340	10	7540	2.111
10:00 - 11:00	10	7540	0.767	10	7540	0.485	10	7540	1.252
11:00 - 12:00	10	7540	0.493	10	7540	0.440	10	7540	0.933
12:00 - 13:00	10	7540	0.619	10	7540	0.959	10	7540	1.578
13:00 - 14:00	10	7540	0.850	10	7540	0.772	10	7540	1.622
14:00 - 15:00	10	7540	0.422	10	7540	0.397	10	7540	0.819
15:00 - 16:00	10	7540	0.236	10	7540	0.532	10	7540	0.768
16:00 - 17:00	10	7540	0.227	10	7540	0.866	10	7540	1.093
17:00 - 18:00	10	7540	0.138	10	7540	1.993	10	7540	2.131
18:00 - 19:00	10	7540	0.066	10	7540	1.239	10	7540	1.305
19:00 - 20:00	1	20129	0.000	1	20129	0.139	1	20129	0.139
20:00 - 21:00	1	20129	0.000	1	20129	0.025	1	20129	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.518			8.501			17.019

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	7540	0.066	10	7540	0.019	10	7540	0.085
08:00 - 09:00	10	7540	0.163	10	7540	0.024	10	7540	0.187
09:00 - 10:00	10	7540	0.101	10	7540	0.042	10	7540	0.143
10:00 - 11:00	10	7540	0.053	10	7540	0.023	10	7540	0.076
11:00 - 12:00	10	7540	0.033	10	7540	0.036	10	7540	0.069
12:00 - 13:00	10	7540	0.021	10	7540	0.021	10	7540	0.042
13:00 - 14:00	10	7540	0.028	10	7540	0.036	10	7540	0.064
14:00 - 15:00	10	7540	0.023	10	7540	0.036	10	7540	0.059
15:00 - 16:00	10	7540	0.017	10	7540	0.040	10	7540	0.057
16:00 - 17:00	10	7540	0.019	10	7540	0.074	10	7540	0.093
17:00 - 18:00	10	7540	0.013	10	7540	0.098	10	7540	0.111
18:00 - 19:00	10	7540	0.008	10	7540	0.086	10	7540	0.094
19:00 - 20:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.545			0.535			1.080

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	7540	0.007	10	7540	0.004	10	7540	0.011
08:00 - 09:00	10	7540	0.008	10	7540	0.004	10	7540	0.012
09:00 - 10:00	10	7540	0.007	10	7540	0.005	10	7540	0.012
10:00 - 11:00	10	7540	0.011	10	7540	0.015	10	7540	0.026
11:00 - 12:00	10	7540	0.003	10	7540	0.001	10	7540	0.004
12:00 - 13:00	10	7540	0.013	10	7540	0.013	10	7540	0.026
13:00 - 14:00	10	7540	0.004	10	7540	0.003	10	7540	0.007
14:00 - 15:00	10	7540	0.004	10	7540	0.008	10	7540	0.012
15:00 - 16:00	10	7540	0.005	10	7540	0.005	10	7540	0.010
16:00 - 17:00	10	7540	0.005	10	7540	0.004	10	7540	0.009
17:00 - 18:00	10	7540	0.003	10	7540	0.005	10	7540	0.008
18:00 - 19:00	10	7540	0.000	10	7540	0.000	10	7540	0.000
19:00 - 20:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.067			0.137

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	7540	0.004	10	7540	0.001	10	7540	0.005
08:00 - 09:00	10	7540	0.011	10	7540	0.001	10	7540	0.012
09:00 - 10:00	10	7540	0.004	10	7540	0.000	10	7540	0.004
10:00 - 11:00	10	7540	0.001	10	7540	0.000	10	7540	0.001
11:00 - 12:00	10	7540	0.000	10	7540	0.000	10	7540	0.000
12:00 - 13:00	10	7540	0.001	10	7540	0.000	10	7540	0.001
13:00 - 14:00	10	7540	0.001	10	7540	0.001	10	7540	0.002
14:00 - 15:00	10	7540	0.001	10	7540	0.004	10	7540	0.005
15:00 - 16:00	10	7540	0.001	10	7540	0.001	10	7540	0.002
16:00 - 17:00	10	7540	0.003	10	7540	0.004	10	7540	0.007
17:00 - 18:00	10	7540	0.001	10	7540	0.008	10	7540	0.009
18:00 - 19:00	10	7540	0.001	10	7540	0.009	10	7540	0.010
19:00 - 20:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.029			0.058

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

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Curtins Consulting Ltd 10 Oxford Street Manchester Licence No: 148301

Calculation Reference: AUDIT-148301-250205-0209

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : K - CAFE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	HG	HARINGEY	1 days
	SU	SUTTON	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	2 days
09	NORTH		
	TW	TYNE & WEAR	2 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:	38 to 325 (units: sqm)
Range Selected by User:	38 to 325 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 04/06/24

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	4 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	8 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 undertaking using machines.

Selected Locations:

Town Centre	8

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:

Retail Zone	1
Built-Up Zone	5
High Street	2

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	7 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

E(b)	8 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	1 days
25,001 to 50,000	3 days
50,001 to 100,000	3 days

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	1 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	7 days
1.1 to 1.5	1 days

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

Travel Plan:

No	8 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	6 days
3 Moderate	1 days
4 Good	1 days

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

LIST OF SITES relevant to selection parameters

1 GM-06-K-01 CAFÉ GREATER MANCHESTER
DEANSGATE
MANCHESTER

Town Centre
Built-Up Zone
Total Gross floor area: 200 sqm
Survey date: TUESDAY *19/04/22* *Survey Type: MANUAL*

2 GM-06-K-02 CAFÉ GREATER MANCHESTER
DEANSGATE
MANCHESTER

Town Centre
Built-Up Zone
Total Gross floor area: 38 sqm
Survey date: WEDNESDAY *20/09/23* *Survey Type: MANUAL*

3 HG-06-K-01 CAFÉ HARINGEY
MUSWELL HILL BROADWAY
MUSWELL HILL

Town Centre
High Street
Total Gross floor area: 58 sqm
Survey date: FRIDAY *10/06/22* *Survey Type: MANUAL*

4 LN-06-K-01 CAFÉ & TEA ROOM LINCOLNSHIRE
RED LION SQUARE
STAMFORD

Town Centre
Built-Up Zone
Total Gross floor area: 190 sqm
Survey date: TUESDAY *12/10/21* *Survey Type: MANUAL*

5 NF-06-K-01 CAFÉ NORFOLK
SAINT GILES STREET
NORWICH

Town Centre
Built-Up Zone
Total Gross floor area: 82 sqm
Survey date: TUESDAY *20/09/22* *Survey Type: MANUAL*

6 SU-06-K-01 COSTA COFFEE SUTTON
THE GAS WORKS
SUTTON

Town Centre
High Street
Total Gross floor area: 180 sqm
Survey date: TUESDAY *04/06/24* *Survey Type: MANUAL*

7 TW-06-K-01 COSTA COFFEE TYNE & WEAR
NORTHUMBERLAND STREET
NEWCASTLE UPON TYNE

Town Centre
Retail Zone
Total Gross floor area: 325 sqm
Survey date: WEDNESDAY *06/09/23* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 TW-06-K-02 CAFÉ TYNE & WEAR
DEAN STREET
NEWCASTLE UPON TYNE

Town Centre
Built-Up Zone
Total Gross floor area: 90 sqm
Survey date: THURSDAY *07/09/23* *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/K - CAFE
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): 7.30

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	181	1.289	3	181	0.552	3	181	1.841
07:00 - 08:00	4	150	1.664	4	150	0.998	4	150	2.662
08:00 - 09:00	8	145	1.376	8	145	1.290	8	145	2.666
09:00 - 10:00	8	145	3.439	8	145	2.236	8	145	5.675
10:00 - 11:00	8	145	3.955	8	145	2.923	8	145	6.878
11:00 - 12:00	8	145	2.408	8	145	2.837	8	145	5.245
12:00 - 13:00	8	145	2.752	8	145	2.494	8	145	5.246
13:00 - 14:00	8	145	2.666	8	145	2.666	8	145	5.332
14:00 - 15:00	8	145	1.634	8	145	1.634	8	145	3.268
15:00 - 16:00	8	145	1.376	8	145	1.978	8	145	3.354
16:00 - 17:00	7	154	0.833	7	154	0.925	7	154	1.758
17:00 - 18:00	5	160	0.375	5	160	0.375	5	160	0.750
18:00 - 19:00	4	150	1.165	4	150	1.165	4	150	2.330
19:00 - 20:00	2	182	1.928	2	182	3.306	2	182	5.234
20:00 - 21:00	2	182	0.000	2	182	0.000	2	182	0.000
21:00 - 22:00	1	38	0.000	1	38	5.263	1	38	5.263
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			26.860			30.642			57.502

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

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

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Parameter summary

Trip rate parameter range selected:	38 - 325 (units: sqm)
Survey date date range:	01/01/16 - 04/06/24
Number of weekdays (Monday-Friday):	8
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/K - CAFE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	181	0.000	3	181	0.000	3	181	0.000
07:00 - 08:00	4	150	0.000	4	150	0.000	4	150	0.000
08:00 - 09:00	8	145	0.172	8	145	0.172	8	145	0.344
09:00 - 10:00	8	145	0.086	8	145	0.086	8	145	0.172
10:00 - 11:00	8	145	0.172	8	145	0.172	8	145	0.344
11:00 - 12:00	8	145	0.344	8	145	0.344	8	145	0.688
12:00 - 13:00	8	145	0.172	8	145	0.172	8	145	0.344
13:00 - 14:00	8	145	0.344	8	145	0.344	8	145	0.688
14:00 - 15:00	8	145	0.172	8	145	0.172	8	145	0.344
15:00 - 16:00	8	145	0.000	8	145	0.000	8	145	0.000
16:00 - 17:00	7	154	0.000	7	154	0.000	7	154	0.000
17:00 - 18:00	5	160	0.000	5	160	0.000	5	160	0.000
18:00 - 19:00	4	150	0.166	4	150	0.166	4	150	0.332
19:00 - 20:00	2	182	0.275	2	182	0.275	2	182	0.550
20:00 - 21:00	2	182	0.000	2	182	0.000	2	182	0.000
21:00 - 22:00	1	38	0.000	1	38	0.000	1	38	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.903			1.903			3.806

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/K - CAFE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	181	0.184	3	181	0.000	3	181	0.184
07:00 - 08:00	4	150	0.998	4	150	1.165	4	150	2.163
08:00 - 09:00	8	145	0.258	8	145	0.258	8	145	0.516
09:00 - 10:00	8	145	0.688	8	145	0.430	8	145	1.118
10:00 - 11:00	8	145	0.258	8	145	0.516	8	145	0.774
11:00 - 12:00	8	145	0.602	8	145	0.344	8	145	0.946
12:00 - 13:00	8	145	0.688	8	145	0.602	8	145	1.290
13:00 - 14:00	8	145	0.516	8	145	0.688	8	145	1.204
14:00 - 15:00	8	145	0.344	8	145	0.430	8	145	0.774
15:00 - 16:00	8	145	0.172	8	145	0.086	8	145	0.258
16:00 - 17:00	7	154	0.093	7	154	0.278	7	154	0.371
17:00 - 18:00	5	160	0.125	5	160	0.000	5	160	0.125
18:00 - 19:00	4	150	0.000	4	150	0.166	4	150	0.166
19:00 - 20:00	2	182	0.551	2	182	0.551	2	182	1.102
20:00 - 21:00	2	182	0.000	2	182	0.000	2	182	0.000
21:00 - 22:00	1	38	0.000	1	38	0.000	1	38	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.477			5.514			10.991

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/K - CAFE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	181	1.289	3	181	0.368	3	181	1.657
07:00 - 08:00	4	150	2.163	4	150	1.331	4	150	3.494
08:00 - 09:00	8	145	1.978	8	145	1.548	8	145	3.526
09:00 - 10:00	8	145	4.729	8	145	3.267	8	145	7.996
10:00 - 11:00	8	145	5.245	8	145	3.783	8	145	9.028
11:00 - 12:00	8	145	3.353	8	145	4.213	8	145	7.566
12:00 - 13:00	8	145	3.869	8	145	3.009	8	145	6.878
13:00 - 14:00	8	145	3.267	8	145	3.525	8	145	6.792
14:00 - 15:00	8	145	1.978	8	145	2.494	8	145	4.472
15:00 - 16:00	8	145	2.408	8	145	2.923	8	145	5.331
16:00 - 17:00	7	154	1.018	7	154	1.203	7	154	2.221
17:00 - 18:00	5	160	0.624	5	160	0.624	5	160	1.248
18:00 - 19:00	4	150	1.830	4	150	1.830	4	150	3.660
19:00 - 20:00	2	182	3.306	2	182	6.336	2	182	9.642
20:00 - 21:00	2	182	0.000	2	182	0.000	2	182	0.000
21:00 - 22:00	1	38	0.000	1	38	5.263	1	38	5.263
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			37.057			41.717			78.774

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/K - CAFE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	181	1.657	3	181	2.026	3	181	3.683
07:00 - 08:00	4	150	5.158	4	150	3.827	4	150	8.985
08:00 - 09:00	8	145	3.697	8	145	4.987	8	145	8.684
09:00 - 10:00	8	145	6.621	8	145	5.761	8	145	12.382
10:00 - 11:00	8	145	7.825	8	145	8.512	8	145	16.337
11:00 - 12:00	8	145	10.748	8	145	8.169	8	145	18.917
12:00 - 13:00	8	145	11.694	8	145	14.703	8	145	26.397
13:00 - 14:00	8	145	11.436	8	145	11.436	8	145	22.872
14:00 - 15:00	8	145	6.535	8	145	7.309	8	145	13.844
15:00 - 16:00	8	145	6.621	8	145	7.653	8	145	14.274
16:00 - 17:00	7	154	4.533	7	154	5.458	7	154	9.991
17:00 - 18:00	5	160	4.744	5	160	5.743	5	160	10.487
18:00 - 19:00	4	150	3.993	4	150	6.656	4	150	10.649
19:00 - 20:00	2	182	5.510	2	182	3.857	2	182	9.367
20:00 - 21:00	2	182	1.102	2	182	1.377	2	182	2.479
21:00 - 22:00	1	38	0.000	1	38	0.000	1	38	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			91.874			97.474			189.348

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/K - CAFE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	181	1.473	3	181	0.368	3	181	1.841
07:00 - 08:00	4	150	3.993	4	150	2.496	4	150	6.489
08:00 - 09:00	8	145	3.267	8	145	2.494	8	145	5.761
09:00 - 10:00	8	145	4.213	8	145	2.580	8	145	6.793
10:00 - 11:00	8	145	4.471	8	145	3.783	8	145	8.254
11:00 - 12:00	8	145	4.901	8	145	3.525	8	145	8.426
12:00 - 13:00	8	145	4.987	8	145	3.697	8	145	8.684
13:00 - 14:00	8	145	3.783	8	145	4.643	8	145	8.426
14:00 - 15:00	8	145	2.236	8	145	3.095	8	145	5.331
15:00 - 16:00	8	145	1.634	8	145	1.720	8	145	3.354
16:00 - 17:00	7	154	1.480	7	154	3.330	7	154	4.810
17:00 - 18:00	5	160	1.623	5	160	2.622	5	160	4.245
18:00 - 19:00	4	150	1.331	4	150	1.498	4	150	2.829
19:00 - 20:00	2	182	1.102	2	182	2.204	2	182	3.306
20:00 - 21:00	2	182	0.275	2	182	0.551	2	182	0.826
21:00 - 22:00	1	38	0.000	1	38	0.000	1	38	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			40.769			38.606			79.375

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/K - CAFE
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	181	0.368	3	181	0.184	3	181	0.552
07:00 - 08:00	4	150	0.499	4	150	1.165	4	150	1.664
08:00 - 09:00	8	145	0.774	8	145	0.430	8	145	1.204
09:00 - 10:00	8	145	1.118	8	145	0.860	8	145	1.978
10:00 - 11:00	8	145	1.376	8	145	0.516	8	145	1.892
11:00 - 12:00	8	145	1.118	8	145	0.688	8	145	1.806
12:00 - 13:00	8	145	2.150	8	145	1.376	8	145	3.526
13:00 - 14:00	8	145	0.860	8	145	1.032	8	145	1.892
14:00 - 15:00	8	145	1.376	8	145	1.462	8	145	2.838
15:00 - 16:00	8	145	0.258	8	145	1.204	8	145	1.462
16:00 - 17:00	7	154	1.110	7	154	0.833	7	154	1.943
17:00 - 18:00	5	160	1.623	5	160	0.999	5	160	2.622
18:00 - 19:00	4	150	0.333	4	150	0.998	4	150	1.331
19:00 - 20:00	2	182	0.275	2	182	1.377	2	182	1.652
20:00 - 21:00	2	182	0.000	2	182	0.275	2	182	0.275
21:00 - 22:00	1	38	0.000	1	38	0.000	1	38	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.238			13.399			26.637

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/K - CAFE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	181	1.842	3	181	0.552	3	181	2.394
07:00 - 08:00	4	150	4.493	4	150	3.661	4	150	8.154
08:00 - 09:00	8	145	4.041	8	145	2.923	8	145	6.964
09:00 - 10:00	8	145	5.331	8	145	3.439	8	145	8.770
10:00 - 11:00	8	145	5.847	8	145	4.299	8	145	10.146
11:00 - 12:00	8	145	6.019	8	145	4.213	8	145	10.232
12:00 - 13:00	8	145	7.137	8	145	5.073	8	145	12.210
13:00 - 14:00	8	145	4.643	8	145	5.675	8	145	10.318
14:00 - 15:00	8	145	3.611	8	145	4.557	8	145	8.168
15:00 - 16:00	8	145	1.892	8	145	2.923	8	145	4.815
16:00 - 17:00	7	154	2.590	7	154	4.163	7	154	6.753
17:00 - 18:00	5	160	3.246	5	160	3.620	5	160	6.866
18:00 - 19:00	4	150	1.664	4	150	2.496	4	150	4.160
19:00 - 20:00	2	182	1.377	2	182	3.581	2	182	4.958
20:00 - 21:00	2	182	0.275	2	182	0.826	2	182	1.101
21:00 - 22:00	1	38	0.000	1	38	0.000	1	38	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			54.008			52.001			106.009

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/K - CAFE
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): 7.30

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	181	4.972	3	181	2.947	3	181	7.919
07:00 - 08:00	4	150	12.812	4	150	9.983	4	150	22.795
08:00 - 09:00	8	145	9.974	8	145	9.716	8	145	19.690
09:00 - 10:00	8	145	17.369	8	145	12.898	8	145	30.267
10:00 - 11:00	8	145	19.175	8	145	17.111	8	145	36.286
11:00 - 12:00	8	145	20.722	8	145	16.939	8	145	37.661
12:00 - 13:00	8	145	23.388	8	145	23.388	8	145	46.776
13:00 - 14:00	8	145	19.862	8	145	21.324	8	145	41.186
14:00 - 15:00	8	145	12.468	8	145	14.789	8	145	27.257
15:00 - 16:00	8	145	11.092	8	145	13.586	8	145	24.678
16:00 - 17:00	7	154	8.233	7	154	11.101	7	154	19.334
17:00 - 18:00	5	160	8.739	5	160	9.988	5	160	18.727
18:00 - 19:00	4	150	7.488	4	150	11.148	4	150	18.636
19:00 - 20:00	2	182	10.744	2	182	14.325	2	182	25.069
20:00 - 21:00	2	182	1.377	2	182	2.204	2	182	3.581
21:00 - 22:00	1	38	0.000	1	38	5.263	1	38	5.263
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			188.415			196.710			385.125

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/K - CAFE
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	181	1.289	3	181	0.552	3	181	1.841
07:00 - 08:00	4	150	1.498	4	150	0.832	4	150	2.330
08:00 - 09:00	8	145	1.118	8	145	1.032	8	145	2.150
09:00 - 10:00	8	145	2.837	8	145	1.806	8	145	4.643
10:00 - 11:00	8	145	3.439	8	145	2.408	8	145	5.847
11:00 - 12:00	8	145	2.064	8	145	2.322	8	145	4.386
12:00 - 13:00	8	145	2.322	8	145	2.064	8	145	4.386
13:00 - 14:00	8	145	2.236	8	145	2.322	8	145	4.558
14:00 - 15:00	8	145	1.376	8	145	1.290	8	145	2.666
15:00 - 16:00	8	145	1.290	8	145	1.978	8	145	3.268
16:00 - 17:00	7	154	0.833	7	154	0.833	7	154	1.666
17:00 - 18:00	5	160	0.375	5	160	0.375	5	160	0.750
18:00 - 19:00	4	150	0.832	4	150	0.832	4	150	1.664
19:00 - 20:00	2	182	1.377	2	182	2.755	2	182	4.132
20:00 - 21:00	2	182	0.000	2	182	0.000	2	182	0.000
21:00 - 22:00	1	38	0.000	1	38	5.263	1	38	5.263
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			22.886			26.664			49.550

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/K - CAFE
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	181	0.000	3	181	0.000	3	181	0.000
07:00 - 08:00	4	150	0.166	4	150	0.166	4	150	0.332
08:00 - 09:00	8	145	0.086	8	145	0.086	8	145	0.172
09:00 - 10:00	8	145	0.258	8	145	0.172	8	145	0.430
10:00 - 11:00	8	145	0.086	8	145	0.086	8	145	0.172
11:00 - 12:00	8	145	0.000	8	145	0.086	8	145	0.086
12:00 - 13:00	8	145	0.000	8	145	0.000	8	145	0.000
13:00 - 14:00	8	145	0.000	8	145	0.000	8	145	0.000
14:00 - 15:00	8	145	0.000	8	145	0.000	8	145	0.000
15:00 - 16:00	8	145	0.000	8	145	0.000	8	145	0.000
16:00 - 17:00	7	154	0.000	7	154	0.000	7	154	0.000
17:00 - 18:00	5	160	0.000	5	160	0.000	5	160	0.000
18:00 - 19:00	4	150	0.000	4	150	0.000	4	150	0.000
19:00 - 20:00	2	182	0.000	2	182	0.000	2	182	0.000
20:00 - 21:00	2	182	0.000	2	182	0.000	2	182	0.000
21:00 - 22:00	1	38	0.000	1	38	0.000	1	38	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.596			0.596			1.192

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/K - CAFE
MULTI-MODAL MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	181	0.000	3	181	0.000	3	181	0.000
07:00 - 08:00	4	150	0.000	4	150	0.000	4	150	0.000
08:00 - 09:00	8	145	0.000	8	145	0.000	8	145	0.000
09:00 - 10:00	8	145	0.258	8	145	0.172	8	145	0.430
10:00 - 11:00	8	145	0.258	8	145	0.258	8	145	0.516
11:00 - 12:00	8	145	0.000	8	145	0.086	8	145	0.086
12:00 - 13:00	8	145	0.258	8	145	0.258	8	145	0.516
13:00 - 14:00	8	145	0.086	8	145	0.000	8	145	0.086
14:00 - 15:00	8	145	0.086	8	145	0.172	8	145	0.258
15:00 - 16:00	8	145	0.086	8	145	0.000	8	145	0.086
16:00 - 17:00	7	154	0.000	7	154	0.093	7	154	0.093
17:00 - 18:00	5	160	0.000	5	160	0.000	5	160	0.000
18:00 - 19:00	4	150	0.166	4	150	0.166	4	150	0.332
19:00 - 20:00	2	182	0.275	2	182	0.275	2	182	0.550
20:00 - 21:00	2	182	0.000	2	182	0.000	2	182	0.000
21:00 - 22:00	1	38	0.000	1	38	0.000	1	38	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.473			1.480			2.953

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

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

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