# Marlsbro House,
# 52-54 Newton Street, Manchester
# Transport Statement

260422/SK22608/TS01(-01)

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| SK22608 | TS | 00 | Working Draft | L Speers | LGS | 09/04/2026 |
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# 1 Introduction

1.1 SK has been appointed by ACLO Assets MH Limited to prepare a Transport Statement (TS) for a planning application for the redevelopment of Marlsbro House on Newton Street in Manchester city centre.

1.2 The proposal seeks to provide a mix of uses with creative, workspace and hospitality functions at the site. The development description is as follows:

"Change of use to bar and listening lounge (Sui Generis), recording studios and sound engineering rooms, restaurant, offices (Use Class E), amenity lounge and private event space (Sui Generis); together with external alterations including removal of existing render to all elevations; reinstatement of entrance archway on Newton Street, formation of new entrance archway to rear courtyard; roof alterations including external terraces; installation of covered structure within the rear courtyard to provide seating area associated with restaurant; new external staircase; new bin store; plant; and, associated works."

# 2 Baseline Situation

## Site Description

2.1 Figure 2.1 shows the location of the site.

2.2 Marlsbro House is a Grade II listed building located in the Northern Quarter and Stevenson Square Conservation Area.

2.3 Marlsbro House was originally constructed around 1780 as a cotton mill and went under significant alterations in 1956. Recently the building has been occupied by many different operators, including a tattoo parlour, recording studio and karate dojo. The project team has advised that there are limited planning applications on MCC's portal and that the permitted use of the building is unknown. An application in the 1970s shows that permission was granted for the ground floor to be used for sale of sueded and leather garments that were manufactured in the rest of the building.

2.4 The building has six floors, including the ground floor and the basement level. The total built floor area is 3,295.70sqm (GEA).

2.5 Building entrances are located on Newton Street, Hilton Street and Faraday Street. A rear yard is provided with access from Faraday Street. There is no car parking on site and service activity is focused on kerbside using the loading bays provided on Port Street.


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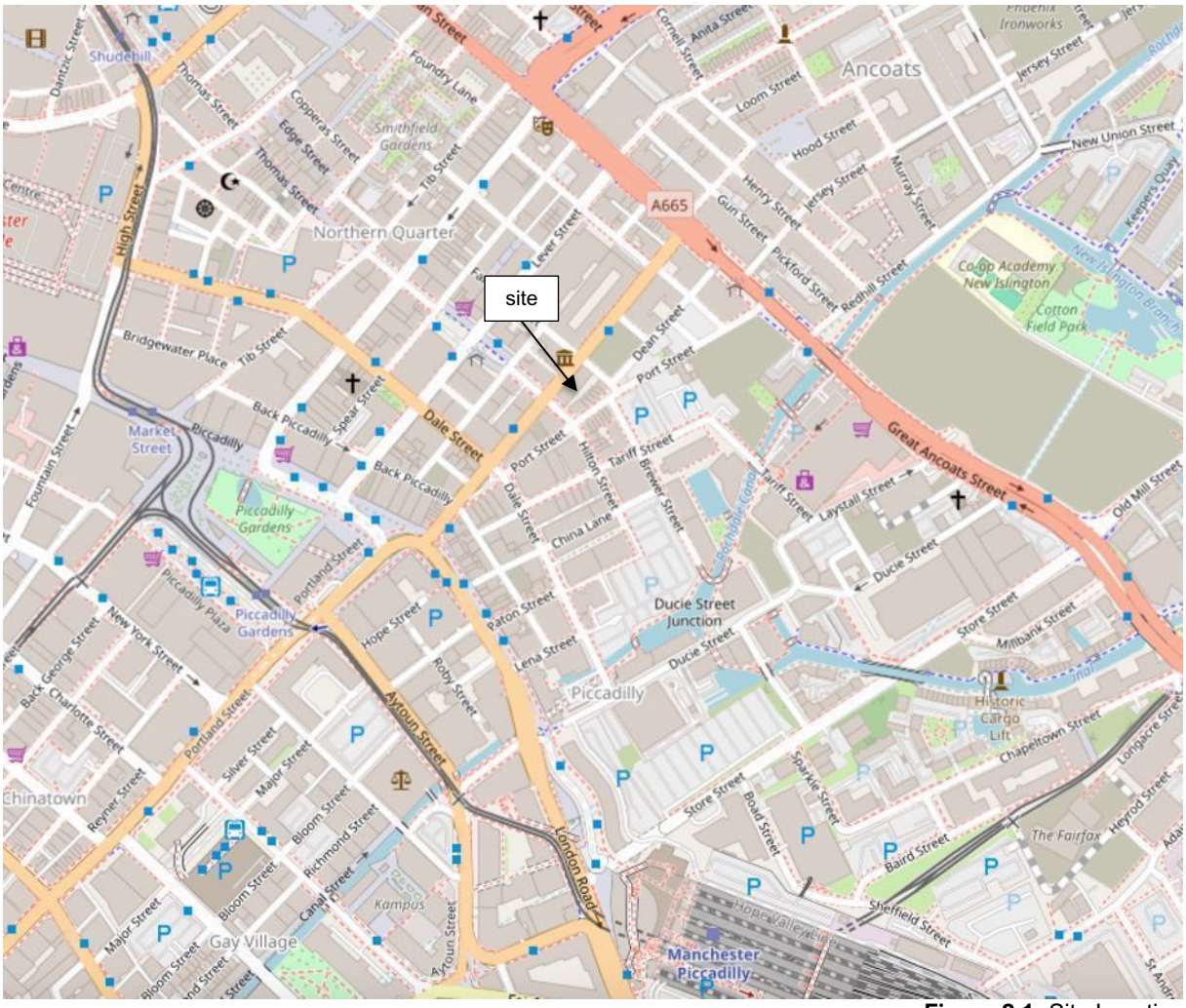



**Figure 2.1:** Site Location
[source: OpenStreetMap Foundation licensed under the Open Database License]

## Local Transport Network

2.6 The extent of adopted highway has been purchased from the Local Highway Authority and is attached as Appendix A.

2.7 In the vicinity of the site, Newton Street is a two-way 10.5m road with a 2.9m footway on the site frontage and 2.6m wide footway opposite.

2.8 Faraday Street meets Newton Street at a priority junction. In the vicinity of the site, Faraday Street has a carriageway width of 4m and a footway width of 0.8m (site side). Dropped kerbs are present at the junction of Faraday Street/Newton Street but no tactile paving.

2.9 Port Street routes to the east of the site from Hilton Street to Faraday Street. In the vicinity of the site, Port Street is between 5m-7m wide with 2m-3m wide footways on each side of the road. It meets Hilton Street at a priority junction with tactile paving and dropped kerbs. The junction of Faraday Street with Port Street has recently been reconstructed to widen the footway and create loading and parking bays on Port Street, and to provide cycle parking within the build-out. The arrangement also separates the Faraday Street junctions with Port Street and Dean Street which had previously been a single open junction area. A shared footway cycleway on the eastern side and sections of contraflow cycle lane allow cyclists to travel southbound on Port Street.

2.10 Hilton Street sits on the southern boundary of the site and it meets Newton Street at a four-arm signalised junction. On the site frontage, Hilton Street has a carriageway width of 7.7m and a footway width of 2.8m (site side) and is one-way westbound with a contraflow eastbound cycle lane. Controlled crossings are provided at the junction of Hilton Street and Newton Street.


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2.11 Travelling south on Newton Street provides access to Dale Street and the A6 (Piccadilly). Controlled crossing facilities are provided at each junction. Travelling north on Newton Street provides access to the A665 (Great Ancoats Street) and controlled crossing facilities are in place.

### Traffic Regulation Orders

2.12 The site sits in City Centre Parking Zone 2 where parking is controlled by double yellow lines and Pay & Display parking bays (two hour maximum duration).[1] A plan has been prepared that shows the Traffic Regulation Order (TRO) controls on the roads bounding the site and this is attached as Appendix B. A summary of the current TRO controls is provided below.

2.13 There are double yellow line controls on the kerbsides on all four bounding roads. Loading restrictions (single kerb blips) are in place on Newton Street prohibiting loading activity between 8am and 10am, and 4pm and 6pm. Loading is not permitted on Hilton Street on the site side, a loading bay was previously present outside the site, but this was relocated to the southern end of Port Street as part of the cycle improvement scheme.

2.14 In the vicinity of the site on Newton Street 10 Pay & Display and a long loading bay are in place. Two further Pay & Display bays are provided on Newton Street to the south of the junction with Faraday Street.

2.15 On Port Street, Brewer Street and Tariff Street further Pay & Display parking bays are provided. Loading bays are provided on Port Street just to the south of the junction with Faraday Street and just to the north of the Hilton Street junction.

2.16 Blue Badge holders are permitted to park without charge and for unlimited duration in Pay & Display parking bays in the city centre. Existing bays in the vicinity of the site are shown in the plan in Appendix B.

### Road Safety Patterns

2.17 The TfGM database has been used to establish collision patterns over the most recent five-year period available.[2] The TfGM database states that data is currently available for five years to 31st December 2025.

2.18 The database shows that there have been no collisions on the roads bounding the site during the five-year period assessed.

2.19 There has been a single collision at the junction of Dean Street/Port Street. The collision was classified as slight and occurred in 2023.

2.20 The has been a single collision on Port Street to the north of the Dean Street. The collision was classified as serious and occurred in 2021.

[1] https://www.manchester.gov.uk/info/500346/city_centre_parking/146/on-street_parking/3
[2] https://www.gmtu.gov.uk/gmaccidents/


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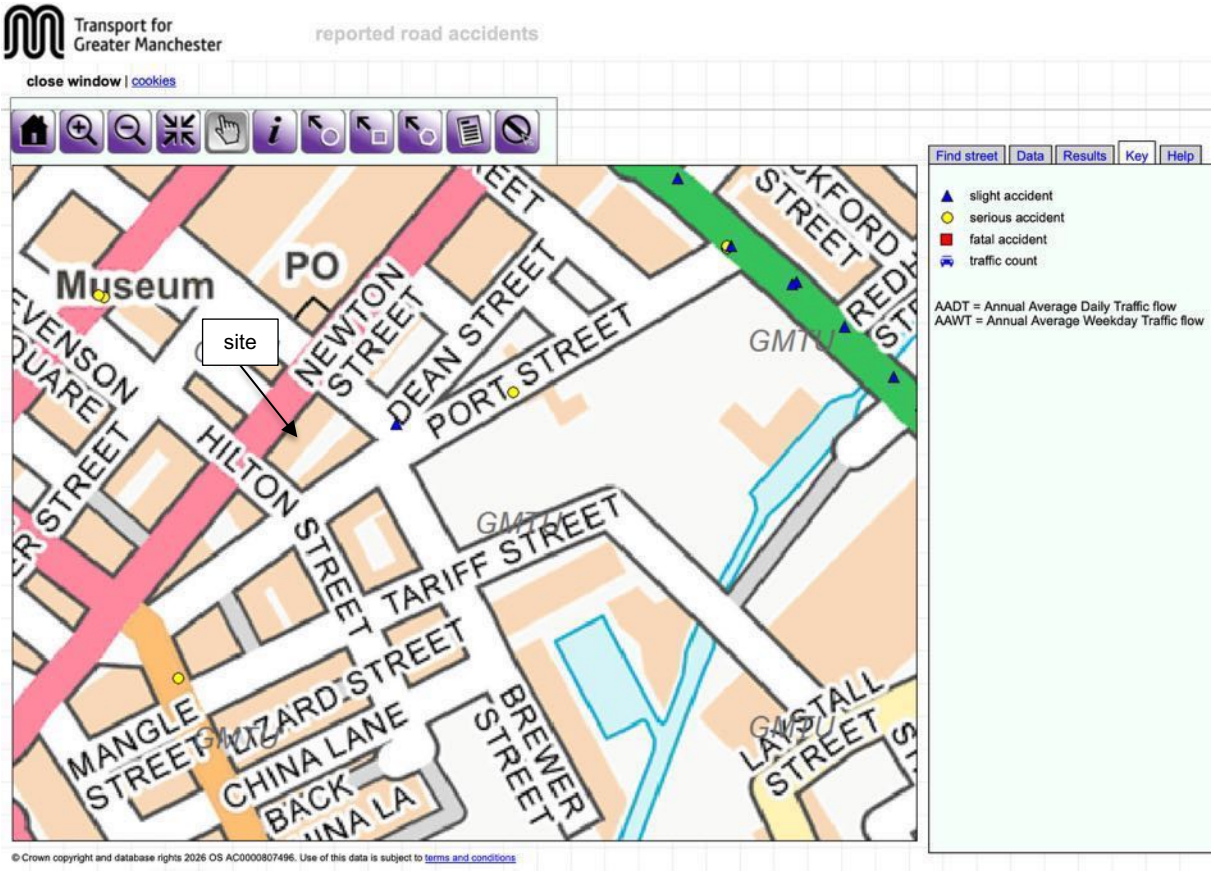



**Figure 2.2:** Road Safety
[source: Transport for Greater Manchester]

## 3 Proposed Development

3.1 The proposed layout is attached as Appendix A.

3.2 The proposal seeks to provide a mix of uses with creative, workspace and hospitality functions at the site. The development description is as follows:

"Change of use to bar and listening lounge (Sui Generis), recording studios and sound engineering rooms, restaurant, offices (Use Class E), amenity lounge and private event space (Sui Generis); together with external alterations including removal of existing render to all elevations; reinstatement of entrance archway on Newton Street, formation of new entrance archway to rear courtyard; roof alterations including external terraces; installation of covered structure within the rear courtyard to provide seating area associated with restaurant; new external staircase; new bin store; plant; and, associated works."

3.3 The total building floor area following the development will be 3,285.80sqm (GEA).

3.4 The following uses are proposed within the building:

- Office Areas: 2,036sqm
- Restaurant Areas: 335sqm
- Bar Areas: 291sqm
- Recording Areas: 128sqm

3.5 External areas are also proposed including the courtyard (249sqm) and roof terrace (33.30sqm).

3.6 The basement will be a bar and listening lounge that will be open to the public. The basement will accommodate a recording studio, sound engineer room, and ancillary office space. Access to the basement is via Hilton Street.


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3.7 The main use of the ground floor will be the restaurant. There will also be amenity lounge/coworking lounge space that can be used by those with membership scheme associated with the office space. The main entrance to the building will also be at ground floor from Newton Street. Access will also be established to the rear courtyard which will be covered for use by the restaurant. The courtyard space will be accessible directly from Faraday Street.

3.8 The first to third floor will be used as office space with ancillary meeting rooms and lounge areas. The fourth floor will be a private members' bar/event space area for use/hire by those with office space membership, including the roof terrace.

3.9 The applicant will fund the resurfacing of footways bounding the site and introduction of tactile paving and dropped kerbs at the junctions of Newton Street/Faraday Street and Faraday Street/Port Street. These works will be delivered by Section 278 Agreement. A plan has been prepared showing this and is attached as Appendix B.

3.10 Cycle parking will be provided in a covered store in the courtyard in line with MCC's adopted parking standards.[3] The standards are replicated below, including a calculation of the cycle parking spaces required by policy standards.

- Office/Recording: 1 per 200sqm = 12 spaces
- Bar/Restaurant: 1 per 50sqm = 13 spaces

3.11 There is no adopted standard for the recording studio, so the policy standard requirement has been determined with reference to the office standard (one space). By policy standards a total of 25 spaces is required.

3.12 The development provides a total of 27 spaces, in excess of policy standards to allow space for visitors. Further visitor cycle parking is already in place in the area at the junction of Port Street/Faraday Street (six spaces).

3.13 Showers and changing facilities are provided in the basement.

3.14 In line with current site arrangements, no site car parking is proposed to serve the development. This is in line with Policy T2 of MCC's Core Strategy which states that developments in the city centre should:

"… provide a level of car parking which reflects the highly accessible nature of the location."[4]

3.15 The assessment confirms that the site occupies a highly sustainable location. The location of the site is such that staff and visitors are unlikely to use a car to access the site. Given this the development is considered suitable for car free development. The existing TRO in the city centre remove opportunities for overspill parking on street.

3.16 Blue Badge holders are permitted to park without charge and for unlimited duration in Pay & Display parking bays. The assessment shows that there are numerous Pay & Display parking bays a short distance from the site that can be used by Blue Badge holders. The nearest Pay & Display parking spaces are shown on the plan in Appendix B.

3.17 The refuse store is located in the courtyard. The number of bins proposed to serve the development has been calculated with reference to MCC's GD04 and BS5906. Details of the waste generation and bin number calculation is provided in the Design & Access Statement.

3.18 As a commercial use, bins will be collected by private contract. Refuse vehicles will use the existing loading bays on Port Street (circa 25m from the courtyard). Refuse operatives will collect bins from the store, take them to the waiting vehicle for emptying and then will return them to the store. Other deliveries will use the loading bays on Port Street and Newton Street, in line with arrangements for commercial premises in the local area. The location of the loading bays and routes to them are shown on the plan in Appendix B.

[3] Manchester City Council (2012), Core Strategy
[4] Manchester City Council (2012), Core Strategy


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3.19 Operations at the site will be underpinned by a Travel Plan and a Framework version has been prepared for the planning application. The Framework Travel Plan is attached as Appendix C.

# 4 Sustainable Connectivity

## Active Travel Routes

4.1 Figure 4.1 shows the active travel network serving the site from the TfGM website.[5]

4.2 The key route into the building will be on the Newton Street and Hilton Street frontages. The footways on both these roads are over 2m wide. Controlled crossings are provided at the junction of Hilton Street/Newton Street and tactile paving/dropped kerbs are provided at the junction of Hilton Street/Port Street.

4.3 Controlled crossings are provided at key junctions on routes north and south of the site including:

- Newton Street/High Street
- Newton Street/Dale Street
- Newton Street/Piccadilly
- Newton Street/Great Ancoats Street

4.4 The applicant will fund the provision of tactile paving at the Faraday Street/Newton Street and Faraday Street/Port Street junctions and resurfacing of the footways bounding the site, as shown in Appendix B. Cycle parking in excess of policy standards is proposed.

4.5 Figure 4.1 shows that the site relates well to the Greater Manchester Cycle Network. The streets surrounding the site are 20mph roads which provide a suitable environment for pedestrians and cyclists. Hilton Street, Port Street, Dale Street and Stevenson Square are defined as routes on the cycle network. To the north of the site access can be gained to cycle facilities on Great Ancoat Street and traffic free routes alongside the Rochdale Canal. The site is also located a short distance west of National Cycle Network Route 66.

4.6 Street cycle parking is provided across the city centre and the nearest stands to the site are located on Port Street and Tariff Street.

[5] https://tfgm.pindarcreative.co.uk


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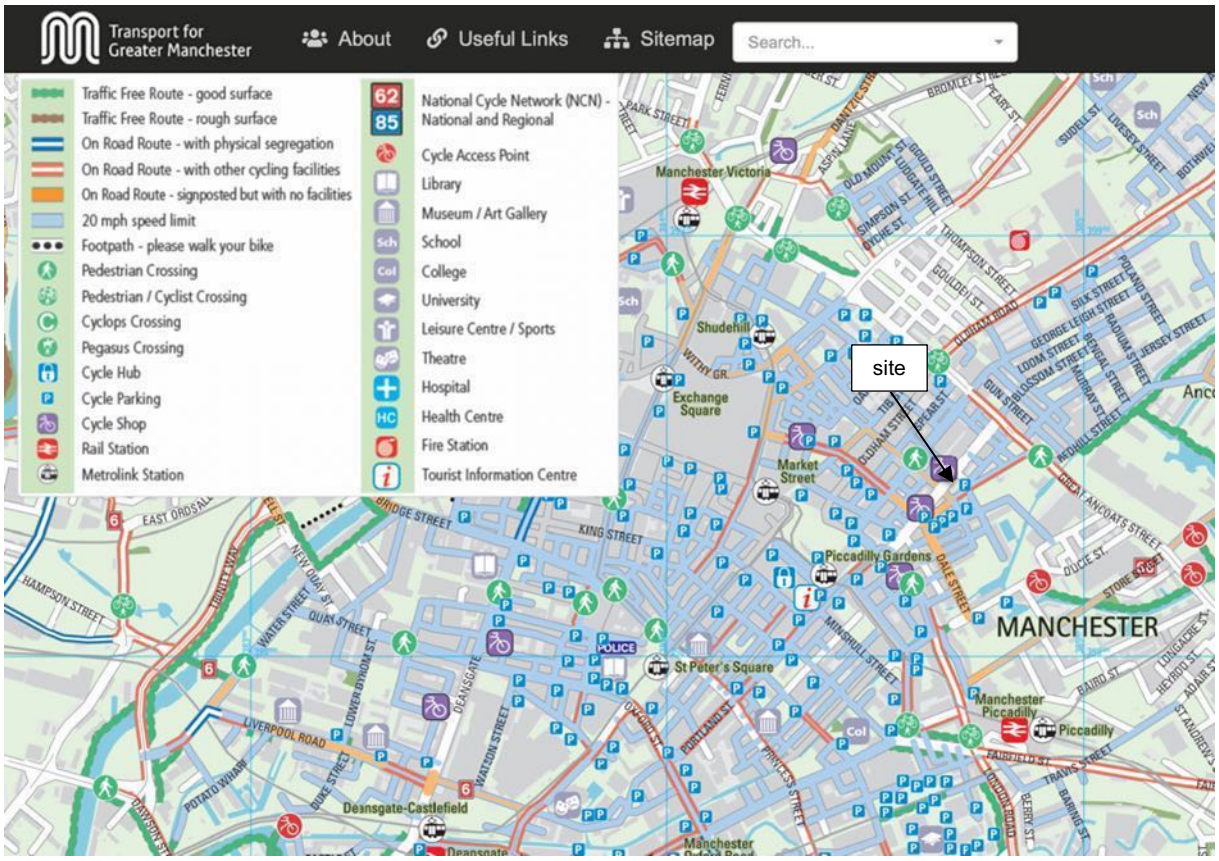



**Figure 4.1:** Cycle Network
[source: Transport for Greater Manchester]

4.7 The Mapping GM website of Bee Network shows that Newton Street, Faraday Street, Houldsworth Street, Hilton Street and Stevenson Square are Bee Network Routes.[6] Recent Bee Network works (Northern Quarter Area 1) have been completed near to the site to make it more attractive for socialising, walking and cycling.

4.8 The site is also located within the Cycle Hire Scheme Zone.[7] Bikes are operated by Beryl and are available to hire via a dedicated phone app. The scheme provides pedal bikes and e-bikes across Manchester, Salford, and Trafford. The nearest bike docks to the site are located on Great Ancoats Street, Church Street and Dale Street.

4.9 As would be expected, given the city centre location of the site, the existing walking and cycling infrastructure provide opportunities for active trips to/from the site.

### Public Transport Routes

4.10 Figure 4.2 shows TfGM's public transport network map for the local area.[8] This shows the location of public transport nodes, including operational bus stops and streets that operate as bus route corridors.

4.11 The nearest bus stops to the site are located on Lever Street (110m away), Great Ancoats Street (240m away), Oldham Street (250m away), and Piccadilly (350m away). Access can be gained to the Free Bus Routes 1 and 2 from Piccadilly.

4.12 The site is also located only 500m away from Piccadilly Gardens Interchange (trams and buses), 550m away from Shudehill Interchange (buses and trams) and 650m away from Piccadilly Station (trams and trains).

[6] https://mappinggm.org.uk/bee-network/
[7] https://beryl.cc/scheme/greater-manchester
[8] https//tfgm.com/maps


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4.13 The locations of public transport nodes serving the site and ticketing information will be promoted to staff via the Travel Plan. A Framework Travel Plan has been prepared and is attached as Appendix C.

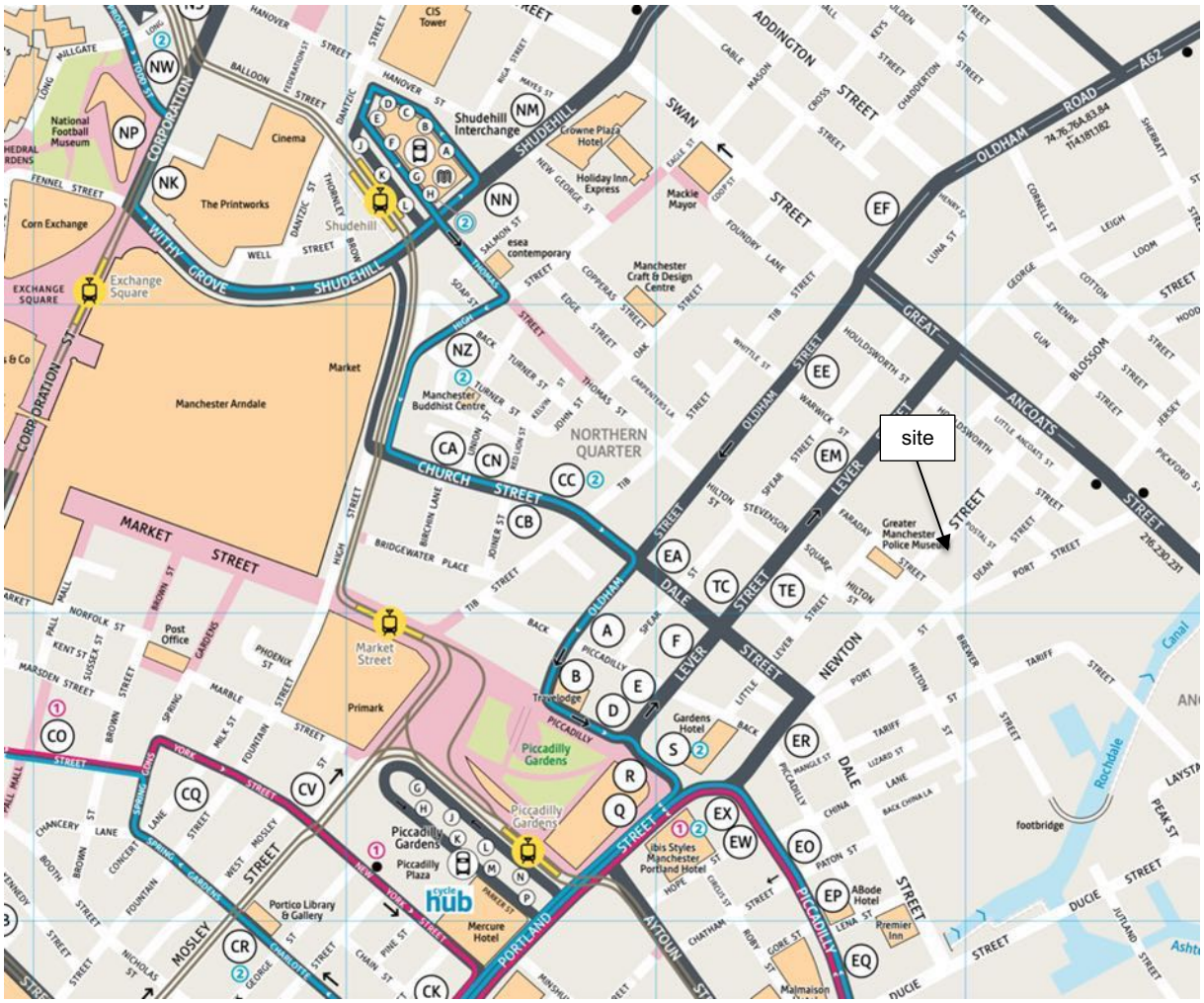



**Figure 4.2:** Public Transport Network
[source: Transport for Greater Manchester]

### Accessibility Assessment

4.14 Manual for Streets (MfS) states that "…walking offers the greatest potential to replace short car trips, particularly those under 2km."[9] Figure 4.3 shows the following:

- 800m – 10 minutes
- 1.2m - 15 minutes
- 2km – 25 minutes

[9] Department for Transport *et al* (2007), Manual for Streets


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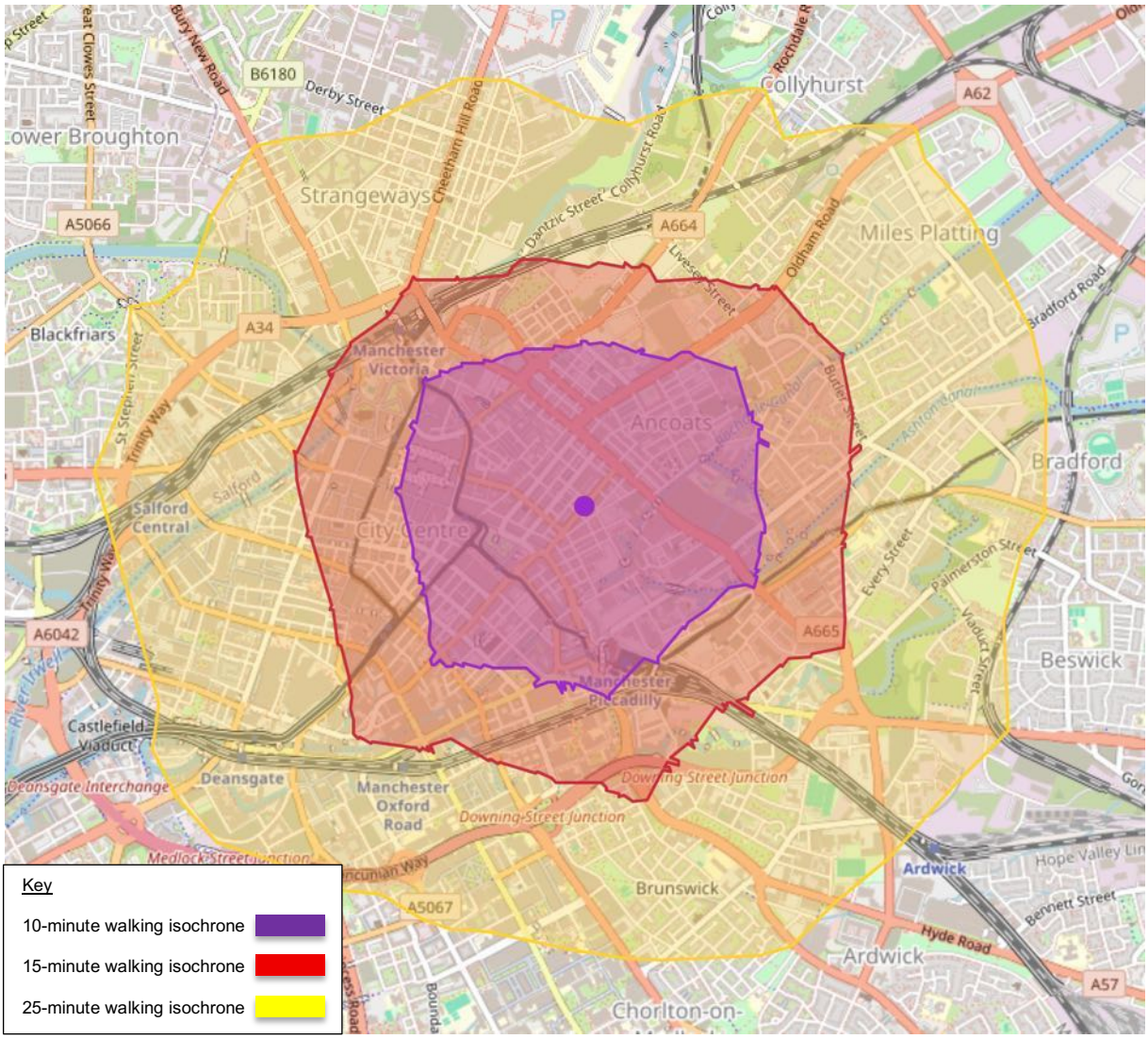



**Figure 4.3:** Walking Isochrones
[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

4.15 Figure 4.3 shows that the site is within a 10-minute walk of Piccadilly Gardens, Market Street, Shudehill, New Cross, Ancoats, the Northern Quarter and the Manchester Arndale. It is within a 15-minute walk of China Town, Victoria, Exchange Square, The Village, King Street and Deansgate. The site is within a 25-minute walk the Oxford Road Corridor, Salford Central and Castlefield.

4.16 LTN1/20 advises that the majority of cycling trips are 5 miles (8km) in length and that this is a distance that is achievable for most people.[10] The Walk Wheel Cycle Trust (formerly Sustrans) state, that as a general rule of thumb, a distance of 8km represents a 30-minute cycle time.[11] A 15-minute cycle time has also been considered, which The Walk Wheel Cycle Trust states that this represents a circa 3.5km distance based on an average cycle speed of 14kph.[12] Figure 4.4 shows 15-minute and 30-minute cycle isochrones.

4.17 Figure 4.4 shows that all of the city centre, central areas of Salford, Salford Quays, Rusholme, Openshaw and Cheetham Hill are within a 15-minute cycle. Within 30-minutes access can be gained to Stretford, Eccles, Prestwich, Droylsden, Chorlton and Didsbury.

[10] Department for Transport (2020), Cycle Infrastructure Design (LTN1/20)
[11] https://www.sustrans.org.uk/our-blog/get-active/how-to-start-cycling-to-work/
[12] Sustrans (2019), Transforming Cities – The Potential of Everyday Cycling


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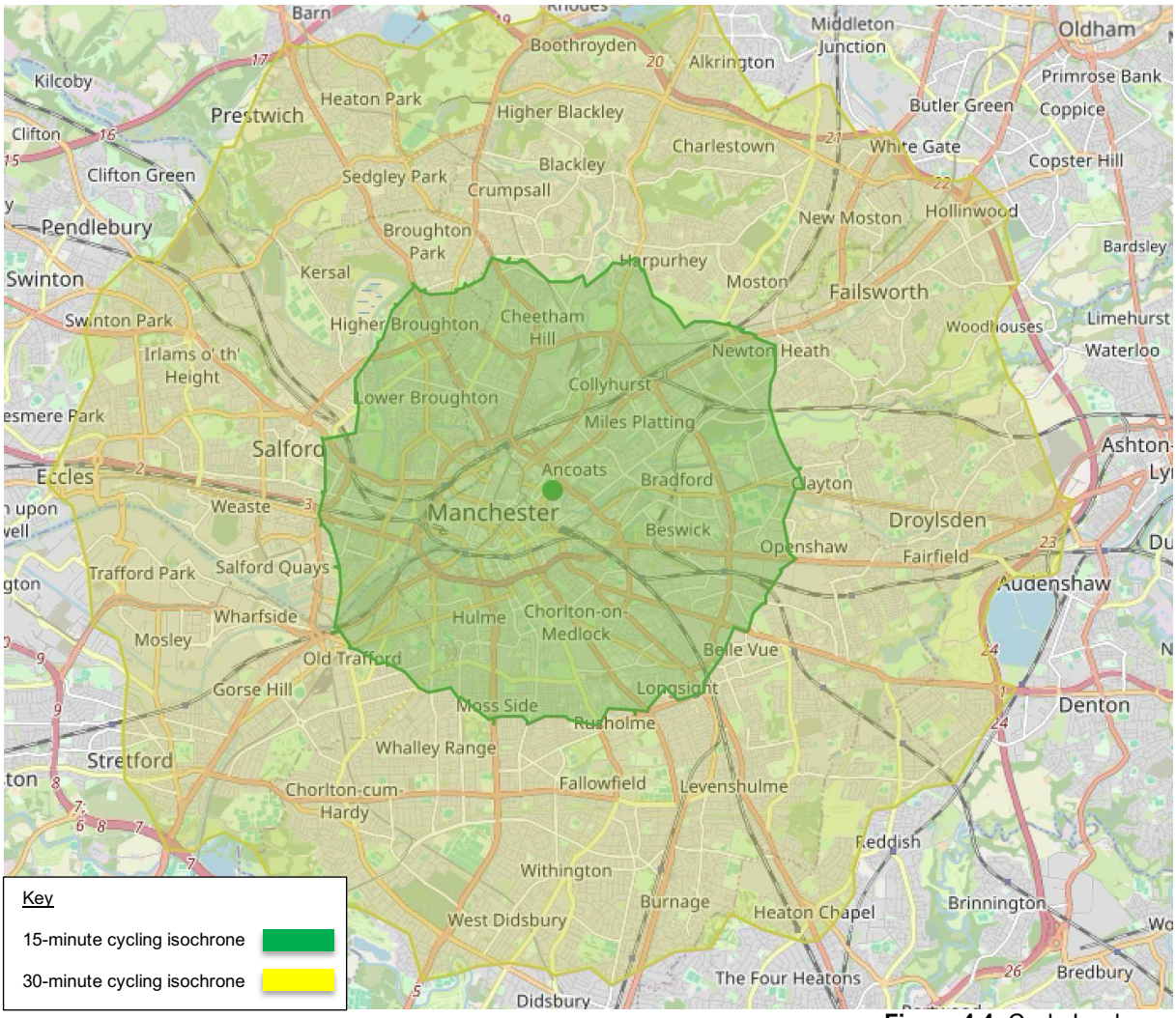



**Figure 4.4:** Cycle Isochrone
[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

4.18 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM.[13] This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility usually found in the city centre.

4.19 The site has a GMAL of 8 (score: 104. 5), which is an exceptional level of accessibility by public transport as would be expected of a site located close to major interchanges serving the city centre.

4.20 The assessment confirms that the site is well located for active and sustainable trip making, both for staff travelling to/from work and for the hospitality uses at the site to serve people working and living in and visiting the city centre.

### Policy Compliance

4.21 The assessment confirms that the site is well located in terms of access to active and sustainable transport routes, and also in relation to local amenities and services in the city centre.

4.22 Paragraph 115 of NPPF supports developments where sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location, and

[13] https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf


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where safe and suitable access to the site can be achieved for all users.[14] This is echoed in Policy JP-C1 (An Integrated Network) of Places for Everyone (PfE) which aims to help deliver an accessible, low carbon Greater Manchester by supporting developments that minimises the need to travel and is located where a significant proportion of trips can be made by walking, cycling and public transport.[15] Policy T1 (Sustainable Transport) of MCC's Core Strategy seeks to deliver a high quality and integrated transport network to encourage mode shift from the private car and based on this support is given to developments that allow a choice of sustainable transport and puts pedestrians and cyclists first.[16] The proposed development accords with these requirements.

4.23 Policy JP-C3 (Public Transport) states that support will be given to improved public transport routes and services and Policy JP-C6 (Walking and Cycling) states that active travel routes should be of suitable standard to allow connections for the community and to ensure direct and easily navigable links to public transport nodes. The assessment confirms that the existing infrastructure serving the site is of good quality and the development includes site layout measures such as secure cycle parking, pedestrian access facilities, improvements to bounding footways, removal of motor vehicles and surface improvement on Faraday Street and Dean Street, and a Travel Plan. The proposed development therefore accords with both policies.

4.24 The proposed development also accords with Policy JP-C8 (Transport Requirements for New Developments) of PfE in that it provides suitable facilities for pedestrians, disabled, and cyclists, and is located to support walking, cycling and public transport use. and Paragraph 117 of NPPF requires developments to give priority first to pedestrians and cycle movements, to cater for the needs of people with disabilities and allow for the efficient delivery of goods. The proposed development accords with these requirements.

# 5 Impact Assessment

## Trip Generation – Office Uses

5.1 TRICS has been used to derive the trips associated with the office use of the site. As there are no comparable uses on TRICS for the recording studio, the office trip rates have also been used for this land use.

5.2 The TRICS output is attached as Appendix D with a summary of peak hour and daily trips provided below.

5.3 As the site provides no car parking it will generate vehicle trips mainly associated with delivery/refuse collection and taxi movements.

[14] Ministry of Housing, Communities & Local Government (2025), National Planning Policy Framework
[15] Greater Manchester Combined Authority (2024), Places for Everyone Joint Development Plan 2022-2039
[16] Manchester City Council (2012), Manchester's Local Development Framework – Core Strategy Development Plan Document


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| | Person Trip Rates | | | Total Servicing (LGV + OGV) Trip Rates | | | OGV Only Trip Rates | | | Taxi Trip Rates | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | (per 100sqm) | | | (per 100sqm) | | | (per 100sqm) | | | (per 100sqm) | | |
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total |
| AM Peak Hour | 2.228 | 0.156 | 2.384 | 0.01 | 0.016 | 0.026 | 0.005 | 0.005 | 0.01 | 0.031 | 0.031 | 0.062 |
| PM Peak Hour | 0.062 | 2.702 | 2.764 | 0 | 0.01 | 0.01 | 0 | 0 | 0 | 0.031 | 0.031 | 0.062 |
| | Person Trips | | | Total Servicing Trips (LGV + OGV) | | | OGV Trips Only | | | Taxi Trips | | |
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total |
| AM Peak Hour | 48 | 3 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| PM Peak Hour | 1 | 58 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |

**Table 5.1:** Trip Rates & Development Trip Generation – Office & Recording Studio: Peak Hour

### Trip Generation – Restaurant & Bar Uses

5.4 The bar and restaurant at the site will provide a local amenity that will largely be used by people living, working and visiting other existing destinations in the city centre. Given this, it will be associated with mainly linked, non-primary trips that are associated with other existing destinations and residences in the city centre. The use will, however, generate primary vehicle trips associated with servicing movements.

5.5 TRICS restaurant and pub rates have been used. The TRICS output is attached as Appendix D with a summary of peak hour and daily trips provided below.

| | Total Servicing (LGV + OGV) Trip Rates | | | OGV Only Trip Rates | | |
|---|---|---|---|---|---|---|
| | (per 100sqm) | | | (per 100sqm) | | |
| | In | Out | Total | In | Out | Total |
| AM Peak Hour | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Peak Hour | 0.056 | 0.084 | 0.14 | 0 | 0 | 0 |
| | Total Servicing Trips (LGV + OGV) | | | OGV Trips Only | | |
| | In | Out | Total | In | Out | Total |
| AM Peak Hour | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Peak Hour | 0 | 1 | 1 | 0 | 0 | 0 |

**Table 5.2:** Trip Rates & Development Trip Generation – Food & Beverage: Peak Hour

### Trip Generation – Total Vehicles

5.6 Table 5.3 shows the total vehicle trips generated by the development. The assessment confirms that the development will not generate any OGV trips in the peak hours.


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| | Servicing Trips (LGV + OGV) | | | Taxi Trips | | | Total Vehicle Trips (Taxis, LGV + OGV) | | |
|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total |
| AM Peak Hour | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 2 |
| PM Peak Hour | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 3 |

**Table 5.3:** Development Trip Generation – Total Development Vehicles: Peak Hour

5.7 Table 5.4 shows the daily vehicle trips that will be generated by the development. The development will generate 18 vehicle trips across the day, of which two will be OGV.

| | Servicing Trips (LGV + OGV) | | | Taxi Trips | | | Total Vehicle Trips (Taxis, LGV + OGV) | | | OGV Trips Only | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total |
| Daily | 7 | 7 | 14 | 2 | 2 | 4 | 9 | 9 | 18 | 1 | 1 | 2 |

**Table 5.4:** Development Trip Generation – Total Development Vehicles: Daily

### Impact Assessment

5.8 The forecast shows that the development will generate 15 vehicles in the AM peak hour and eight vehicles in the PM peak hour. The level of traffic is well below the Department for Transport's (DfT) significance levels of 30 vehicles per hour or 100 vehicles per day. Based on this, the development will not have an impact on highway operation.

5.9 The site is an existing building and has been associated with vehicle trips on the network. No allowance has been made for this in the assessment to allow a worst-case to be presented.

### Policy Compliance

5.10 Paragraph 116 of NPPF states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe, taking into account all reasonable future scenarios."

5.11 The assessment confirms that the level of traffic generated by the proposed development will not have negative effects on highway operation or road safety. The proposed development itself is car-free, the level of vehicle movements associated with the proposed development have been assessed and are shown to be very low.

5.12 Policy JP-C8 (Transport Requirements for New Development) states that a Transport Assessment/Statement and Travel Plan should be prepared to assess development impacts and determine whether mitigation is required on the Strategic Road Network and local transport network. Both documents have been prepared, and the TS confirms that the development will not have an impact on network operation and that the measures proposed within the site layout and the Travel Plan will result in a benefit to future site users without recourse to wider network mitigation.

## 6 Conclusions

6.1 SK has been appointed to prepare a TS for the redevelopment of Marlsbro House on Newton Street in Manchester city centre.

6.2 The proposal seeks to provide a mix of uses with creative, workspace and hospitality functions at the site. The development description is as follows:

"Change of use to bar and listening lounge (Sui Generis), recording studios and sound engineering rooms, restaurant, offices (Use Class E), amenity lounge and private event space


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(Sui Generis); together with external alterations including removal of existing render to all elevations; reinstatement of entrance archway on Newton Street, formation of new entrance archway to rear courtyard; roof alterations including external terraces; installation of covered structure within the rear courtyard to provide seating area associated with restaurant; new external staircase; new bin store; plant; and, associated works."

6.3 The assessment confirms that the site occupies an accessible location which provides opportunities for staff to travel by non-car modes and for people to visit the hospitality uses at the site from existing city centre residences and places of work. The site is also shown to have a very high level of accessibility by public transport, with a GMAL of 8. Measures are included in the proposed development to support active and sustainable living practices, including cycle parking, shower facilities, localised pedestrian route enhancements, and a Travel Plan.

6.4 Waste generation at the site has been calculated based on local and national guidance and the bin store is provided in the courtyard. Refuse collection will be undertaken by private contract and vehicles will use the existing loading bays serving other commercial uses in the local area. These loading bays will also be used by other servicing vehicles.

6.5 In line with current arrangements at the site, no site car parking is proposed. The site is shown to have a very high level of accessibility meaning that a car is not required for access. Amenity and road safety effects will be restricted by the presence of existing TRO on surrounding streets.

6.6 A traffic assessment has been undertaken, and this shows that the proposed development will be associated with an insignificant level of trips during the peak hours. It is also shown that there are no local accident hotspots. Based on this, the development will not have an impact on highway operation or road safety.

6.7 The TS confirms that the proposed development accords with local, regional and national policy requirements.


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# Appendix A

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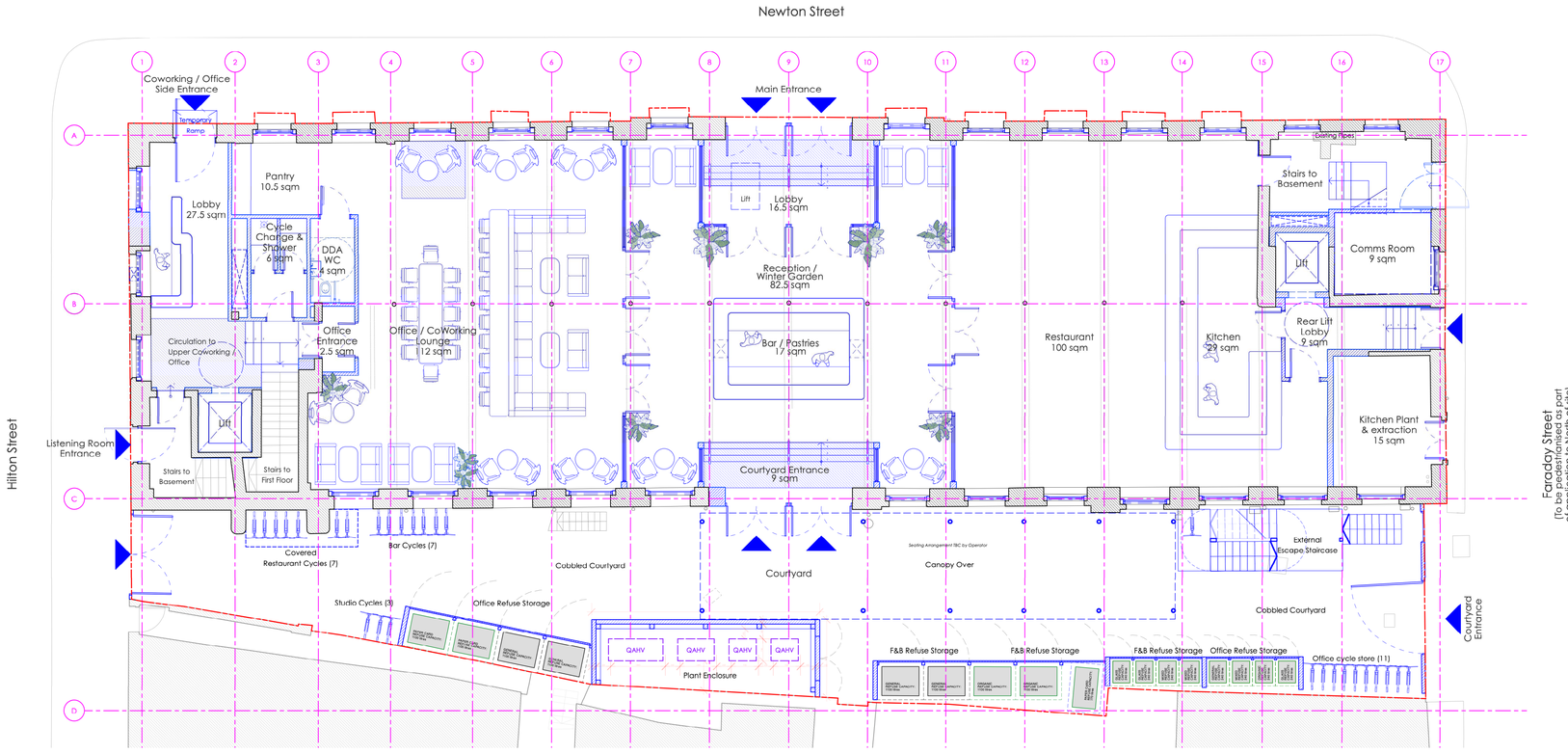
Only the original drawing should be relied upon. Contractors, subcontractors and suppliers must verify all dimensions on site before commencing any work or making any shop drawings.

All shop drawings to be submitted to the Architect for comment prior to fabrication.

This drawing is to be read in conjunction with the Architect's specification, bills of quantities/schedules, structural, mechanical and electrical drawings and all discrepancies are to be reported to the Architect.

Do not scale from this drawing. Dimensions are in millimetres unless otherwise stated.

revision / date / amendments




1 Proposed Ground Floor Plan

Scale: 1:100

Key:

- Site Boundary
- Existing
- Proposed
- Proposed Alterations (O3)
- Setting Out Grid (A)
- Proposed Services

0 1 2 3 4 5 8m

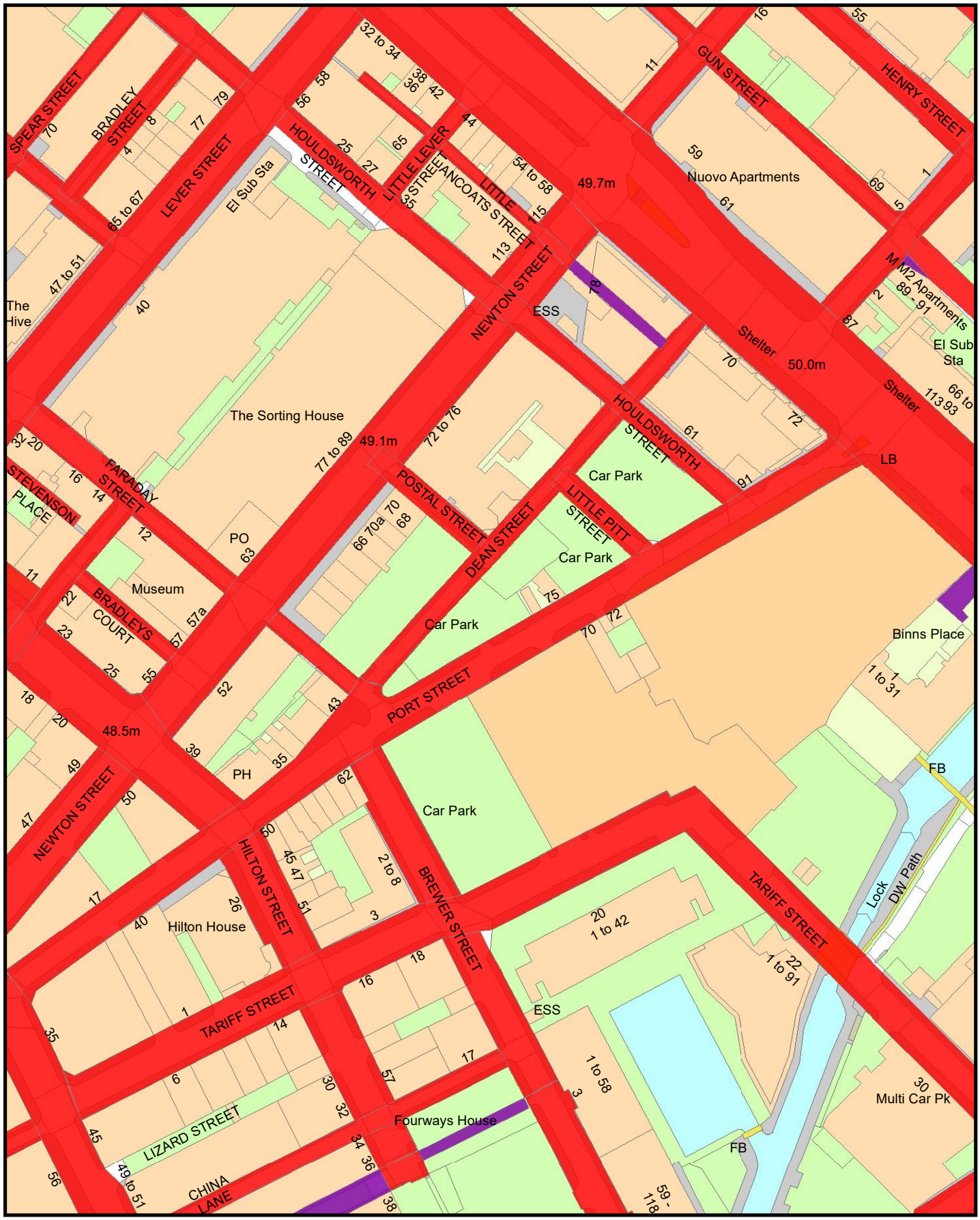
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| | | |
|---|---|---|
| project title: Marlsbro House Manchester | | |
| drawing title: Proposed Ground Floor Plan | scale: 1:100 @A1 | date: 30.03.26 |
| | drawn by: DC | checked by: DA |
| drawing no.: AHA/MHM/ PA/ 100 | revision: - | |

# Appendix B




MANCHESTER CITY COUNCIL

Please note that the highways maintained at public expense revealed in your report are an indicative status that has been captured onto our business system and is not the definitive adoption extent.

**Highway Status** Adopted Unadopted Maintained

**HIghway Closures** Proposed Legal Diversion

**Alley Gating** Adopted Unadopted Maintained Proposed

**Proposd Schemes** Rail Road Traffic Orders

**Private Developments** **Field Footpaths** **Live Rail Schemes**

Scale: 1:1,450

N

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## NOTES

Layout subject to detailed design and confirmation of statutory undertakers' equipment.

| Revision Details | By / Check | Date | Suffix |
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Drawing Number

SK22608-001

Marlsbro Ho, Manchester

Drawing Title

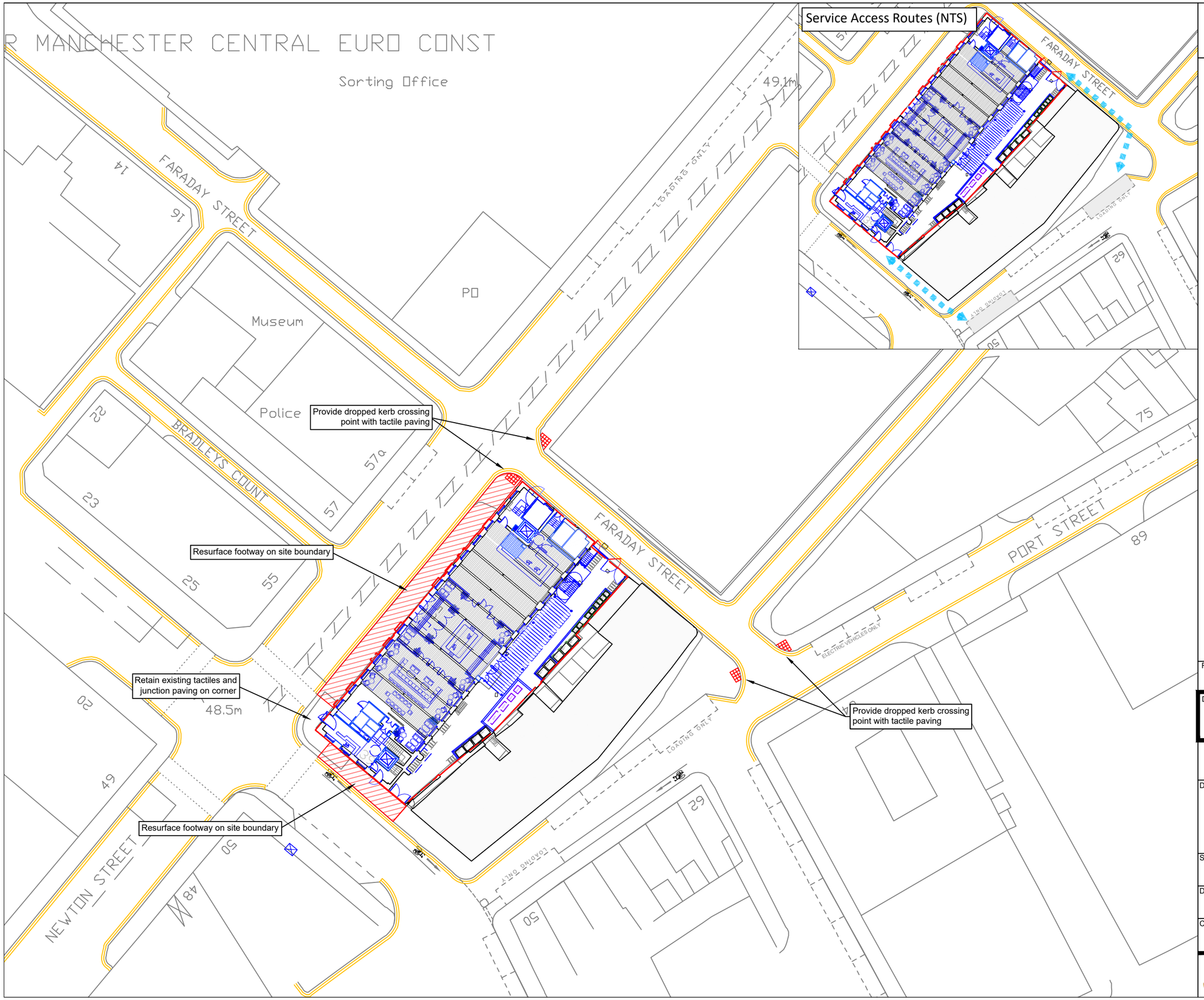
Existing Highway Context

Scale at A3

1:500

| Drawn | Approved |
|---|---|
| JAT | LGS |
| **Check** | **Date** |
| LGS | 09.04.26 |

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| Revision Details | By / Check | Date | Suffix |
|---|---|---|---|
| | | | |

Drawing Number

SK22608-002

Marlsbro Ho, Manchester

Drawing Title

Proposed Highway Improvements

Scale at A3

1:500

| Drawn | Approved |
|---|---|
| JAT | LGS |
| **Check** | **Date** |
| LGS | 24.04.26 |

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# Appendix C

# Marlsbro House,
# 52-54 Newton Street, Manchester
# Framework Travel Plan

260422/SK22608/FTP01(-01)

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## Contents


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| 7 | Monitoring Plan | 14 |
| 8 | Action Plan | 16 |


| Project | Document | Rev | Description | Authorised by | Signed | Date |
|---|---|---|---|---|---|---|
| SK22608 | FTP01 | 00 | Working Draft | L Speers | LGS | 09/04/2026 |
| SK22608 | FTP01 | 01 | Updated SQM | L Speers | LGS | 22/04/2026 |

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# 1 Introduction

2.1 SK Transport Planning Ltd (SK) has been instructed by ACLO Assets MH Limited to prepare a Framework Travel Plan for a planning application for the redevelopment of Marlsbro House on Newton Street in Manchester city centre. The location of the development is shown in Figure 1.1.

2.2 The proposal seeks to provide a mix of uses with creative, workspace and hospitality functions at the site. The development description is as follows:

"Change of use to bar and listening lounge (Sui Generis), recording studios and sound engineering rooms, restaurant, offices (Use Class E), amenity lounge and private event space (Sui Generis); together with external alterations including removal of existing render to all elevations; reinstatement of entrance archway on Newton Street, formation of new entrance archway to rear courtyard; roof alterations including external terraces; installation of covered structure within the rear courtyard to provide seating area associated with restaurant; new external staircase; new bin store; plant; and, associated works."

2.3 A Transport Statement (TS) has been prepared for the planning application and should be referred to for further information on the impact of the proposed development.

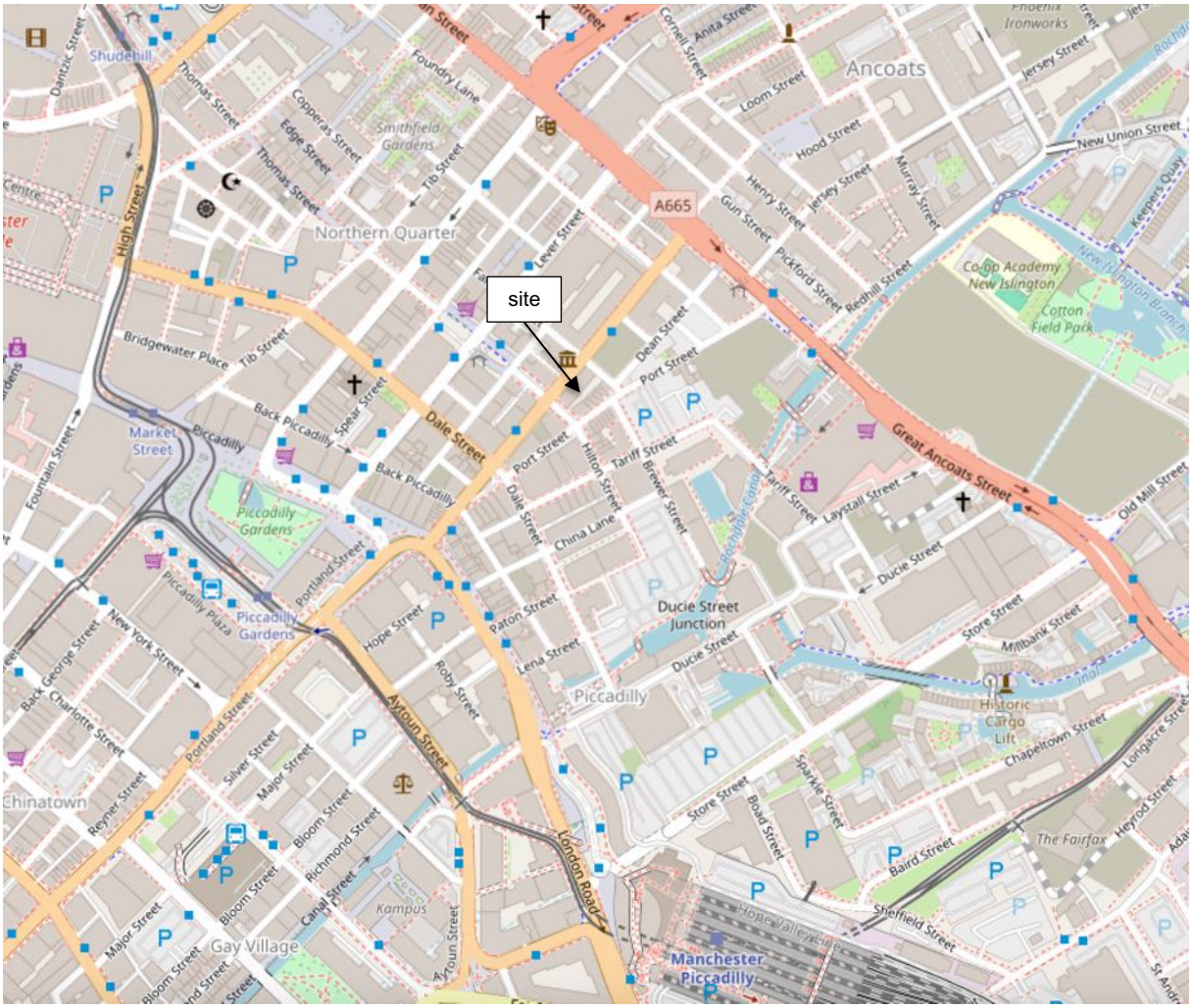



**Figure 1.1:** Site Location
[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]


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## 2 Travel Plan Process, Benefits & Objectives

### Travel Plan Process

2.1 The Travel Plan has been prepared in line with the following guidance and best practice:

- Department for Transport (2007), Making Residential Travel Plans Works
- Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process
- Ministry of Housing, Communities & Local Government (2025), National Planning Policy Framework
- Ministry of Housing, Communities & Local Government (2014), Planning Practice Guidance
- Greater Manchester Combined Authority (2024), Places for Everyone Joint Development Plan 2022 to 2039
- Transport for Greater Manchester (2013), Transport for Sustainable Communities
- Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040

### What is a Travel Plan?

2.2 The National Planning Policy Framework (NPPF) defines a Travel Plan as:

"A long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are delivered, and which is monitored and regularly reviewed."[1]

2.3 This is further expanded in Planning Practice Guidance (PPG) which states that:

"Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)."[2]

2.4 The Department for Transport (DfT) defines a Travel Plan as follows:

"A Travel Plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed."

2.5 Transport for Greater Manchester (TfGM) supports the use of Travel Plans to improve the accessibility of a site, reduce traffic on the network, and improve health. TfGM states that Travel Plans can achieve the following benefits:

- "A reduction in car use (particularly for single occupancy trips) and increase travel by sustainable modes, namely active travel and public transport;
- A reduction in the impact of the generated traffic, both in the immediate neighbourhood and on the wider highway network;
- Safe access for pedestrians and cyclists; and
- A coordinated approach to developing and implementing realistic travel options."[3]

2.6 In summary a Travel Plan is a tool that sets out the strategy and management measures that will be used at a development to encourage and support people to consider choosing an alternative means of travel to the private car (particularly a single occupancy car trip). Targets are expected that relate to defined objectives. A Travel Plan is also a document that is regularly reviewed through a robust monitoring and reporting system.

[1] Ministry of Housing, Communities & Local Government (2025), National Planning Policy Framework
[2] Ministry of Housing, Communities & Local Government (2014), Planning Practice Guidance
[3] Transport for Greater Manchester (2013), Transport for Sustainable Communities: A Guide for Developers


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Travel Plan Pyramid

2.7 The Department of Transport (DfT) states that it is helpful to:

"… view the Travel Plan as a pyramid of measures and actions, some of which may form the foundations of the Travel Plan and part of which will be outcomes from the Transport Assessment."[4]

2.8 The DfT pyramid is shown in Figure 2.1.

2.9 At the bottom of the pyramid is the location of the Site and characteristics of access to the Site by all modes of travel. This is set out in Section 3 and 4 of the Plan.

2.10 At the next level the physical aspects of the Proposed Development are set out to allow acknowledgement of that some Travel Plan measures are built-in to the layout to influence travel. These measures include pedestrian arrangements, cycle parking provision and other infrastructure that will be delivered to serve the proposal. This information is as set out above in Section 1 and also in Section 6.

2.11 The remaining levels outline the management, promotion and *soft* measures that are to be adopted as part of the Travel Plan to reinforce the site location, infrastructure proposals and access opportunities. These are set out in Sections 5 and 6 of the Plan.

2.12 Section 7 sets out the monitoring plan which details how and when the Travel Plan will be reviewed. This includes how and when surveys will be undertaken, and the targets that will be set to meet the stated objectives.

2.13 Section 8 provides a summary of the actions identified in the Travel Plan along with timescales for implementation and funding details.

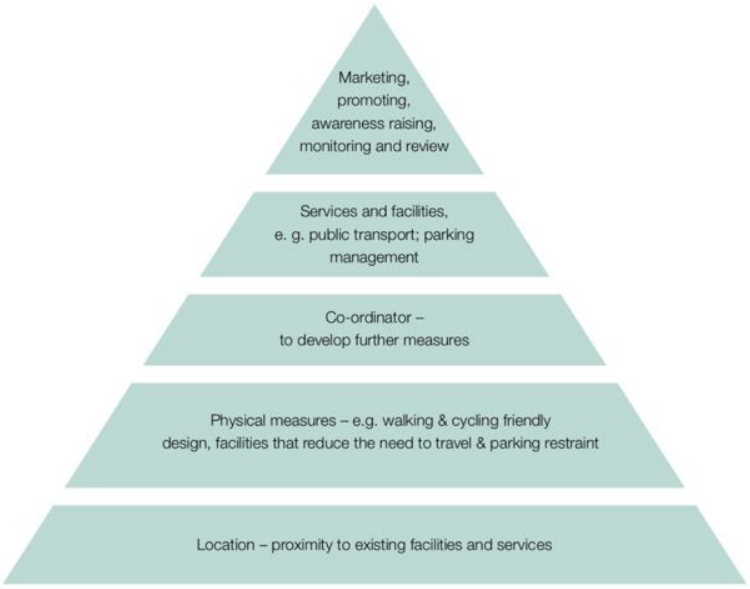



**Figure 2.1:** Travel Plan Pyramid
[source: Department for Transport]

Travel Plan Benefits

2.14 Travel Plans result in a variety of health, financial, environmental and site operation benefits, including:

- Promoting healthier lifestyles through increased physical activity and the use of active travel and public transport.

[4] Department for Transport (2007), Making Residential Travel Plans Work


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- Providing personal cost savings from using more cost-effective modes of travel and indirect and wider cost savings relating to reduced illness and reduced accident rates.
- Providing the opportunity to reduce the parking spaces required by a development, thereby cutting car parking costs in terms of provision and maintenance and enabling space to be reallocated for more beneficial uses.
- Reducing greenhouse gas emissions, climate change effects and air quality impacts.

Aims

2.15 The aims of the Travel Plan are to:

**Aim 1:**
To maximise trips by active/sustainable modes of travel.
**Aim 2:**
To reduce the number of single occupancy private car trips.

Objectives

2.16 The objectives of the Travel Plan are to:

**Objective 1:**
To adopt measures to meet the defined aims.
**Objective 2:**
To raise awareness of the travel choices available.
**Objective 3:**
To provide travel information packs to new staff.
**Objective 4:**
To periodically evaluate the transport patterns of staff.

# 3 Site Characteristics

Site Description

3.1 Marlsbro House is a Grade II listed building located in the Northern Quarter and Stevenson Square Conservation Area.

3.2 Marlsbro House was originally constructed around 1780 as a cotton mill and went under significant alterations in 1956. Recently the building has been occupied by many different operators, including a tattoo parlour, recording studio and karate dojo. The project team has advised that there are limited planning applications on MCC's portal and that the permitted use of the building is unknown. An application in the 1970s shows that permission was granted for the ground floor to be used for sale of sueded and leather garments that were manufactured in the rest of the building.

3.3 The building has six floors, including the ground floor and the basement. The total built floor area is 3,295.70sqm (GEA).

3.4 Building entrances are located on Newton Street, Hilton Street and Faraday Street. A rear yard is provided with access from Faraday Street. There is no car parking on site and service activity is focused on kerbside using the loading bays provided on Port Street.

Local Transport Network

3.5 In the vicinity of the site, Newton Street is a two-way 10.5m road with a 2.9m footway on the site frontage and 2.6m wide footway opposite.

3.6 Faraday Street meets Newton Street at a priority junction. In the vicinity of the site, Faraday Street has a carriageway width of 4m and a footway width of 0.8m (site side). Dropped kerbs are present at the junction of Faraday Street/Newton Street but no tactile paving.

3.7 Port Street routes to the east of the site from Hilton Street to Faraday Street. In the vicinity of the site, Port Street is between 5m-7m wide with 2m-3m wide footways on each side of the road. It


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meets Hilton Street at a priority junction with tactile paving and dropped kerbs. The junction of Faraday Street with Port Street has recently been reconstructed to widen the footway and create loading and parking bays on Port Street, and to provide cycle parking within the build-out. The arrangement also separates the Faraday Street junctions with Port Street and Dean Street which had previously been a single open junction area. A shared footway cycleway on the eastern side and sections of contraflow cycle lane allow cyclists to travel southbound on Port Street.

3.8 Hilton Street sits on the southern boundary of the site and it meets Newton Street at a four-arm signalised junction. On the site frontage, Hilton Street has a carriageway width of 7.7m and a footway width of 2.8m (site side) and is one-way westbound with a contraflow eastbound cycle lane. Controlled crossings are provided at the junction of Hilton Street and Newton Street.

3.9 Travelling south on Newton Street provides access to Dale Street and the A6 (Piccadilly). Controlled crossing facilities are provided at each junction. Travelling north on Newton Street provides access to the A665 (Great Ancoats Street) and controlled crossing facilities are in place.

Traffic Regulation Orders

3.10 The site sits in City Centre Parking Zone 2 where parking is controlled by double yellow lines and Pay & Display parking bays (two hour maximum duration).[5] A plan has been prepared that shows the Traffic Regulation Order (TRO) controls on the roads bounding the site and this is attached as Appendix B of the TS. A summary of the current TRO controls is provided below.

3.11 There are double yellow line controls on the kerbsides on all four bounding roads. Loading restrictions (single kerb blips) are in place on Newton Street prohibiting loading activity between 8am and 10am, and 4pm and 6pm. Loading is not permitted on Hilton Street on the site side, a loading bay was previously present outside the site but this was relocated to the southern end of Port Street as part of the cycle improvement scheme.

3.12 In the vicinity of the site on Newton Street 10 Pay & Display and a long loading bay are in place. Two further Pay & Display bays are provided on Newton Street to the south of the junction with Faraday Street.

3.13 On Port Street, Brewer Street and Tariff Street further Pay & Display parking bays are provided. Loading bays are provided on Port Street just to the south of the junction with Faraday Street and just to the north of the Hilton Street junction.

3.14 Blue Badge holders are permitted to park without charge and for unlimited duration in Pay & Display parking bays in the city centre. Existing bays in the vicinity of the site are shown in the plan in Appendix B of the TS.

## 4 Sustainable Connectivity

Active Travel Routes

4.1 Figure 4.1 shows the active travel network serving the site from the TfGM website.[6]

4.2 The key route into the building will be on the Newton Street and Hilton Street frontages. The footways on both these roads are over 2m wide. Controlled crossings are provided at the junction of Hilton Street/Newton Street and tactile paving/dropped kerbs are provided at the junction of Hilton Street/Port Street.

4.3 Controlled crossings are provided at key junctions on routes north and south of the site including:

- Newton Street/High Street
- Newton Street/Dale Street
- Newton Street/Piccadilly
- Newton Street/Great Ancoats Street

[5] https://www.manchester.gov.uk/info/500346/city_centre_parking/146/on-street_parking/3
[6] https://tfgm.pindarcreative.co.uk


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4.4 Figure 4.1 shows that the site relates well to the Greater Manchester Cycle Network. The streets surrounding the site are 20mph roads which provide a suitable environment for pedestrians and cyclists. Hilton Street, Port Street, Dale Street and Stevenson Square are defined as routes on the cycle network. To the north of the site access can be gained to cycle facilities on Great Ancoat Street and traffic free routes alongside the Rochdale Canal. The site is also located a short distance west of National Cycle Network Route 66.

4.5 Street cycle parking is provided across the city centre and the nearest stands to the site are located on Port Street and Tariff Street.

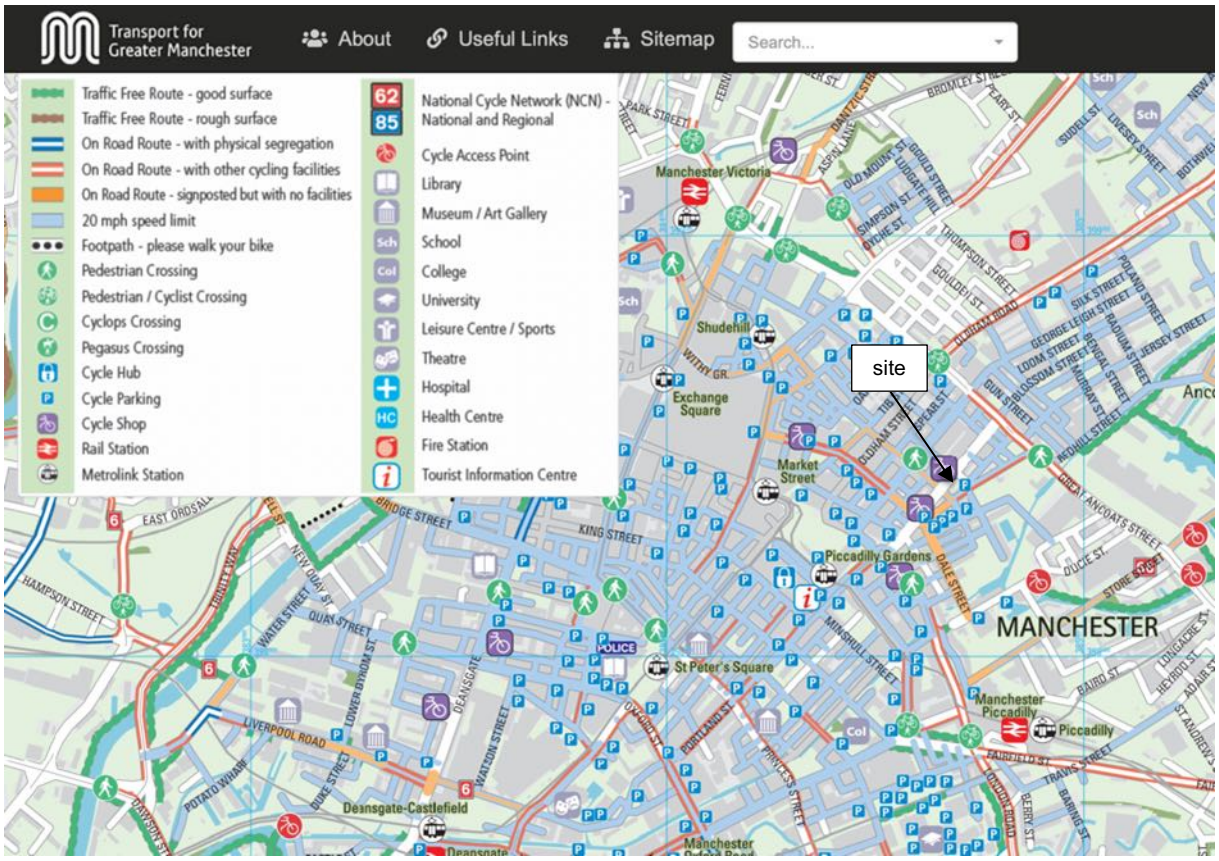



**Figure 4.1:** Active Travel Network
[source: Transport for Greater Manchester]

4.6 The Mapping GM website of Bee Network shows that Newton Street, Faraday Street, Houldsworth Street, Hilton Street and Stevenson Square are Bee Network Routes.[7] Recent Bee Network works (Northern Quarter Area 1) have been completed near to the site to make it more attractive for socialising, walking and cycling.

4.7 The site is also located within the Cycle Hire Scheme Zone.[8] Bikes are operated by Beryl and are available to hire via a dedicated phone app. The scheme provides pedal bikes and e-bikes across Manchester, Salford, and Trafford. The nearest bike docks to the site are located on Great Ancoats Street, Church Street and Dale Street.

4.8 As would be expected, given the city centre location of the site, the existing walking and cycling infrastructure provide opportunities for active trips to/from the site.

[7] https://mappinggm.org.uk/bee-network/
[8] https://beryl.cc/scheme/greater-manchester


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Public Transport Routes

4.9 Figure 4.2 shows TfGM's public transport network map for the local area.[9] This shows the location of public transport nodes, including operational bus stops and streets that operate as bus route corridors.

4.10 The nearest bus stops to the site are located on Lever Street (110m away), Great Ancoats Street (240m away), Oldham Street (250m away), and Piccadilly (350m away). Access can be gained to the Free Bus Routes 1 and 2 from Piccadilly.

4.11 The site is also located only 500m away from Piccadilly Gardens Interchange (trams and buses), 550m away from Shudehill Interchange (buses and trams) and 650m away from Piccadilly Station (trams and trains).

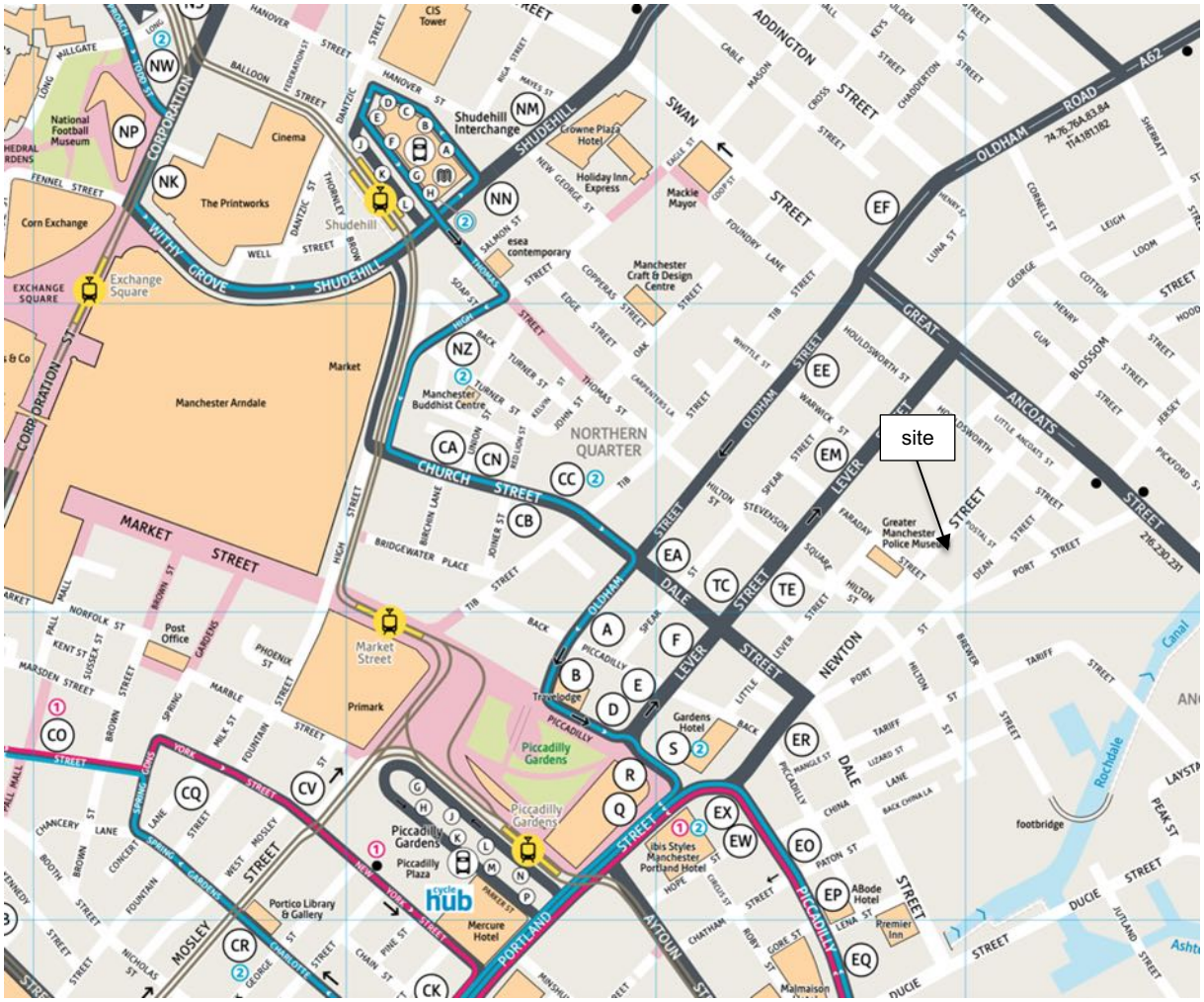



**Figure 4.2:** Public Transport Network
[source: Transport for Greater Manchester

Accessibility Assessment

4.12 Manual for Streets (MfS) states that "…walking offers the greatest potential to replace short car trips, particularly those under 2km."[10] Figure 4.3 shows the following:

- 800m – 10 minutes
- 1.2m - 15 minutes
- 2km – 25 minutes

[9] https//tfgm.com/maps
[10] Department for Transport *et al* (2007), Manual for Streets


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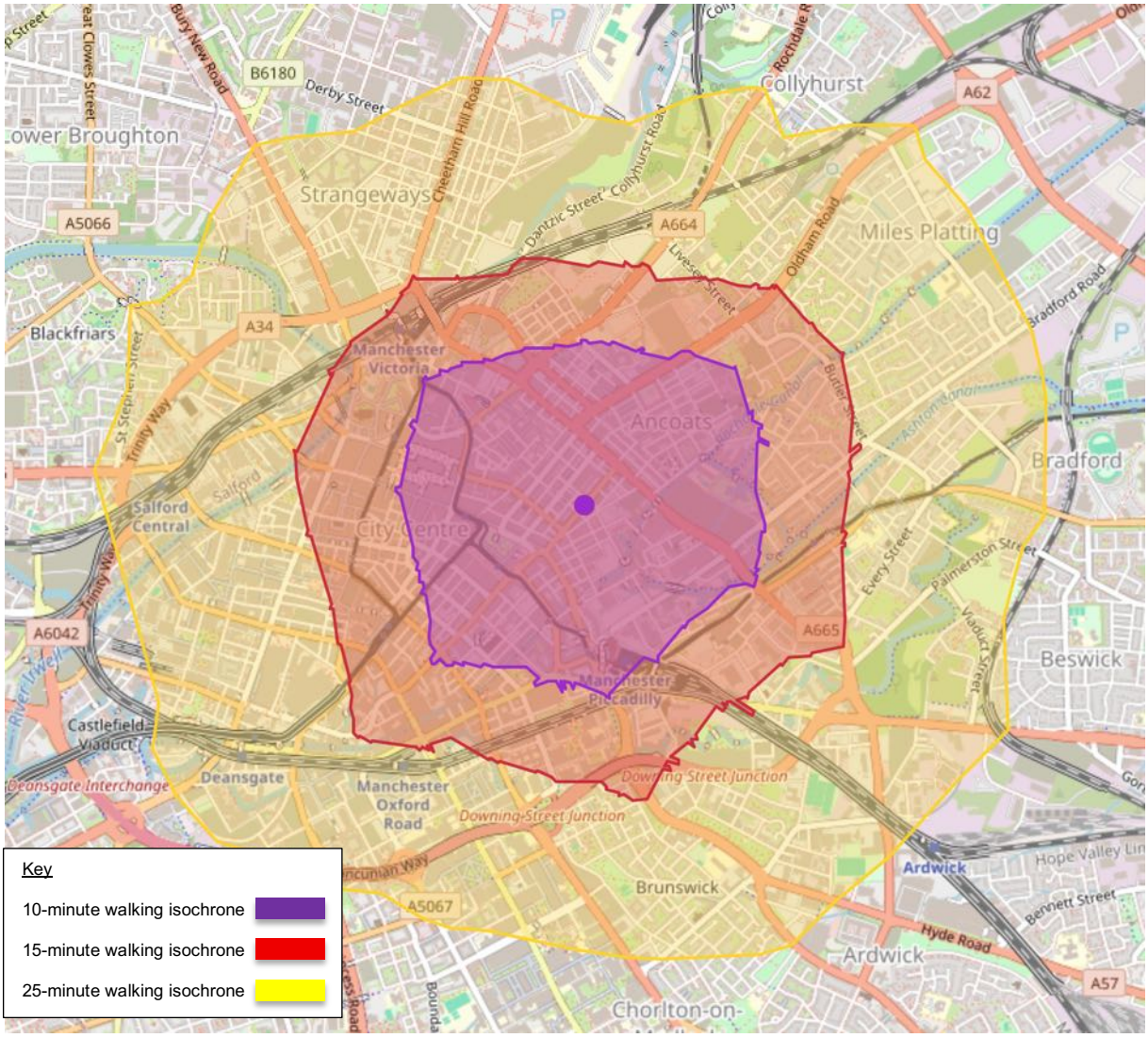



**Figure 4.3:** Walking Isochrones
[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

4.13 Figure 4.3 shows that the site is within a 10-minute walk of Piccadilly Gardens, Market Street, Shudehill, New Cross, Ancoats, the Northern Quarter and the Manchester Arndale. It is within a 15-minute walk of China Town, Victoria, Exchange Square, The Village, King Street and Deansgate. The site is within a 25-minute walk the Oxford Road Corridor, Salford Central and Castlefield.

4.14 LTN1/20 advises that the majority of cycling trips are 5 miles (8km) in length and that this is a distance that is achievable for most people.[11] The Walk Wheel Cycle Trust (formerly Sustrans) state, that as a general rule of thumb, a distance of 8km represents a 30-minute cycle time.[12] A 15-minute cycle time has also been considered, which The Walk Wheel Cycle Trust states that this represents a circa 3.5km distance based on an average cycle speed of 14kph.[13] Figure 4.4 shows 15-minute and 30-minute cycle isochrones.

4.15 Figure 4.4 shows that all of the city centre, central areas of Salford, Salford Quays, Rusholme, Openshaw and Cheetham Hill are within a 15-minute cycle. Within 30-minutes access can be gained to Stretford, Eccles, Prestwich, Droylsden, Chorlton and Didsbury.

[11] Department for Transport (2020), Cycle Infrastructure Design (LTN1/20)
[12] https://www.sustrans.org.uk/our-blog/get-active/how-to-start-cycling-to-work/
[13] Sustrans (2019), Transforming Cities – The Potential of Everyday Cycling


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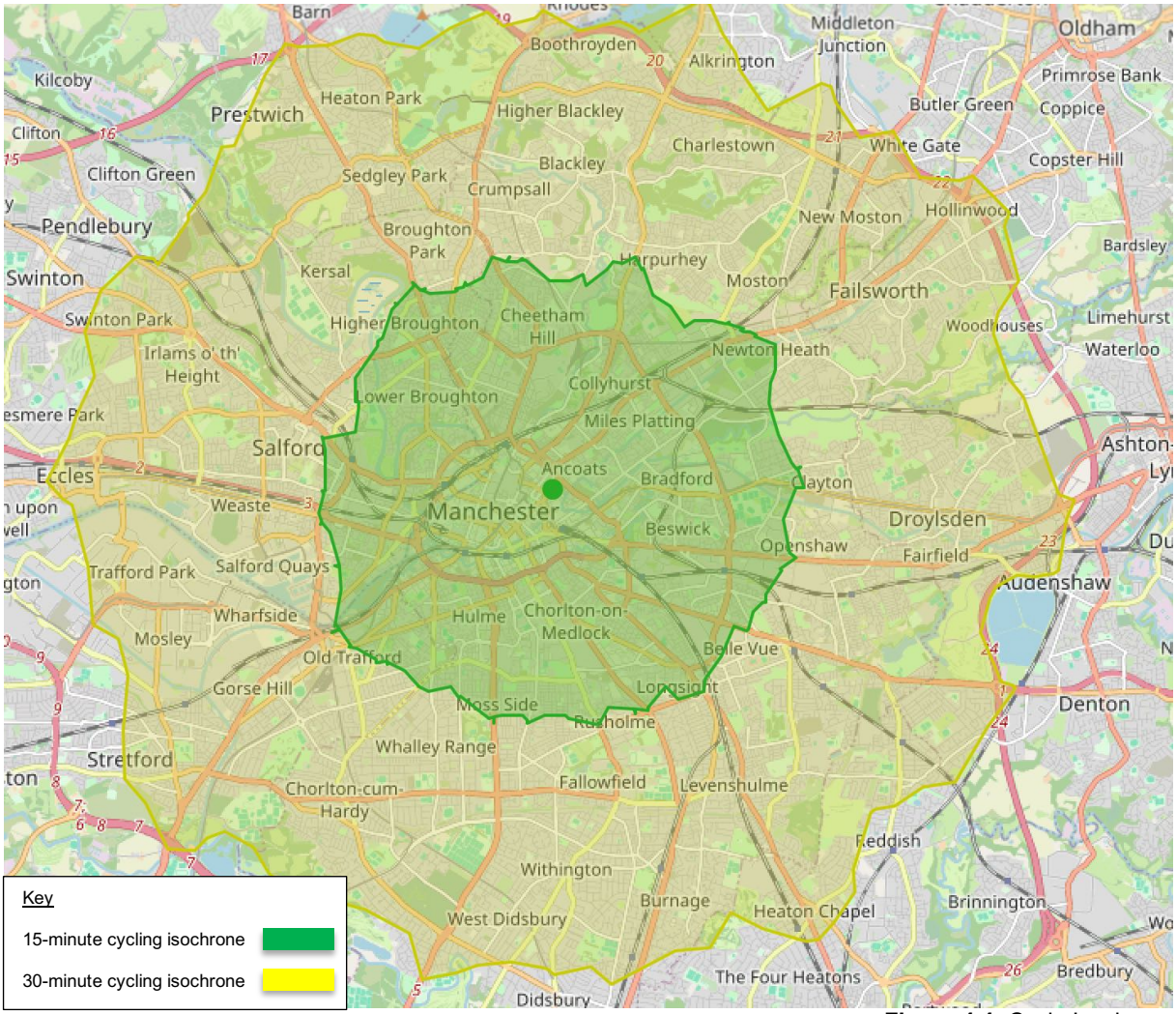



**Figure 4.4:** Cycle Isochrone
[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

4.16 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM.[14] This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility usually found in the city centre.

4.17 The site has a GMAL of 8 (score: 104. 5), which is an exceptional level of accessibility by public transport as would be expected of a site located close to major interchanges serving the city centre.

4.18 The assessment confirms that the site is well located for active and sustainable trip making, both for staff travelling to/from work and for the hospitality uses at the site to serve people working and living in and visiting the city centre.

[14] https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf


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## 5 Management Structure

### Applicant Responsibilities

5.1 An effective Travel Plan needs a clear hierarchy of responsibility. The applicant has been closely involved in the development of the Travel Plan and is committed to its implementation. The ultimate responsibility for the Travel Plan is with the applicant.

5.2 The applicant will be responsible for the following:

- Management of the cycle parking areas.
- Funding for the Travel Plan measures.
- Supporting the Travel Plan Co-ordinator.
- Promoting sustainable travel to operators.

5.3 The applicant will identify a Travel Plan Co-ordinator for the site prior to occupation of the development.

### Travel Plan Co-ordinator

5.4 Travel Plan Co-ordinators play an important role in developing, managing, and promoting Travel Plans. The Travel Plan Co-ordinator will be responsible for the day-to-day running of the Travel Plan and will also develop, implement, market, and monitor the Travel Plan's effectiveness.

5.5 In summary, the Travel Plan Co-ordinator's main responsibilities are:

- Implementing the Plan measures.
- Providing a point of contact for operators, staff, and the Council.
- Publicising and raising awareness of local and national initiatives.
- Preparing and issuing the travel packs for new staff.
- Providing regular updates on any changes to local services.
- Monitoring and surveying staff travel patterns.
- Periodically reporting to the Council.

### Handover Arrangements

5.6 Should the interest in the site be sold, the responsibility for the Travel Plan implementation will transfer to the successor in title. If this should be the case, then full contact details of the new Site operator and the new Travel Plan Co-ordinator will be provided to the Council within three months to allow the Travel Plan to continue uninterrupted.

## 6 Measures Toolkit

### Infrastructure Measures

6.1 The proposal seeks to provide a mix of uses with creative, workspace and hospitality functions at the site. The development description is as follows:

"Change of use to bar and listening lounge (Sui Generis), recording studios and sound engineering rooms, restaurant, offices (Use Class E), amenity lounge and private event space (Sui Generis); together with external alterations including removal of existing render to all elevations; reinstatement of entrance archway on Newton Street, formation of new entrance archway to rear courtyard; roof alterations including external terraces; installation of covered structure within the rear courtyard to provide seating area associated with restaurant; new external staircase; new bin store; plant; and, associated works."

6.2 The total building floor area following the development will be 3,285.80sqm (GEA).

6.3 The following uses are proposed within the building:

- Office Areas: 2,036sqm
- Restaurant Areas: 335sqm


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- Bar Areas: 291sqm
- Recording Areas: 128sqm

6.4 External areas are also proposed including the courtyard (249sqm) and roof terrace (33.30sqm).

6.5 The basement will be a bar and listening lounge that will be open to the public. The basement will accommodate a recording studio, sound engineer room, and ancillary office space. Access to the basement is via Hilton Street.

6.6 The main use of the ground floor will be the restaurant. There will also be amenity lounge/coworking lounge space that can be used by those with membership scheme associated with the office space. The main entrance to the building will also be at ground floor from Newton Street. Access will also be established to the rear courtyard which will be covered for use by the restaurant. The courtyard space will be accessible directly from Faraday Street.

6.7 The first to third floor will be used as office space with ancillary meeting rooms and lounge areas. The fourth floor will be a private members' bar/event space area for use/hire by those with office space membership, including the roof terrace.

6.8 The applicant will fund the resurfacing of footways bounding the site and introduction of tactile paving and dropped kerbs at the junctions of Newton Street/Faraday Street and Faraday Street/Port Street. These works will be delivered by Section 278 Agreement.

6.9 Cycle parking will be provided in a covered store in the courtyard in line with MCC's adopted parking standards.[15] The standards are replicated below, including a calculation of the cycle parking spaces required by policy standards.

- Office/Recording: 1 per 200sqm = 12 spaces
- Bar/Restaurant: 1 per 50sqm = 13 spaces

6.10 There is no adopted standard for the recording studio, so the policy standard requirement has been determined with reference to the office standard (one space). By policy standards a total of 25 spaces is required.

6.11 The development provides a total of 27 spaces, in excess of policy standards to allow space for visitors. Further visitor cycle parking is already in place in the area at the junction of Port Street/Faraday Street (six spaces).

6.12 Showers and changing facilities are provided in the basement.

6.13 In line with current site arrangements, no site car parking is proposed to serve the development. This is in line with Policy T2 of MCC's Core Strategy which states that developments in the city centre should:

"… provide a level of car parking which reflects the highly accessible nature of the location."[16]

6.14 The assessment confirms that the site occupies a highly sustainable location. The location of the site is such that staff and visitors are unlikely to use a car to access the site. Given this the development is considered suitable for car free development. The existing TRO in the city centre remove opportunities for overspill parking on street.

6.15 Blue Badge holders are permitted to park without charge and for unlimited duration in Pay & Display parking bays. The assessment shows that there are numerous Pay & Display parking bays a short distance from the site that can be used by Blue Badge holders. The nearest Pay & Display parking spaces are shown on the plan in Appendix B of the TS.

6.16 The refuse store is located in the courtyard. The number of bins proposed to serve the development has been calculated with reference to MCC's GD04 and BS5906. Details of the waste generation and bin number calculation is provided in the Design & Access Statement.

[15] Manchester City Council (2012), Core Strategy
[16] Manchester City Council (2012), Core Strategy


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6.17 As a commercial use, bins will be collected by private contract. Refuse vehicles will use the existing loading bay on Port Street (25m from the courtyard). Refuse operatives will collect bins from the store, take them to the waiting vehicle for emptying and then will return them to the store. Other deliveries will use the loading bays on Port Street and Newton Street, in line with arrangements for commercial premises in the local area. The location of the loading bays is shown on the plan in Appendix B of the TS.

Communication Measures

6.18 The measures set out in the Travel Plan will be continually and clearly communicated to staff to maximise effectiveness and encourage greater levels of take-up. This will be achieved by providing individual operators with information via the communications strategy.

6.19 The communications strategy is a vital component of the Travel Plan as it will be used to ensure that staff are aware of the travel options and initiatives available to them and will be the means of communicating the progress of the Plan. The Travel Plan Co-ordinator will be responsible for marketing and promoting the Travel Plan and providing and disseminating information to staff.

6.20 Table 6.1 shows the measures that will be used in the communications strategy.

| Initiative | Description |
|---|---|
| Travel Packs | Preparation and issue of travel packs for staff. |
| Journey Planning Software | Provision of information on journey planning software. |

**Table 6.1:** Communications Initiatives

6.21 The travel packs will be issued to operators so that they can be provided to site staff before they start at work. The travel packs will contain the following types of information:

1. Information on on-line and phone app journey planning software.
2. Information on cycle and walking routes.
3. Information on bus/tram routes and frequencies.
4. Information on bus/tram ticketing arrangements.
5. Public and cycling route maps.
6. Details of any site or local travel campaigns/initiatives.

6.22 The Travel Plan Co-ordinator will be responsible for making sure the travel packs are kept up to date.

6.23 The following resources will be promoted for use by staff via the travel packs:

- TfGM journey planning software[17]
- Bee Active School Run software[18]
- Plot A Route walking route software[19]
- Public transport maps[20]
- Active Travel route software[21]
- Walking and cycling route maps[22]
- Links to Google Play[23] and Apple Store[24] Bee Network app

[17] https://tfgm.com/plan-a-journey
[18] https://beeactive.tfgm.com/the-school-run/
[19] https://www.plotaroute.com
[20] https://tfgm.com/maps
[21] https://beeactive.tfgm.com
[22] https://tfgm.pindarcreative.co.uk
[23] https://play.google.com/store/apps/details?id=com.tfgm.beenetwork
[24] https://apps.apple.com/gb/app/bee-network/id1669705230


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Active Travel Measures

6.24 Table 6.2 summarises the active travel measures that will be adopted in the Travel Plan.

| Initiative | Description |
|---|---|
| Active Travel Benefits | The Travel Plan Co-ordinator will promote the benefits of walking and cycling using the communications strategy. |
| Local Route Awareness | The Travel Plan Co-ordinator will provide information via the communications strategy on active travel routes. |
| Safety Tips | The Travel Plan Co-ordinator will provide information via the communications strategy on walking and cycling safety tips. |
| Cycle Training | The Travel Plan Co-ordinator will provide information on TfGM's cycle training scheme to staff. |

**Table 6.2:** Active Travel Initiatives

6.25 Active travel provides the following benefits:

- **Builds activity into daily routines.**
  Helps to meet the government guidelines which recommend that adults should get at least 150 minutes of moderate activity per week.
- **Boost mental health and wellbeing.**
  According to the Mental Health Foundation physical activity increases mental alertness and helps to reduce stress and anxiety.
- **Fewer cars equal cleaner air.**
  Five times higher pollution levels in a car than walking or on a bike.
- **Feeling ready to start the day.**
  People who walk and cycle arrive more relaxed and alert than those who travel by car.

6.26 The Travel Plan Co-ordinator will provide information on the benefits of active travel and raise awareness of the routes available via the travel pack.

6.27 The Travel Plan Co-ordinator will provide walking and cycling safety tips by providing staff with resources provided by TfGM[25], GMWalking[26], Walk Wheel Cycle Trust[27] and Cycling UK[28] in the travel packs.

6.28 TfGM provides cycle training sessions for adults and this scheme will be promoted to staff.[29]

Public Transport Measures

6.29 Table 6.3 shows the measures that will be used to encourage site users to travel more actively.

| Initiative | Description |
|---|---|
| Local Route Awareness | The Travel Plan Co-ordinator will provide information via the communications strategy on public transport routes and services. |
| Ticketing Arrangements | The Travel Plan Co-ordinator will ensure that staff are aware of TfGM ticketing arrangements. |
| Regular Review | The Travel Plan Co-ordinator will regularly review the TfGM database so that any service changes can be relayed to staff. |

**Table 6.3:** Public Transport Initiatives

6.30 The Travel Plan Co-ordinator will provide information on local public transport routes to staff via the travel packs.

[25] https://beeactive.tfgm.com
[26] https://gmwalking.co.uk
[27] https://www.walkwheelcycletrust.org.uk
[28] www.cyclinguk.org/
[29] https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/


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6.31 The Travel Plan Co-ordinator will make sure that all staff are aware of ticketing arrangements available using information from TfGM ticketing information.[30] This information will be provided in the travel packs. For example, the following ticketing incentives are currently offered in Greater Manchester:

- Bus Travel[31]
  The Bee Bus single hopper ticket costs £2 for adults. This ticket can only be bought on the bus. The hopper can be used for a single trip and can be used on multiple bus services within 60 minutes of purchase.
  A 7-day Bee Bus ticket costs £20 for adults. This can be bought via the Bee Network app, on the bus, at an information/ticket office or online with a smart card.
- Tram Travel[32]
  The Clipper ticket provides 10 days' travel for the price of 9 with journeys that can be taken over 56 days.
  Weekly Contactless is capped at £31 even if you travel in all zones.

6.32 The Travel Plan Co-ordinator will ensure that all information resources are kept up to date and will alert operators of any major service changes so that the information can be provided to staff.

Sustainable Car Measures

6.33 Table 6.4 shows the measures that will be used to sustainable vehicle use.

| Initiative | Description |
|---|---|
| Car Share Benefits | The Travel Plan Co-ordinator will promote the benefits of car sharing to staff |
| Car Share Database | The Travel Plan Co-ordinator will provide information on LiftShare to staff. |

**Table 6.4:** Sustainable Car Initiatives

6.34 Car Sharing will be promoted as an alternative to single and low occupancy car trips. Car Sharing is a very effective way of reducing traffic and parking demand associated with a development. It also has the benefits of saving people money and allowing people to get to know each other. These benefits will be advertised to staff via the travel packs.

6.35 The Travel Plan Co-ordinator will include information on LiftShare in the travel packs.[33]

# 7 Monitoring Plan

Baseline Travel Patterns

7.1 Staff travel surveys will be undertaken within three months of occupation of the Proposed Development to establish baseline travel patterns. The Travel Plan Co-ordinator will provide individual operators with a link to a web based survey form that they can distribute to staff via email.

7.2 For the time being, the commuter mode share data from the City Centre Transport Strategy[34] has been used.

[30] https://tfgm.com/tickets-and-passes/find-a-ticket
[31] https://tfgm.com/get-on-board
[32] https://tfgm.com/tickets-and-passes/ways-to-pay/smart-card
[33] https://liftshare.com/uk
[34] https://www.manchester.gov.uk/__data/assets/file/0017/125090/full_transport_strategy_document.pdf


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| Mode | Share |
|---|---|
| Walk | 13% |
| Cycle | 2% |
| Public Transport | 64% |
| Car Driver + Passenger | 21% |

**Table 7.1:** Baseline Mode Share

Travel Plan Update

7.3 Once the surveys have been completed the Travel Plan will be updated and the updated report submitted to the Council within six months of occupation of the development.

Monitoring Travel Surveys

7.4 Monitoring travel patterns is an important tool in measuring the progress of the Travel Plan and success of the Plan in terms of meeting the declared objectives and targets.

7.5 Monitoring travel surveys will be undertaken biennially using the same methods as set out for the baseline travel surveys. Travel patterns will be monitored for a period of five-years, including the baseline surveys.

Monitoring Reports

7.6 Following each monitoring survey period, a short monitoring report will be issued to the Council for discussion. The monitoring report will be issued within three months of completion of each survey period.

7.7 The results of each monitoring period will be used to review progress against the target mode shares.

Monitoring Strategy Summary

7.8 Table 7.2 provides a summary of the monitoring mechanisms that will be used as part of the Travel Plan.

| Exercise | Key Information | Frequency | Responsibility |
|---|---|---|---|
| Baseline Surveys | Data to be used to establish baseline trip patterns | Within 3 months of occupation | Travel Plan Co-ordinator |
| Update Travel Plan | Set out mode share, targets, and any changes proposed to the Plan | Within 6 months of occupation | Travel Plan Co-ordinator |
| Monitoring Surveys | Data to be used to establish progress of the Plan and review success of measures | Every 2 years | Travel Plan Co-ordinator |
| Preparation of Monitoring Report | Set out mode share, targets, and any changes proposed to the Plan | 3 month after each survey end | Travel Plan Co-ordinator |

**Table 7.2:** Monitoring Plan

Targets

7.9 Targets are measurable goals against which the progress of the Travel Plan can be assessed. Targets should be SMART – Specific, Measurable, Achievable, Realistic and Time-Related.


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7.10 SMART targets will be set in the updated version of the Travel Plan once the baseline surveys have been undertaken. For the time being, a preliminary staff target of 5% reduction in single occupancy car trips has been set.

7.11 The targets for the site will be reviewed and fully confirmed once the baseline travel surveys have been undertaken.

## 8 Action Plan

8.1 The Action Plan summarises the measures set out in the Travel Plan, who will be responsible for delivering them and target timescales.

| Theme | Element | Responsibility | Timescales |
|---|---|---|---|
| Management | Appoint Travel Plan Co-ordinator | Applicant | Prior to occupation |
| | Support & Provide Funding | Applicant | On-going |
| Monitoring | Baseline Surveys | Travel Plan Co-ordinator | Within 3 months of occupation |
| | Update Travel Plan | Travel Plan Co-ordinator | Within 6 months of occupation |
| | Monitoring Surveys | Travel Plan Co-ordinator | Every 2 years |
| | Monitoring Reports | Travel Plan Co-ordinator | Within 3 months of survey |
| | Staff Travel Packs | Travel Plan Co-ordinator | On occupation with periodic updates, as required |
| Infrastructure | Consented Infrastructure | Applicant | On occupation |
| Active Travel | Promote Benefits, Safety Tips & Route Awareness | Travel Plan Co-ordinator | On occupation with periodic updates, as required |
| | Promote TfGM Cycle Training | Travel Plan Co-ordinator | On occupation with periodic updates, as required |
| Public Transport | Promote Safety Tips & Route Awareness | Travel Plan Co-ordinator | On occupation with periodic updates, as required |
| | Ticketing Arrangements | Travel Plan Co-ordinator | On occupation with periodic updates, as required |
| | Regular Review | Travel Plan Co-ordinator | Periodically in line with any service changes |
| Sustainable Car | Promote LiftShare | Travel Plan Co-ordinator | On occupation with periodic updates, as required |
| | Promote Car Sharing Benefits | Travel Plan Co-ordinator | On occupation with periodic updates, as required |

**Table 8.1:** Action Plan


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# Appendix D

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

**Selected Vehicle Type: Servicing Vehicles**

Selected regions and areas:

| | | | |
|---|---|---|---|
| **01** | **GREATER LONDON** | | |
| | BN | BARNET | 1 day |
| | EN | ENFIELD | 1 day |
| **02** | **SOUTH EAST** | | |
| | WS | WEST SUSSEX | 1 day |
| **03** | **SOUTH WEST** | | |
| | BC | BOURNEMOUTH CHRISTCHURCH & POOLE | 1 day |
| **04** | **EAST ANGLIA** | | |
| | NF | NORFOLK | 1 day |

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


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**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: | GFA |
| Actual Range: | 1366 to 6552 (units:sqm) |
| Range Selected by User: | 1000 to 10000 (units:sqm) |
| Parking Spaces Range: | 1 - 496 |

**Public Transport Provision:**

| | |
|---|---|
| Selection by: | All Surveys Included |
| Date Range: | 01/01/18 to 24/09/25 |

*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:**

| | |
|---|---|
| Friday | 1 days |
| Thursday | 1 days |
| Tuesday | 2 days |
| Wednesday | 1 days |

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

**Selected survey types:**

| | |
|---|---|
| Manual count | 5 |
| Direction ATC Count | 0 |

*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:**

| | |
|---|---|
| Edge of Town Centre | 3 days |
| Town Centre | 2 days |

*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 | 2 days |
| Commercial Zone | 1 days |
| No Sub Category | 2 days |

*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 Vehicle Counts:**

| | |
|---|---|
| Servicing vehicles Included | 5 days |


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**Secondary Filtering Selection:**

**Use Class:**

| | |
|---|---|
| Not Known | 5 surveys |

*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:**

**1878 - 7851**

**Population within 1 mile:**

| | |
|---|---|
| 20,001 to 25,000 | 1 surveys |
| 25,001 to 50,000 | 4 surveys |

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

**Population within 5 miles:**

| | |
|---|---|
| 125,001 to 250,000 | 2 surveys |
| 250,001 to 500,000 | 2 surveys |
| 500,001 or More | 1 surveys |

*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 | 3 surveys |
| 1.1 to 1.5 | 2 surveys |

*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.*


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**Petrol filling station:**

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

**Travel Plan:**

| | |
|---|---|
| No | 3 surveys |
| Yes | 2 surveys |

*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:**

| | |
|---|---|
| 3 - Moderate | 1 surveys |
| 4 - Good | 1 surveys |
| No PTAL Present | 3 surveys |

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

**COVID-19 Restrictions:**

**No**


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**LIST OF SITES relevant to selection parameters:**

| | | | |
|---|---|---|---|
| **Site 1:** | BC-02-A-08 | **Gross floor area:** | 2600.00 sqm |
| **Development Name:** | OFFICES | **Survey Date:** | 14/09/2022 |
| **Location:** | BOURNEMOUTH | **Survey Day:** | Wednesday |
| **Postcode:** | BH8 8DY | | |
| **Main Location Type:** | Edge of Town Centre | | |
| **Sub Location Type:** | Built-Up Zone | | |
| **PTAL:** | n/a | | |
| **Site 2:** | BN-02-A-01 | **Gross floor area:** | 1366.00 sqm |
| **Development Name:** | OFFICES | **Survey Date:** | 11/11/2021 |
| **Location:** | HIGH BARNET | **Survey Day:** | Thursday |
| **Postcode:** | EN5 5YL | | |
| **Main Location Type:** | Edge of Town Centre | | |
| **Sub Location Type:** | No Sub Category | | |
| **PTAL:** | 3 | | |
| **Site 3:** | EN-02-A-01 | **Gross floor area:** | 6552.00 sqm |
| **Development Name:** | MICROSOFT OFFICES | **Survey Date:** | 07/06/2022 |
| **Location:** | ENFIELD | **Survey Day:** | Tuesday |
| **Postcode:** | EN1 2AG | | |
| **Main Location Type:** | Town Centre | | |
| **Sub Location Type:** | Built-Up Zone | | |
| **PTAL:** | 4 | | |
| **Site 4:** | NF-02-A-06 | **Gross floor area:** | 5910.00 sqm |
| **Development Name:** | OFFICES | **Survey Date:** | 22/04/2025 |
| **Location:** | NORWICH | **Survey Day:** | Tuesday |
| **Postcode:** | NR1 3PA | | |
| **Main Location Type:** | Town Centre | | |
| **Sub Location Type:** | Commercial Zone | | |
| **PTAL:** | n/a | | |
| **Site 5:** | WS-02-A-07 | **Gross floor area:** | 2780.00 sqm |
| **Development Name:** | BUSINESS TECHNOLOGY | **Survey Date:** | 11/11/2022 |
| **Location:** | SHOREHAM-BY-SEA | **Survey Day:** | Friday |
| **Postcode:** | BN43 6PA | | |
| **Main Location Type:** | Edge of Town Centre | | |
| **Sub Location Type:** | No Sub Category | | |
| **PTAL:** | n/a | | |

***DESELECTED SURVEYS***

| Site Ref | Survey Date | Reason for Deselection |
|---|---|---|
| GM-02-A-11\|22-04-2022 | 22-04-2022 | No servicing trip rates |
| LB-02-A-02\|05-11-2019 | 05-11-2019 | No servicing trip rates |


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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

| Time Range | No. Days | Ave. GFA | Arrivals | Departures | Totals |
|---|---|---|---|---|---|
| **00:00-01:00** | | | | | |
| **01:00-02:00** | | | | | |
| **02:00-03:00** | | | | | |
| **03:00-04:00** | | | | | |
| **04:00-05:00** | | | | | |
| **05:00-06:00** | | | | | |
| **06:00-07:00** | | | | | |
| **07:00-08:00** | **5** | **3842** | **0.380** | **0.031** | **0.411** |
| **08:00-09:00** | **5** | **3842** | **0.771** | **0.078** | **0.849** |
| **09:00-10:00** | **5** | **3842** | **0.354** | **0.052** | **0.406** |
| **10:00-11:00** | **5** | **3842** | **0.187** | **0.068** | **0.255** |
| **11:00-12:00** | **5** | **3842** | **0.078** | **0.089** | **0.167** |
| **12:00-13:00** | **5** | **3842** | **0.099** | **0.156** | **0.255** |
| **13:00-14:00** | **5** | **3842** | **0.099** | **0.125** | **0.224** |
| **14:00-15:00** | **5** | **3842** | **0.089** | **0.109** | **0.198** |
| **15:00-16:00** | **5** | **3842** | **0.031** | **0.167** | **0.198** |
| **16:00-17:00** | **5** | **3842** | **0.031** | **0.156** | **0.187** |
| **17:00-18:00** | **5** | **3842** | **0.047** | **0.807** | **0.854** |
| **18:00-19:00** | **5** | **3842** | **0.010** | **0.292** | **0.302** |
| **19:00-20:00** | | | | | |
| **20:00-21:00** | | | | | |
| **21:00-22:00** | | | | | |
| **22:00-23:00** | | | | | |
| **23:00-00:00** | | | | | |
| **Total Rates:** | | | **2.176** | **2.130** | **4.306** |

*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: | 1000 - 10000 (units: sqm) |
| Survey date date range: | 11/11/2021 - 22/04/2025 |
| Number of weekdays (Monday-Friday): | 5 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 2 |
| Surveys manually removed from selection: | 0 |

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


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

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

| Time Range | No. Days | Ave. GFA | Arrivals | Departures | Totals |
|---|---|---|---|---|---|
| **00:00-01:00** | | | | | |
| **01:00-02:00** | | | | | |
| **02:00-03:00** | | | | | |
| **03:00-04:00** | | | | | |
| **04:00-05:00** | | | | | |
| **05:00-06:00** | | | | | |
| **06:00-07:00** | | | | | |
| **07:00-08:00** | **5** | **3842** | **1.104** | **0.089** | **1.193** |
| **08:00-09:00** | **5** | **3842** | **2.228** | **0.156** | **2.384** |
| **09:00-10:00** | **5** | **3842** | **1.072** | **0.130** | **1.202** |
| **10:00-11:00** | **5** | **3842** | **0.401** | **0.219** | **0.620** |
| **11:00-12:00** | **5** | **3842** | **0.245** | **0.255** | **0.500** |
| **12:00-13:00** | **5** | **3842** | **0.552** | **0.823** | **1.375** |
| **13:00-14:00** | **5** | **3842** | **0.755** | **0.692** | **1.447** |
| **14:00-15:00** | **5** | **3842** | **0.380** | **0.286** | **0.666** |
| **15:00-16:00** | **5** | **3842** | **0.208** | **0.338** | **0.546** |
| **16:00-17:00** | **5** | **3842** | **0.146** | **0.489** | **0.635** |
| **17:00-18:00** | **5** | **3842** | **0.062** | **2.702** | **2.764** |
| **18:00-19:00** | **5** | **3842** | **0.010** | **0.786** | **0.796** |
| **19:00-20:00** | | | | | |
| **20:00-21:00** | | | | | |
| **21:00-22:00** | | | | | |
| **22:00-23:00** | | | | | |
| **23:00-00:00** | | | | | |
| **Total Rates:** | | | **7.163** | **6.965** | **14.128** |

*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: | 1000 - 10000 (units: sqm) |
| Survey date date range: | 11/11/2021 - 22/04/2025 |
| Number of weekdays (Monday-Friday): | 5 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 2 |
| Surveys manually removed from selection: | 0 |

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


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

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

| Time Range | No. Days | Ave. GFA | Arrivals | Departures | Totals |
|---|---|---|---|---|---|
| **00:00-01:00** | | | | | |
| **01:00-02:00** | | | | | |
| **02:00-03:00** | | | | | |
| **03:00-04:00** | | | | | |
| **04:00-05:00** | | | | | |
| **05:00-06:00** | | | | | |
| **06:00-07:00** | | | | | |
| **07:00-08:00** | **5** | **3842** | **0.005** | **0.005** | **0.010** |
| **08:00-09:00** | **5** | **3842** | **0.005** | **0.005** | **0.010** |
| **09:00-10:00** | **5** | **3842** | **0.000** | **0.000** | **0.000** |
| **10:00-11:00** | **5** | **3842** | **0.005** | **0.005** | **0.010** |
| **11:00-12:00** | **5** | **3842** | **0.005** | **0.005** | **0.010** |
| **12:00-13:00** | **5** | **3842** | **0.000** | **0.000** | **0.000** |
| **13:00-14:00** | **5** | **3842** | **0.000** | **0.000** | **0.000** |
| **14:00-15:00** | **5** | **3842** | **0.010** | **0.010** | **0.020** |
| **15:00-16:00** | **5** | **3842** | **0.000** | **0.000** | **0.000** |
| **16:00-17:00** | **5** | **3842** | **0.000** | **0.000** | **0.000** |
| **17:00-18:00** | **5** | **3842** | **0.000** | **0.000** | **0.000** |
| **18:00-19:00** | **5** | **3842** | **0.000** | **0.000** | **0.000** |
| **19:00-20:00** | | | | | |
| **20:00-21:00** | | | | | |
| **21:00-22:00** | | | | | |
| **22:00-23:00** | | | | | |
| **23:00-00:00** | | | | | |
| **Total Rates:** | | | **0.030** | **0.030** | **0.060** |

*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: | 1000 - 10000 (units: sqm) |
| Survey date date range: | 07/06/2022 - 11/11/2022 |
| Number of weekdays (Monday-Friday): | 2 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 2 |
| Surveys manually removed from selection: | 0 |

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


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

Taxis

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

| Time Range | No. Days | Ave. GFA | Arrivals | Departures | Totals |
|---|---|---|---|---|---|
| **00:00-01:00** | | | | | |
| **01:00-02:00** | | | | | |
| **02:00-03:00** | | | | | |
| **03:00-04:00** | | | | | |
| **04:00-05:00** | | | | | |
| **05:00-06:00** | | | | | |
| **06:00-07:00** | | | | | |
| **07:00-08:00** | 5 | 3842 | 0.000 | 0.000 | 0.000 |
| **08:00-09:00** | 5 | 3842 | 0.031 | 0.031 | 0.062 |
| **09:00-10:00** | 5 | 3842 | 0.010 | 0.010 | 0.020 |
| **10:00-11:00** | 5 | 3842 | 0.000 | 0.000 | 0.000 |
| **11:00-12:00** | 5 | 3842 | 0.000 | 0.000 | 0.000 |
| **12:00-13:00** | 5 | 3842 | 0.000 | 0.000 | 0.000 |
| **13:00-14:00** | 5 | 3842 | 0.000 | 0.000 | 0.000 |
| **14:00-15:00** | 5 | 3842 | 0.005 | 0.005 | 0.010 |
| **15:00-16:00** | 5 | 3842 | 0.010 | 0.010 | 0.020 |
| **16:00-17:00** | 5 | 3842 | 0.000 | 0.000 | 0.000 |
| **17:00-18:00** | 5 | 3842 | 0.031 | 0.031 | 0.062 |
| **18:00-19:00** | 5 | 3842 | 0.010 | 0.010 | 0.020 |
| **19:00-20:00** | | | | | |
| **20:00-21:00** | | | | | |
| **21:00-22:00** | | | | | |
| **22:00-23:00** | | | | | |
| **23:00-00:00** | | | | | |
| **Total Rates:** | | | 0.097 | 0.097 | 0.194 |

*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: | 1000 - 10000 (units: sqm) |
| Survey date date range: | 07/06/2022 - 22/04/2025 |
| Number of weekdays (Monday-Friday): | 4 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 2 |
| Surveys manually removed from selection: | 0 |

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


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

Servicing Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

| Time Range | No. Days | Ave. GFA | Arrivals | Departures | Totals |
|---|---|---|---|---|---|
| **00:00-01:00** | | | | | |
| **01:00-02:00** | | | | | |
| **02:00-03:00** | | | | | |
| **03:00-04:00** | | | | | |
| **04:00-05:00** | | | | | |
| **05:00-06:00** | | | | | |
| **06:00-07:00** | | | | | |
| **07:00-08:00** | 5 | 3842 | 0.031 | 0.010 | 0.041 |
| **08:00-09:00** | 5 | 3842 | 0.010 | 0.016 | 0.026 |
| **09:00-10:00** | 5 | 3842 | 0.005 | 0.010 | 0.015 |
| **10:00-11:00** | 5 | 3842 | 0.042 | 0.036 | 0.078 |
| **11:00-12:00** | 5 | 3842 | 0.010 | 0.016 | 0.026 |
| **12:00-13:00** | 5 | 3842 | 0.047 | 0.042 | 0.089 |
| **13:00-14:00** | 5 | 3842 | 0.010 | 0.016 | 0.026 |
| **14:00-15:00** | 5 | 3842 | 0.021 | 0.021 | 0.042 |
| **15:00-16:00** | 5 | 3842 | 0.005 | 0.010 | 0.015 |
| **16:00-17:00** | 5 | 3842 | 0.016 | 0.016 | 0.032 |
| **17:00-18:00** | 5 | 3842 | 0.000 | 0.010 | 0.010 |
| **18:00-19:00** | 5 | 3842 | 0.000 | 0.000 | 0.000 |
| **19:00-20:00** | | | | | |
| **20:00-21:00** | | | | | |
| **21:00-22:00** | | | | | |
| **22:00-23:00** | | | | | |
| **23:00-00:00** | | | | | |
| **Total Rates:** | | | 0.197 | 0.203 | 0.400 |

*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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Parameter Summary:

| | |
|---|---|
| Trip rate parameter range selected: | 1000 - 10000 (units: sqm) |
| Survey date date range: | 11/11/2021 - 22/04/2025 |
| Number of weekdays (Monday-Friday): | 5 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 2 |
| Surveys manually removed from selection: | 0 |

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


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**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use: 06 - HOTEL, FOOD & DRINK

Category: C - PUB/RESTAURANT

**Selected Vehicle Type: Taxis**

Selected regions and areas:

| | | | |
|---|---|---|---|
| **01** | **GREATER LONDON** | | |
| | HG | HARINGEY | 1 day |
| | IS | ISLINGTON | 2 days |
| | WE | WESTMINSTER | 1 day |
| **05** | **EAST MIDLANDS** | | |
| | LR | LEICESTER | 1 day |
| **06** | **WEST MIDLANDS** | | |
| | SH | SHROPSHIRE | 1 day |
| **08** | **NORTH WEST** | | |
| | EC | CHESHIRE EAST | 1 day |

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


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**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: | GFA |
| Actual Range: | 288 to 2000 (units:sqm) |
| Range Selected by User: | 288 to 2000 (units:sqm) |
| Parking Spaces Range: | 0 - 115 |

**Public Transport Provision:**

| | |
|---|---|
| Selection by: | All Surveys Included |
| Date Range: | 14/12/90 to 19/09/25 |

*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:**

| | |
|---|---|
| Friday | 4 days |
| Thursday | 1 days |
| Tuesday | 1 days |
| Wednesday | 1 days |

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

**Selected survey types:**

| | |
|---|---|
| Manual count | 7 |
| Direction ATC Count | 0 |

*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:**

| | |
|---|---|
| Edge of Town Centre | 3 days |
| Town Centre | 4 days |

*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 | 3 days |
| High Street | 1 days |
| No Sub Category | 2 days |
| Retail Zone | 1 days |

*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 Vehicle Counts:**

| | |
|---|---|
| Servicing vehicles Included | 7 days |


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**Secondary Filtering Selection:**

**Use Class:**

| | |
|---|---|
| Sui Generis | 7 surveys |

*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:**

**810 - 11006**

**Population within 1 mile:**

| | |
|---|---|
| 1,001 to 5,000 | 1 surveys |
| 20,001 to 25,000 | 1 surveys |
| 25,001 to 50,000 | 2 surveys |
| 50,001 to 100,000 | 3 surveys |

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

**Population within 5 miles:**

| | |
|---|---|
| 500,001 or More | 5 surveys |
| 75,001 to 100,000 | 2 surveys |

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

**Car ownership within 5 miles:**

| | |
|---|---|
| 0.5 or Less | 1 surveys |
| 0.6 to 1.0 | 6 surveys |

*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.*


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**Petrol filling station:**

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

**Travel Plan:**

| | |
|---|---|
| No | 7 surveys |

*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:**

| | |
|---|---|
| 6a - Excellent | 2 surveys |
| 6b - Excellent | 2 surveys |
| No PTAL Present | 3 surveys |

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

**COVID-19 Restrictions:**

**No**


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**LIST OF SITES relevant to selection parameters:**

| | | | |
|---|---|---|---|
| **Site 1:** | EC-06-C-01 | **Gross floor area:** | 471.00 sqm |
| **Development Name:** | PUB/RESTAURANT | **Survey Date:** | 10/11/2017 |
| **Location:** | MACCLESFIELD | **Survey Day:** | Friday |
| **Postcode:** | SK11 8JG | | |
| **Main Location Type:** | Edge of Town Centre | | |
| **Sub Location Type:** | No Sub Category | | |
| **PTAL:** | n/a | | |
| **Site 2:** | HG-06-C-01 | **Gross floor area:** | 1000.00 sqm |
| **Development Name:** | WETHERSPOON | **Survey Date:** | 02/10/2014 |
| **Location:** | WOOD GREEN | **Survey Day:** | Thursday |
| **Postcode:** | N22 6BH | | |
| **Main Location Type:** | Town Centre | | |
| **Sub Location Type:** | Built-Up Zone | | |
| **PTAL:** | 6B | | |
| **Site 3:** | IS-06-C-02 | **Gross floor area:** | 320.00 sqm |
| **Development Name:** | PUB/RESTAURANT | **Survey Date:** | 30/09/2016 |
| **Location:** | CLERKENWELL | **Survey Day:** | Friday |
| **Postcode:** | EC1M 7AA | | |
| **Main Location Type:** | Edge of Town Centre | | |
| **Sub Location Type:** | Built-Up Zone | | |
| **PTAL:** | 6A | | |
| **Site 4:** | IS-06-C-03 | **Gross floor area:** | 288.00 sqm |
| **Development Name:** | PUB/RESTAURANT | **Survey Date:** | 16/09/2022 |
| **Location:** | ANGEL | **Survey Day:** | Friday |
| **Postcode:** | N1 8EQ | | |
| **Main Location Type:** | Town Centre | | |
| **Sub Location Type:** | High Street | | |
| **PTAL:** | 6A | | |
| **Site 5:** | LR-06-C-01 | **Gross floor area:** | 500.00 sqm |
| **Development Name:** | PUB/RESTAURANT | **Survey Date:** | 04/10/2023 |
| **Location:** | LEICESTER | **Survey Day:** | Wednesday |
| **Postcode:** | LE1 1LA | | |
| **Main Location Type:** | Town Centre | | |
| **Sub Location Type:** | Retail Zone | | |
| **PTAL:** | n/a | | |
| **Site 6:** | SH-06-C-03 | **Gross floor area:** | 350.00 sqm |
| **Development Name:** | PUB/RESTAURANT | **Survey Date:** | 16/06/2023 |
| **Location:** | SHREWSBURY | **Survey Day:** | Friday |
| **Postcode:** | SY2 6BT | | |
| **Main Location Type:** | Edge of Town Centre | | |
| **Sub Location Type:** | No Sub Category | | |
| **PTAL:** | n/a | | |
| **Site 7:** | WE-06-C-01 | **Gross floor area:** | 637.00 sqm |
| **Development Name:** | PUB/RESTAURANT | **Survey Date:** | 10/10/2023 |
| **Location:** | COVENT GARDEN | **Survey Day:** | Tuesday |
| **Postcode:** | WC2B 5TD | | |
| **Main Location Type:** | Town Centre | | |
| **Sub Location Type:** | Built-Up Zone | | |
| **PTAL:** | 6B | | |


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**TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT**

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

| Time Range | No. Days | Ave. GFA | Arrivals | Departures | Totals |
|---|---|---|---|---|---|
| 00:00-01:00 | | | | | |
| 01:00-02:00 | | | | | |
| 02:00-03:00 | | | | | |
| 03:00-04:00 | | | | | |
| 04:00-05:00 | | | | | |
| 05:00-06:00 | | | | | |
| 06:00-07:00 | | | | | |
| 07:00-08:00 | | | | | |
| 08:00-09:00 | | | | | |
| 09:00-10:00 | | | | | |
| **10:00-11:00** | **2** | **736** | **0.408** | **0.204** | **0.612** |
| **11:00-12:00** | **5** | **549** | **0.401** | **0.146** | **0.547** |
| **12:00-13:00** | **6** | **511** | **0.685** | **0.424** | **1.109** |
| **13:00-14:00** | **6** | **511** | **0.522** | **0.718** | **1.240** |
| **14:00-15:00** | **7** | **509** | **0.589** | **0.589** | **1.178** |
| **15:00-16:00** | **7** | **509** | **0.729** | **0.645** | **1.374** |
| **16:00-17:00** | **7** | **509** | **0.813** | **0.701** | **1.514** |
| **17:00-18:00** | **7** | **509** | **0.953** | **0.813** | **1.766** |
| **18:00-19:00** | **7** | **509** | **0.981** | **0.869** | **1.850** |
| **19:00-20:00** | **7** | **509** | **0.617** | **0.841** | **1.458** |
| **20:00-21:00** | **7** | **509** | **0.505** | **0.813** | **1.318** |
| **21:00-22:00** | **7** | **509** | **0.673** | **0.785** | **1.458** |
| **22:00-23:00** | **7** | **509** | **0.280** | **0.449** | **0.729** |
| **23:00-00:00** | **7** | **509** | **0.168** | **0.224** | **0.392** |
| **Total Rates:** | | | **8.324** | **8.221** | **16.545** |

*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: | 288 - 2000 (units: sqm) |
| Survey date date range: | 02/10/2014 - 10/10/2023 |
| Number of weekdays (Monday-Friday): | 7 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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


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**TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT**

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

| Time Range | No. Days | Ave. GFA | Arrivals | Departures | Totals |
|---|---|---|---|---|---|
| **00:00-01:00** | | | | | |
| **01:00-02:00** | | | | | |
| **02:00-03:00** | | | | | |
| **03:00-04:00** | | | | | |
| **04:00-05:00** | | | | | |
| **05:00-06:00** | | | | | |
| **06:00-07:00** | | | | | |
| **07:00-08:00** | | | | | |
| **08:00-09:00** | | | | | |
| **09:00-10:00** | | | | | |
| **10:00-11:00** | **2** | **736** | **0.000** | **0.000** | **0.000** |
| **11:00-12:00** | **5** | **549** | **0.036** | **0.036** | **0.072** |
| **12:00-13:00** | **6** | **511** | **0.000** | **0.000** | **0.000** |
| **13:00-14:00** | **6** | **511** | **0.000** | **0.000** | **0.000** |
| **14:00-15:00** | **7** | **509** | **0.000** | **0.000** | **0.000** |
| **15:00-16:00** | **7** | **509** | **0.000** | **0.000** | **0.000** |
| **16:00-17:00** | **7** | **509** | **0.000** | **0.000** | **0.000** |
| **17:00-18:00** | **7** | **509** | **0.000** | **0.000** | **0.000** |
| **18:00-19:00** | **7** | **509** | **0.000** | **0.000** | **0.000** |
| **19:00-20:00** | **7** | **509** | **0.000** | **0.000** | **0.000** |
| **20:00-21:00** | **7** | **509** | **0.000** | **0.000** | **0.000** |
| **21:00-22:00** | **7** | **509** | **0.000** | **0.000** | **0.000** |
| **22:00-23:00** | **7** | **509** | **0.000** | **0.000** | **0.000** |
| **23:00-00:00** | **7** | **509** | **0.000** | **0.000** | **0.000** |
| **Total Rates:** | | | **0.036** | **0.036** | **0.072** |

*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: | 288 - 2000 (units: sqm) |
| Survey date date range: | 10/11/2017 - 10/11/2017 |
| Number of weekdays (Monday-Friday): | 1 |
| 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.*


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**TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT**

Taxis

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

| Time Range | No. Days | Ave. GFA | Arrivals | Departures | Totals |
|---|---|---|---|---|---|
| **00:00-01:00** | | | | | |
| **01:00-02:00** | | | | | |
| **02:00-03:00** | | | | | |
| **03:00-04:00** | | | | | |
| **04:00-05:00** | | | | | |
| **05:00-06:00** | | | | | |
| **06:00-07:00** | | | | | |
| **07:00-08:00** | | | | | |
| **08:00-09:00** | | | | | |
| **09:00-10:00** | | | | | |
| **10:00-11:00** | **2** | **736** | **0.000** | **0.000** | **0.000** |
| **11:00-12:00** | **5** | **549** | **0.000** | **0.000** | **0.000** |
| **12:00-13:00** | **6** | **511** | **0.033** | **0.033** | **0.066** |
| **13:00-14:00** | **6** | **511** | **0.163** | **0.163** | **0.326** |
| **14:00-15:00** | **7** | **509** | **0.168** | **0.168** | **0.336** |
| **15:00-16:00** | **7** | **509** | **0.168** | **0.168** | **0.336** |
| **16:00-17:00** | **7** | **509** | **0.252** | **0.252** | **0.504** |
| **17:00-18:00** | **7** | **509** | **0.252** | **0.252** | **0.504** |
| **18:00-19:00** | **7** | **509** | **0.168** | **0.168** | **0.336** |
| **19:00-20:00** | **7** | **509** | **0.056** | **0.056** | **0.112** |
| **20:00-21:00** | **7** | **509** | **0.112** | **0.112** | **0.224** |
| **21:00-22:00** | **7** | **509** | **0.224** | **0.224** | **0.448** |
| **22:00-23:00** | **7** | **509** | **0.140** | **0.140** | **0.280** |
| **23:00-00:00** | **7** | **509** | **0.112** | **0.112** | **0.224** |
| **Total Rates:** | | | **1.848** | **1.848** | **3.696** |

*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: | 288 - 2000 (units: sqm) |
| Survey date date range: | 02/10/2014 - 10/10/2023 |
| Number of weekdays (Monday-Friday): | 7 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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**TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT**

Servicing Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

| Time Range | No. Days | Ave. GFA | Arrivals | Departures | Totals |
|---|---|---|---|---|---|
| **00:00-01:00** | | | | | |
| **01:00-02:00** | | | | | |
| **02:00-03:00** | | | | | |
| **03:00-04:00** | | | | | |
| **04:00-05:00** | | | | | |
| **05:00-06:00** | | | | | |
| **06:00-07:00** | | | | | |
| **07:00-08:00** | | | | | |
| **08:00-09:00** | | | | | |
| **09:00-10:00** | | | | | |
| **10:00-11:00** | **2** | **736** | **0.000** | **0.000** | **0.000** |
| **11:00-12:00** | **5** | **549** | **0.146** | **0.073** | **0.219** |
| **12:00-13:00** | **6** | **511** | **0.065** | **0.098** | **0.163** |
| **13:00-14:00** | **6** | **511** | **0.000** | **0.000** | **0.000** |
| **14:00-15:00** | **7** | **509** | **0.084** | **0.084** | **0.168** |
| **15:00-16:00** | **7** | **509** | **0.028** | **0.028** | **0.056** |
| **16:00-17:00** | **7** | **509** | **0.000** | **0.000** | **0.000** |
| **17:00-18:00** | **7** | **509** | **0.056** | **0.084** | **0.140** |
| **18:00-19:00** | **7** | **509** | **0.028** | **0.000** | **0.028** |
| **19:00-20:00** | **7** | **509** | **0.028** | **0.056** | **0.084** |
| **20:00-21:00** | **7** | **509** | **0.000** | **0.000** | **0.000** |
| **21:00-22:00** | **7** | **509** | **0.000** | **0.000** | **0.000** |
| **22:00-23:00** | **7** | **509** | **0.000** | **0.000** | **0.000** |
| **23:00-00:00** | **7** | **509** | **0.000** | **0.000** | **0.000** |
| **Total Rates:** | | | **0.435** | **0.423** | **0.858** |

*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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Parameter Summary:

| | |
|---|---|
| Trip rate parameter range selected: | 288 - 2000 (units: sqm) |
| Survey date date range: | 02/10/2014 - 10/11/2017 |
| Number of weekdays (Monday-Friday): | 3 |
| 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.*


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