The Limes Reprovision
Fallowfield Campus
University of Manchester
Transport Statement

260721/SK22645/TS01(-02)

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C	Framework Travel Plan
D	TRICS & Census Data

Project	Document	Rev	Description	Authorised by	Signed	Date
SK22645	TS	00	Working Draft	L Speers	LGS	12/06/2026
SK22645	TS	01	Working Draft	L Speers	LGS	09/07/2026
SK22645	TS	02	Submission	L Speers	LGS	21/07/2026

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1 Introduction

1.1 SK has been appointed by Halliday Meecham to prepare a Transport Statement (TS) for a full planning application for the reprovision of the Limes Building at the University of Manchester's Fallowfield Campus. The red line for the purposes of the planning application is shown in Figure 1.1.

1.2 The planning application relates to the following development:

"Erection of a single-storey, new-build steel portal frame facilities management services building (sui generis use), incorporating maintenance storage, office accommodation and associated staff welfare facilities, together with associated car parking and landscaping."



Figure 1.1: Red Line Boundary
[source: Halliday Meecham]

1.3 This application is intended to supersede an extant planning permission granted by Manchester City Council (MCC) in February 2025 which secured approval for the development of a purpose-built facility housing the University's to facilitate the wider relocation of the University's Fallowfield Facilities, Maintenance & Compliance, Environmental Services Unit, Residence Support Teams and Central Processing Unit based within the 'Limes' Building on the Campus (ref: 141536/FO/2024).

1.4 The proposal sought to facilitate the relocation of these University operations to ensure that these vital Campus operations can continue to provide uninterrupted support for the Campus while accommodating its redevelopment pursuant to an outline application for the comprehensive redevelopment of the western part of the campus to provide up to 3,300 new student bedrooms (representing a net increase of 950 bedrooms) and ancillary development was approved by MCC.

1.5 Since the granting of the extant planning permission, it has been confirmed that the approved scheme will not proceed. The University has subsequently undertaken further work to develop an

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alternative proposal for a purpose-built facility on the Site. The revised proposal, which forms the subject of this application, will accommodate the FMC, ESU and RST, with the CPU no longer forming part of this development proposal.

1.6 The consented scheme is the baseline against which the proposal has been assessed.

2 Baseline Situation

Site Location

2.1 Figure 2.1 shows the location of the site in the context of the local area.

2.2 The Fallowfield Campus is located circa 3km from the main University facilities on Oxford Road Corridor. The site sits to the north of the Fallowfield Campus and currently provides 130 car parking spaces and an Energy Centre. Vehicle access to the site is currently provided from Whitworth Lane and Chancellor's Way. Access to the wider Campus is provided from Old Hall Lane to the north of the Campus and the B5093 (Moseley Road) to the south of the campus.

2.3 The University has advised that the use of the car park is limited and that no parking permits have been issued for this location in the current academic year. The car park is also used during student arrival/departure periods.

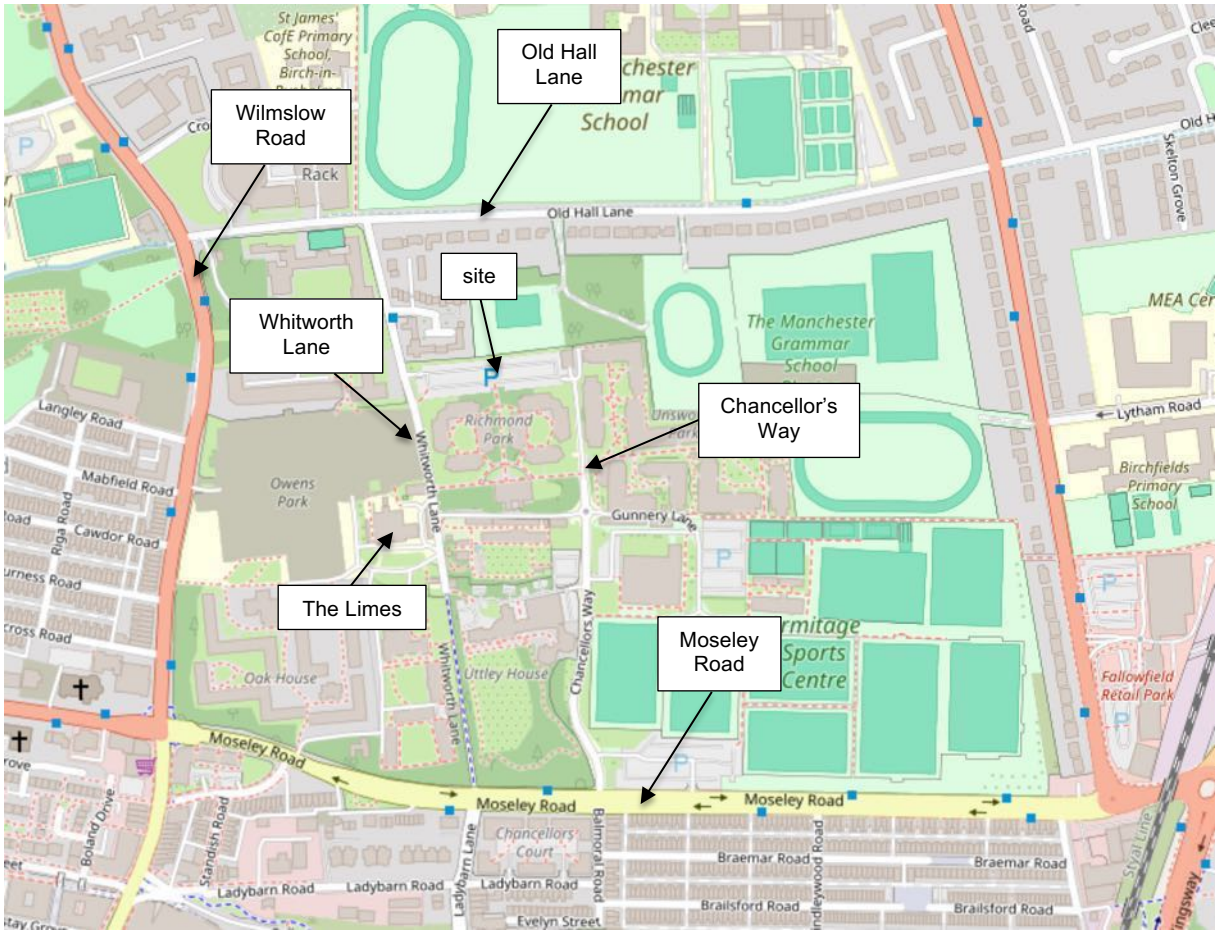


Figure 2.1: Site Location
[source: OpenStreetMap Foundation licensed under the Open Database License]

Consented Scheme

2.4 As noted earlier, in 2025 planning consent was granted for a similar development to allow the Limes building to be demolished as part of wider aspirations for the Campus. The consented scheme building (1,785sqm) provides a range of support services and facilities for the operation of the Campus. Vehicle access to the site is from Chancellor's Way and a car park with 21 car

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parking spaces, and one tail lift/sprinter parking space for the proposed development. Seven cycle parking spaces were provided for use by the development.

2.5 The consented scheme retains 45 parking spaces to the west of the building for continued use by the wider Campus (accessed from Whitworth Lane). The consented scheme results in a net reduction of 64 car parking spaces in the car park.

2.6 The assessment submitted with the planning application noted that the vehicle trips generated by the development would not be new to the highway network, as these would be existing trips that relocate from the Limes building.

Local Transport Network

2.7 As noted earlier, access to the site is provided from Whitworth Lane and Chancellor's Way, which are highway routes through the Campus. Whitworth Lane provides a means of accessing the external highway network to the north of the Campus onto Old Hall Lane. Chancellor's Way provides a means of accessing the external highway network to the south of the Campus onto Moseley Road.

2.8 Within the Campus segregated pedestrian routes and carriageway side footways are provided. These provides connections to the footways on Whitworth Lane and Chancellor's Way that provide access to the footways on the external highway network. Pedestrian access are also available to the west of the Campus onto the A6010 (Wilmslow Road) and to the east of the Campus onto the A34 (Birchfields Road).

2.9 The Moseley Road Campus access junction is signalised with footway provision and pedestrian refuge crossings on Moseley Road. The Old Hall Lane Campus access junction is a priority layout with footways and crossing markings to allow a connection to a traffic free pedestrian/cycle route that routes north towards traffic calmed streets.

2.10 Wilmslow Road is a key bus route corridor and also provides cycle route facilities and controlled crossing points located to connect to the pedestrian access points to the Campus. Controlled crossings are also provided on Birchfields Road.

2.11 Birchfields Road meets Wilmslow Road at a signalised crossing with controlled crossing points (toucan).

Road Safety Patterns

2.12 The consented scheme assessment considered the collisions at the Old Hall Lane and Moseley Road Campus access junctions based on data from the Crashmap database.[1] This showed that, at the time of the assessment, that there had been no collisions at the Old Hall Lane junction and five collisions (four slight and one slight) at the Moseley Road junction. The assessment concluded that the level of collisions was in line with what would be expected given the volume of traffic using Moseley Road.

2.13 The above assessment has been updated based on the same data source and study area. The latest data shows that there have been five slight collisions and one serious collision. The number and severity of collisions is not significantly different to that previously considered acceptable in this location.

3 Proposed Development

3.1 The proposed layout is attached as Appendix A.

3.2 The development proposes the construction of a new building to the eastern end of the site with a total floor area of 675sqm.

[1] https://www.crashmap.co.uk

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3.3 The development pertains to a full planning application for the reprovision of the Limes Building at the University of Manchester's Fallowfield Campus.

"Erection of a single-storey, new-build steel portal frame facilities management services building (sui generis use), incorporating maintenance storage, office accommodation and associated staff welfare facilities, together with associated car parking and landscaping."

3.4 The building will accommodate 24 staff that will relocate from the Limes Building.

3.5 Vehicles associated with the compound area of the building will use Chancellor's Way and this location will be used for both access and egress. Staff vehicles will enter the car parking area using the junction on Whiteworth Lane for both access and egress.

3.6 Pedestrian access is provided from the car park via a route around the perimeter of the new building.

3.7 The building will be served by 19 staff car parking spaces, including three accessible spaces and five EV spaces (including one of the accessible spaces). The 19 car parking spaces will be allocated within the existing car park. The car parking spaces will be retained as existing for the standard spaces with white line markings refreshed. The proposed accessible and EV spaces will be provided to required dimensions.

3.8 68 car parking spaces will be retained in the existing car park for use of the wider Campus, including four accessible spaces for general use and four accessible spaces for use by Richmond Park and Unsworth Park Halls. The existing car parking spaces will be retained as existing with white lines refreshed. The accessible spaces will be provided to required dimensions. Pedestrian access to areas to the south, including Richmond Park Halls, is facilitate in the proposal.

3.9 Within the compound area a further five spaces will be provided for operational vehicles (vans), two of which will be EV.

3.10 The existing car park has 130 car parking spaces and the development includes a total of 87 car parking spaces, including those serving the new building and those retained to serve the wider Campus (excluding the operational van spaces). The development will result in a net reduction of 43 car parking spaces. This is a lower reduction than associated with the consented scheme (net reduction of 64 car parking spaces).

3.11 During student arrival/departure periods the parking area will continue to be used for student drop-off/collection. A one-way system will be used during these periods with access from Chancellor's Way and egress via Whitworth Lane.

3.12 In line with the consented scheme a total of six cycle parking spaces (three stands) will be provided for building staff. Showers and changing facilities are provided in the building.

3.13 The existing cycle store in the car park will be retained and relocated as part of the development proposals.

3.14 Servicing will occur in the compound area and swept paths have been prepared based on the required vehicle sizes. The applicant has advised that the refuse vehicle is 10.1m long and so a 10.2m vehicle has been used. A 9m refuse vehicle has been used to replicate skip delivery/collection vehicles. The swept paths confirm that there is sufficient space in the compound area to accommodate these manoeuvres. The swept paths are attached as Appendix B.

3.15 A Travel Plan has been prepared and is attached as Appendix C. This will be adopted on occupation of the development.

4 Sustainable Connectivity

Active Travel Routes

4.1 Figure 4.1 shows the active travel network serving the site from the TfGM website.[2]

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

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4.2 As noted earlier, segregated pedestrian routes and carriageway side footways are provided across the Campus and provide means of connecting to pedestrian access routes on Wilmslow Road, Old Hall Lane, Moseley Road and Birchfields Road.

4.3 Footways on surrounding routes are at least 2m wide. Controlled crossings are provided on Wilmslow Road and Birchfields Road, and uncontrolled crossings are provided on Old Hall Lane and Moseley Road. Toucan crossing facilities are provided at the junction of Wilmslow Road/Moseley Road and further controlled crossings are provided to the north and south of the junction on the Wilmslow Road Corridor (becoming the Oxford Road Corridor to the north of the site). These crossings allow access to local amenities and University facilities and the city centre to the north of the site.

4.4 Figure 4.1 shows that the site is well placed for access to the cycle network. The Wilmslow Road Corridor and Oxford Road Corridor benefits from physically segregated routes that provide a connection to the main University facilities and city centre and to local amenities in Fallowfield. Access can also be gained to Route 6 of the National Cycle Network (the Fallowfield Loop), to the south of the Campus. Old Hall Lane is a signed cycle route that provides a connection to formal routes on Birchfields Road. Residential streets to the north and west of the site are traffic calmed, providing a low-speed route for cycle trips.

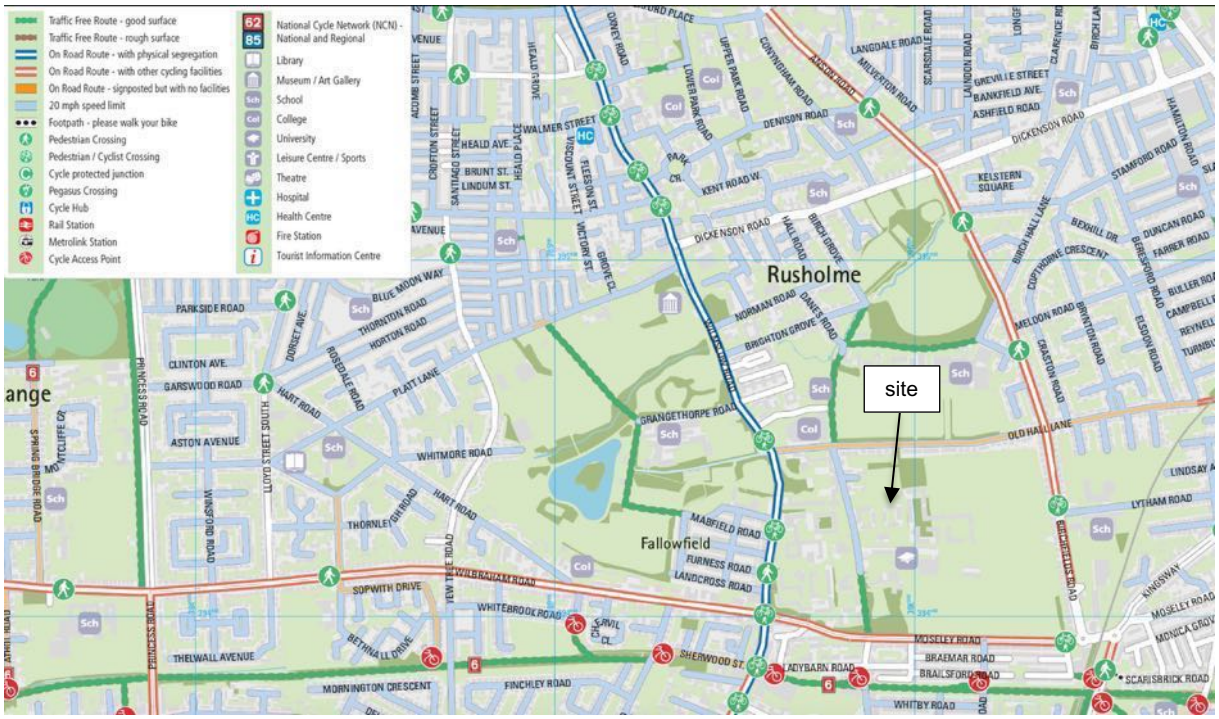


Figure 4.1: Cycle Network
[source: Transport for Greater Manchester]

4.5 The site is also located within the Cycle Hire Scheme Zone.[3] 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.

4.6 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

4.7 Figure 4.2 shows TfGM's public transport network map for the local area.[4]

[3] https://beryl.cc/scheme/greater-manchester
[4] https//tfgm.com/maps

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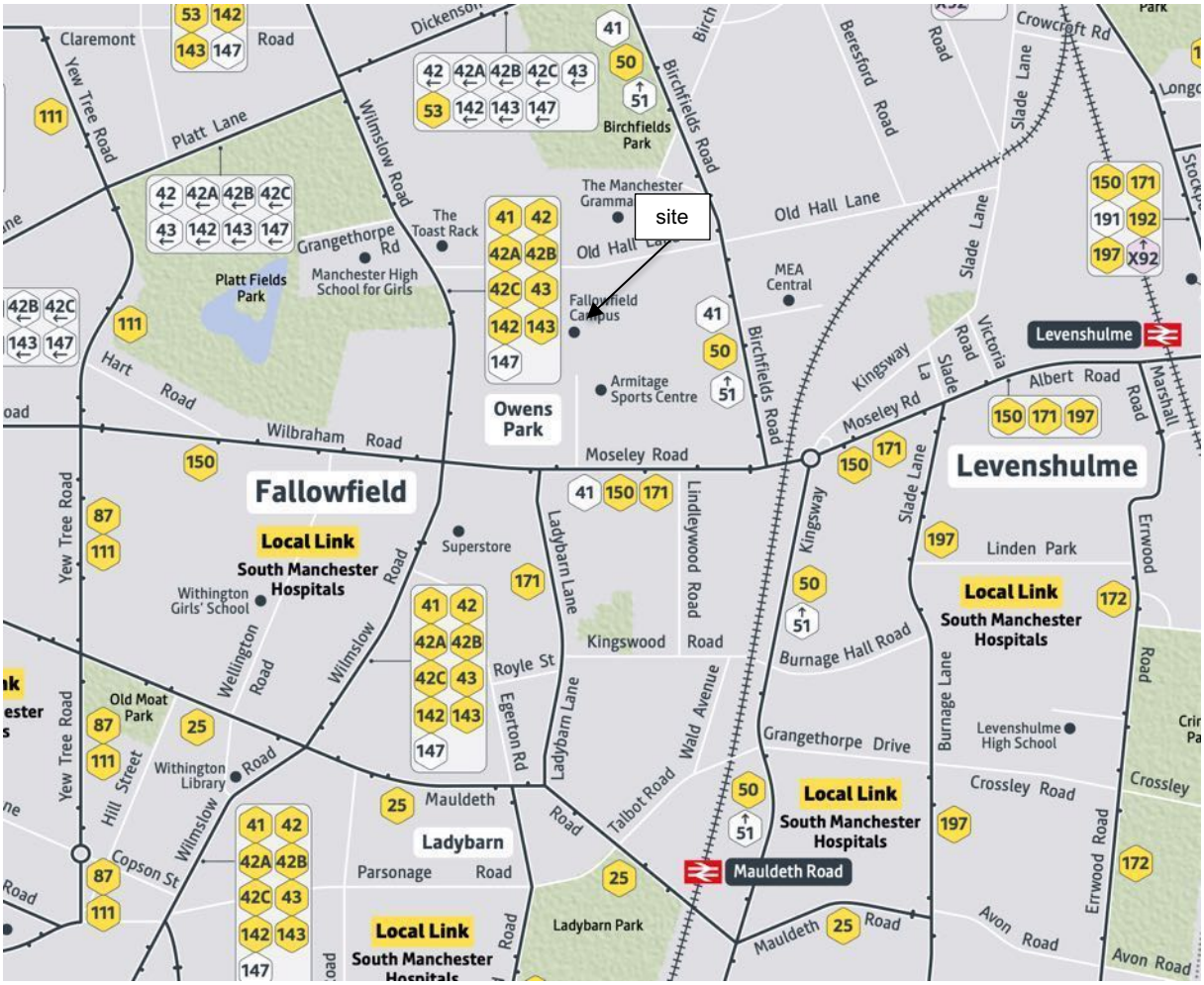


Figure 4.2: Public Transport Network
[source: Transport for Greater Manchester]

4.8 The nearest bus stops to the site are located Wilmslow Road, circa 300m/03:45mins from the centre of the site. The northbound bus stop has a shelter, seating, flagpole and timetable information. The southbound bus stop has a flagpole and timetable information.

4.9 Table 4.1 provides a summary of the buses currently serving the site from the TfGM database.

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Route		Monday-Friday Frequency (buses per hour/each way)	
		Peak	Daytime
41	Sale - Middleton	1	1
42	Stockport - Manchester	2	2
42A	Reddish - Manchester	1	2
42B	Woodford - Manchester	1	1
42C	Handforth - Manchester	1	1
43	Airport - Manchester	4	6
142	East Didsbury - Manchester	6	6
143	West Didsbury - Manchester	13	13
147	West Didsbury - Manchester	2	2

Table 4.1: Bus Services
[source: Transport for Greater Manchester]

4.10 Table 4.1 shows that the site is served by 31 buses per hour (each way) in the peak hours and 34 buses per hour (each way) during the day.

Accessibility Assessment

4.11 Manual for Streets (MfS) states that "…walking offers the greatest potential to replace short car trips, particularly those under 2km."[5] Figure 4.3 shows the following:

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

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

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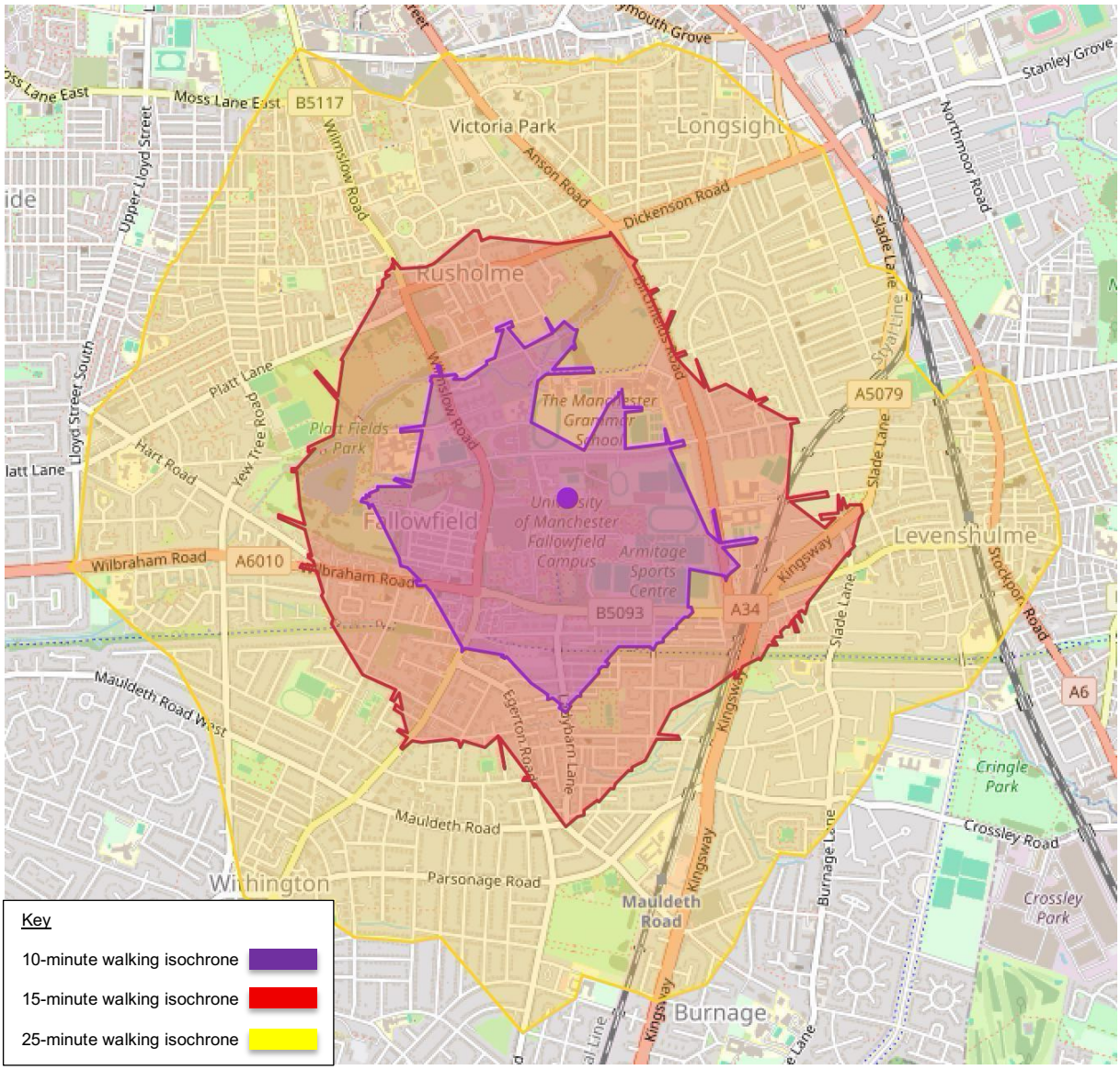


Figure 4.3: Walking Isochrones
[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

4.12 Figure 4.3 shows that the site is within a 10-minute walk of local amenities in Fallowfield, meaning that staff will be able to access a range of facilities during the course of the working day. The site is within a 15-minute walk of residential areas in Fallowfield and Rusholme and within a 25-minute walk of residential areas in Levenshulme, Longsight, Withington, Burnage and Moss Side. Staff living in these locations could walk to work.

4.13 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.[6] 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.[7] 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.[8] Figure 4.4 shows 15-minute and 30-minute cycle isochrones.

4.14 Figure 4.4 shows that Fallowfield, Longsight, Chorlton on Medlock, West Didsbury, Withington, Burnage, Moss Side, Rusholme and Levenshulme are within a 15-minute cycle of the site. Within

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

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30-minutes access can be gained to the city centre, Stockport, Cheadle, Chorlton cum Hardy, Old Trafford, Miles Platting and Droylsden.

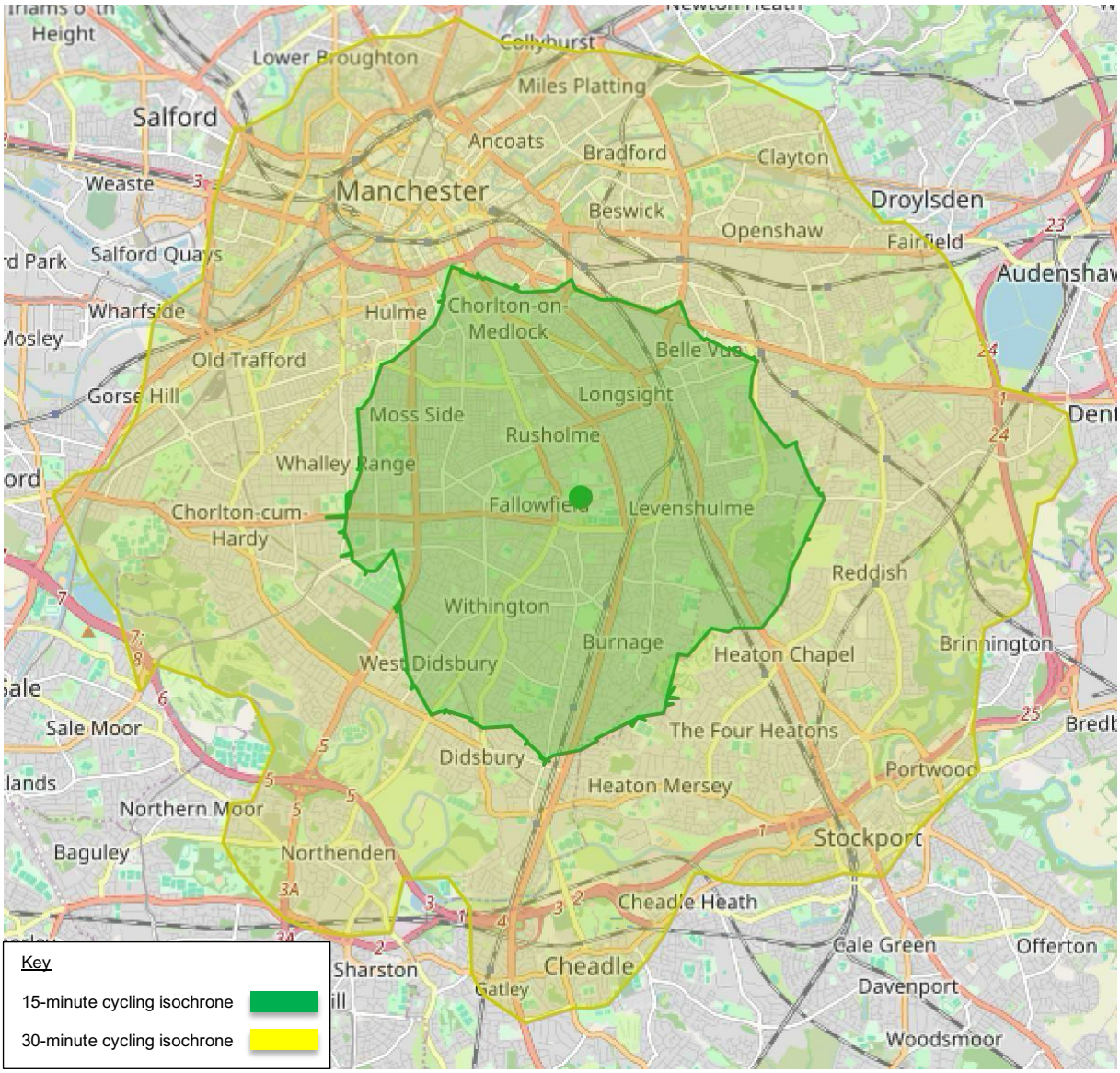


Figure 4.4: Cycle Isochrone
[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

4.15 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.[9] 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.

4.16 The site has a GMAL of 6, which is a high level of accessibility by public transport as would be expected of a site located on a significant bus route corridor.

4.17 The assessment confirms that the site is well located for active and sustainable trip making, both for staff travelling to/from work and for staff accessing local amenities during the working day. This finding accords with that of the Local Highway Authority when considering the consented scheme, whereby the Committee Report concluded that:

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

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"… the site is in a highly accessible location with good pedestrian and cycling infrastructure in the vicinity of the site."

5 Impact Assessment

Development Trip Generation

5.1 As the proposed development is a Sui Generis Use a further trip generation assessment has been undertaken using a first principles approach. This uses industrial unit TRICS data to derive peak hour arrival/departure profiles and Census journey to work mode share for Manchester 026 and 032 to derive the staff trips, and TRICS industrial unit OGV trip rates to derive large vehicle movements. The TRICS and Census data is attached as Appendix D.

5.2 The development will relocate 24 staff from the Limes to the development site. Census data shows that 56% of staff travelling into the area for work are car drivers.

	Arrival/Departure Profile		Staff Person Trips			Staff Car Trips		
	In	Out	In	Out	Total	In	Out	Total
0600-0700	41%		10	0	10	6	0	6
0700-0800	29%		7	0	7	4	0	4
0800-0900	30%		7	0	7	4	0	4
1600-1700		31%	0	7	7	0	4	4
1700-1800		52%	0	12	12	0	7	7
1800-1900		18%	0	4	4	0	2	2

Table 5.2: Staff Trip Generation (not corrected for rounding)

	OGV Trip Rate (per 100sqm)			OGV Trips		
	In	Out	Total	In	Out	Total
0600-0700	0.011	0	0.011	0	0	0
0700-0800	0.036	0.025	0.061	0	0	1
0800-0900	0.051	0.043	0.094	0	0	1
1600-1700	0.018	0.018	0.036	0	0	0
1700-1800	0.007	0	0.007	0	0	0
1800-1900	0	0	0	0	0	0

Table 5.3: Large Vehicle Trip Generation (not corrected for rounding)

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	Total Vehicle Trips		
	In	Out	Total
0600-0700	6	0	6
0700-0800	4	0	4
0800-0900	5	0	5
1600-1700	0	4	4
1700-1800	0	7	7
1800-1900	0	2	2

Table 5.4: Total Vehicle Trip Generation (not corrected for rounding)

Traffic Impact

5.3 The assessment confirms that the development will not generate a significant level of traffic in the peak hours and therefore it will not have an impact on highway operation or road safety.

5.4 As with the consented scheme, the development traffic relates to existing Campus traffic that will relocate to the new building and therefore is not new to the highway network.

5.5 When considering the consented scheme the Council concluded that:

"… do not raise any objections to the proposals in terms of impact on the surrounding highway network or pedestrian and highway safety."

5.6 It is expected that the same conclusions will be drawn with the current scheme.

Parking Effects

5.7 The level of staff car parking proposed is comparable with the consented scheme.

5.8 The development will remove some existing Campus car parking spaces. However, the University has advised that use of this car park is limited and that it has not issued any permits for this location this academic year. The car park will continue to be used during student arrival/departure periods.

6 Conclusions

6.1 SK has been appointed by Halliday Meecham to prepare a Transport Statement (TS) for a full planning application for the reprovision of the Limes Building at the University of Manchester's Fallowfield Campus.

6.2 The planning application relates to the following development:

"Erection of a single-storey, new-build steel portal frame facilities management services building (sui generis use), incorporating maintenance storage, office accommodation and associated staff welfare facilities, together with associated car parking and landscaping."

6.3 The site benefits from a live planning consent for a similar facility granted in February 2025 under planning reference 141536/FO/2024.

6.4 The assessment confirms that the site occupies an accessible location which provides opportunities for staff to travel to work by non-car modes and for staff to access local amenities during the working day. Measures are included in the proposal, including cycle parking, showers and changing facilities, and a Travel Plan to support sustainable trip making.

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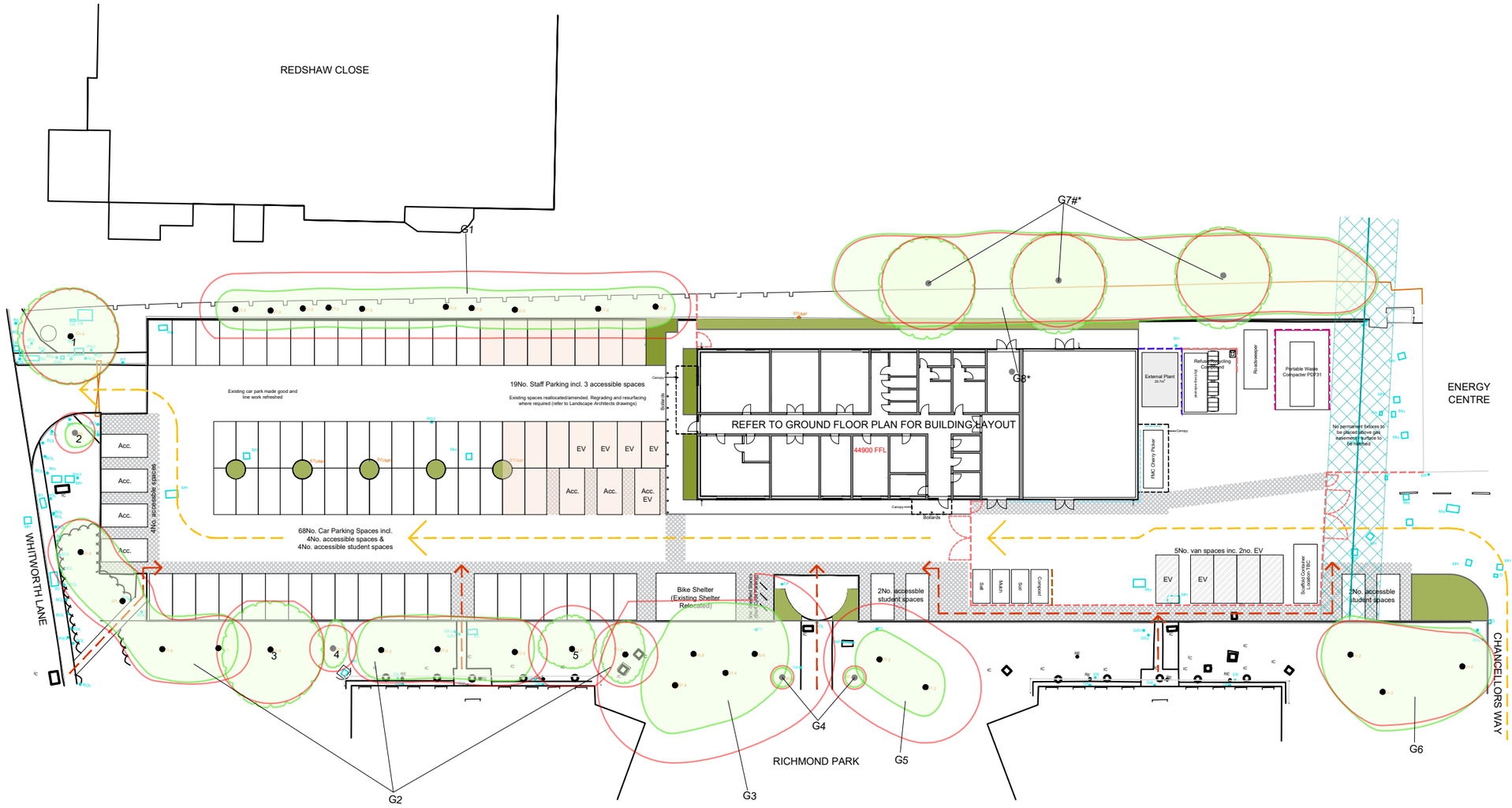
6.5 A trip generation assessment has been undertaken, and this shows that the development will not be associated with a significant level of trip making. The development will be staffed by people currently working in another area of the Campus and so the vehicle trips will not be new to the highway network. Notwithstanding this, the vehicle trip generation shows that the level of traffic will not have an impact on highway operation or road safety levels.

6.6 The development will reduce existing Campus car parking spaces by 43. The net reduction is lower than associated with the consented scheme. The University has also confirmed that use of the car park is limited and that no permits have been issued for this location this academic year. Based on this, the removal of some of the parking spaces will not have any negative effects on car parking capacity at the wider Campus.

6.7 The assessment confirms that the proposal is comparable in scale and effects to that previously consented by the Council.

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Appendix A



NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL MEASUREMENTS ARE IN MILLIMETERS UNLESS STATED OTHERWISE.
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE SPECIFICATION AND ALL RELEVANT ARCHITECTURAL, ELECTRICAL, MECHANICAL AND STRUCTURAL DRAWINGS.
4. © UNIVERSITY OF MANCHESTER. THIS DRAWING MUST NOT BE REPRODUCED WITHOUT PERMISSION.
5. DIRECTORATE OF ESTATES AND FACILITIES TO BE NOTIFIED OF ANY DISCREPANCIES.

Key:

- One-way route (for use during Student Move-in weeks etc.)
- Proposed 2.5m High Secure fence (to compound, with vehicle and pedestrian gates)
- Proposed 2.5m High Acoustic fence (to compacter, solid construction, min. mass 12kg/m²)
- Proposed 3m High Acoustic fence (to external plant, solid construction, min. mass 12kg/m²)
- Proposed fence (height & material TBC, low level)
- Existing Trees (Root Protection Area in red)
- Indicative Gas Easement (TBC)
- Pedestrian Access
- Bollards
- Vehicle Barriers (Refer to Ground Floor Plan)
- Staff Parking
- Surface Markings (Path)

NB.: Refer to Landscape Architects drawings for external materials and landscaping.

NB.: Refer to HMA Ground Floor GA Plan for building layout.

Rev	Description	Rev	By	Chk'd	Auth
P3	Barriers added & pedestrian walkways updated.	03/08/26	MM	FW	HMA
P2	Minor updates to landscaping. Updated to client comments.	24/07/26	MM	MM	HMA
P1	Issued for Planning.	21/07/26	MM	MM	HMA

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Drawing Status: PLANNING

Project: The Limes Reprovision

Building Name | Building No.

Site Name: University of Manchester

Sub Site Name: Fallowfield Campus

Drawing Title: Proposed Site Plan

PM	Drawn	Checked	Authorised
KC2	MM	FW	HMA

Scale @ A3	Date	Date	Date
1:500	JUN 26	JUN 26	JUN 26

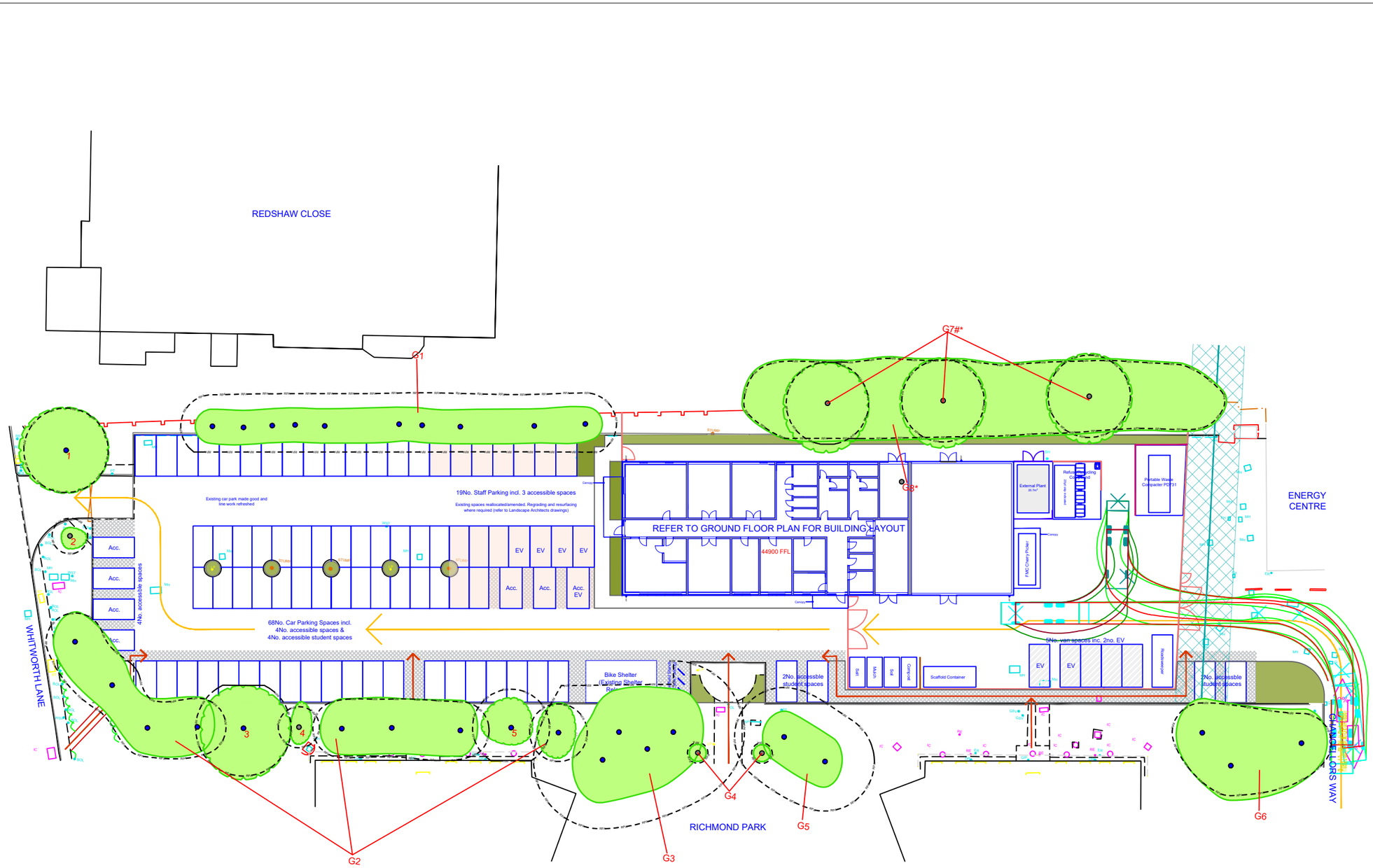
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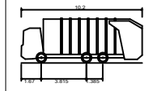
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Original Drawing Paper Size 297mm x 420mm

Plot Stamp: G:\5900\5938 Limes Reprovision\14 WIP\BIM\Proposed Site Plan.dwg

Appendix B



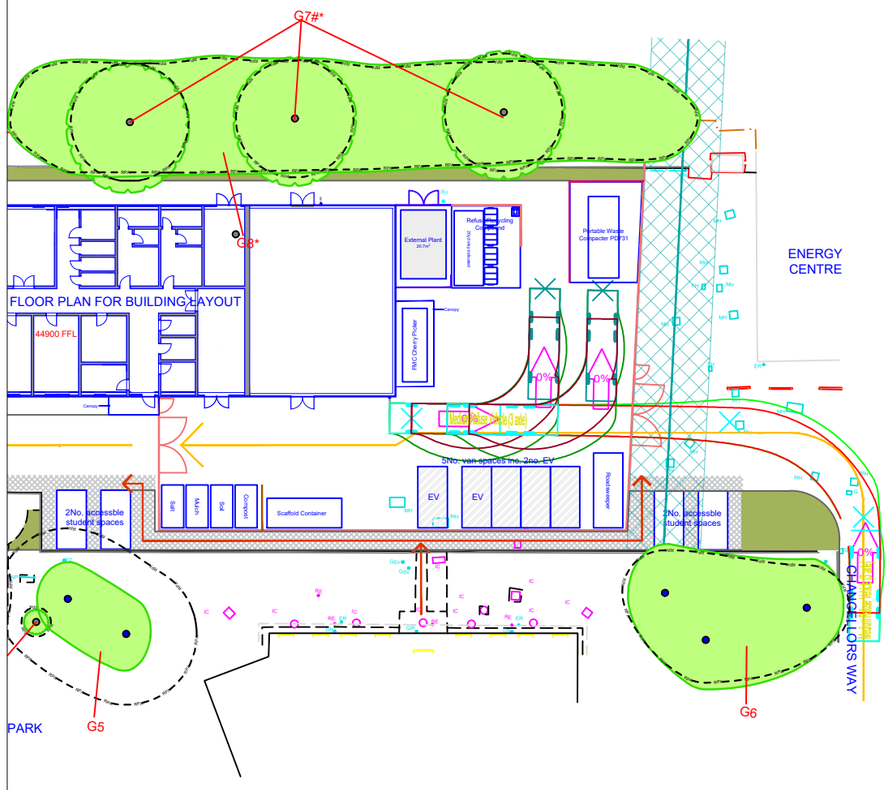


Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)

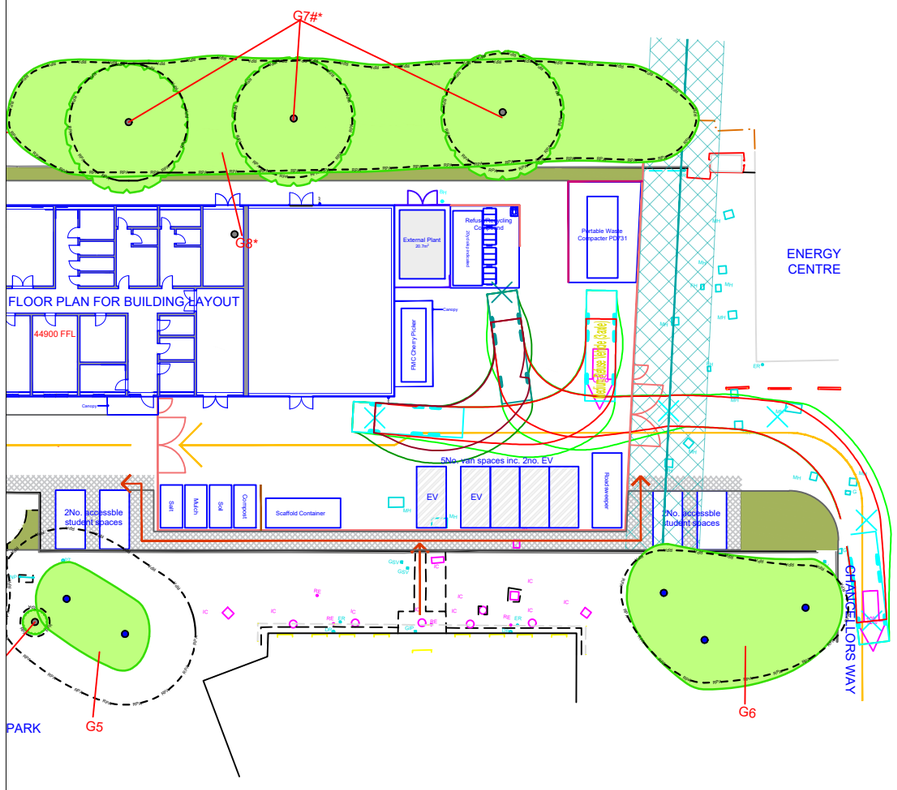
Overall Length	10.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	7.800m

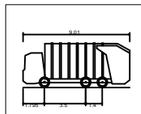
Refuse Vehicle Tracking 09.07.26

Empty skip unload /
Compactor load/unload



Exit manoeuvre





Medium Refuse Vehicle (3 axle)	
Overall Length	9.010m
Overall Width	2.450m
Overall Body Height	3.742m
Min Body Ground Clearance	0.295m
Track Width	2.450m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	8.200m

Compactor/Skip
Vehicle Tracking
09.07.26

Appendix C

The Limes Reprovision
Fallowfield Campus
University of Manchester
Framework Travel Plan

260721/SK22645/FTP01(-01)

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6	Measures Toolkit	10
7	Monitoring Plan	14
8	Action Plan	15

Project	Document	Rev	Description	Authorised by	Signed	Date
SK22645	FTP01	00	Working Draft	L Speers	LGS	10/06/2026
SK22645	FTP01	01	Submission	L Speers	LGS	21/07/2026

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1 Introduction

2.1 SK has been appointed by Halliday Meecham to prepare a Framework Travel Plan for a full planning application for the reprovision of the Limes Building at the University of Manchester's Fallowfield Campus. The location of the site is shown on Figure 1.1.

2.2 The planning application relates to the following development:

"Erection of a single-storey, new-build steel portal frame facilities management services building (sui generis use), incorporating maintenance storage, office accommodation and associated staff welfare facilities, together with associated car parking and landscaping."

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.

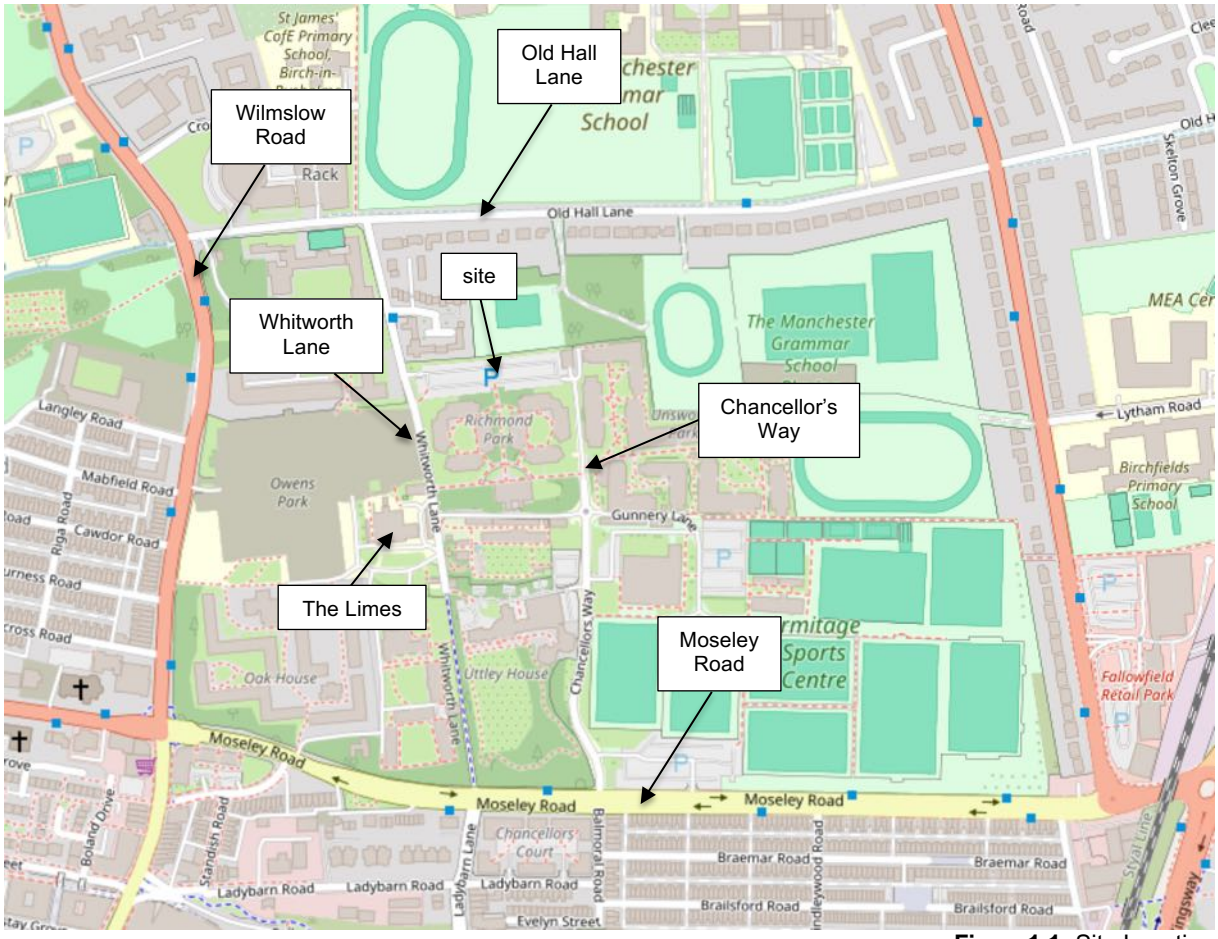


Figure1.1: Site Location
[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

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

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- 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.

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.

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

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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.

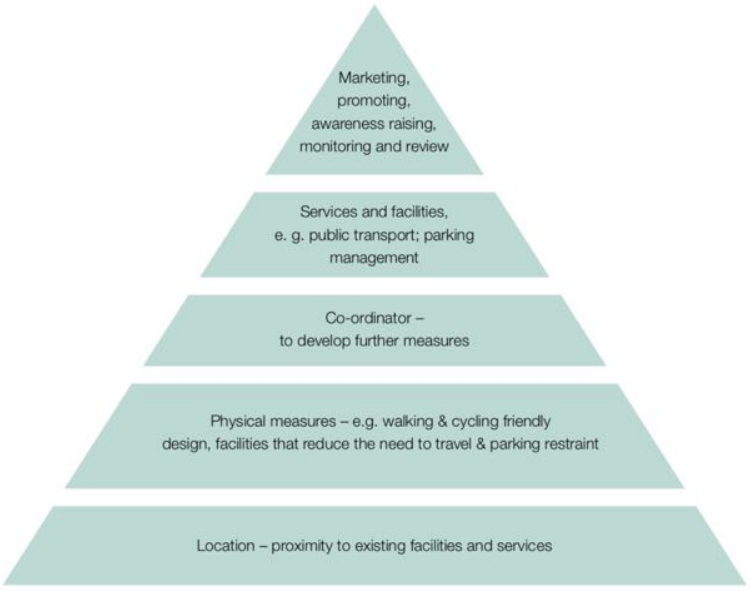


Figure 2.1: Travel Plan Pyramid
[source: Department for Transport]

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.
- 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 aim of the Travel Plan is to reduce the number of single occupancy private car trips.

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3 Site Characteristics

Site Description

3.1 Figure 1.1 shows the location of the site in the context of the local area.

3.2 The Fallowfield Campus is located circa 3km from the main University facilities on Oxford Road Corridor. The site sits to the north of the Fallowfield Campus and currently provides 130 parking spaces and an Energy Centre. Vehicle access to the site is currently provided from Whitworth Lane and Chancellor's Way. Access to the wider Campus is provided from Old Hall Lane to the north of the Campus and the B5093 (Moseley Road) to the south of the campus.

Local Transport Network

3.3 As noted earlier, access to the site is provided from Whitworth Lane and Chancellor's Way, which are highway routes through the Campus. Whitworth Lane provides a means of accessing the external highway network to the north of the Campus onto Old Hall Lane. Chancellor's Way provides a means of accessing the external highway network to the south of the Campus onto Moseley Road.

3.4 Within the Campus segregated pedestrian routes and carriageway side footways are provided. These provides connections to the footways on Whitworth Lane and Chancellor's Way that provide access to the footways on the external highway network. Pedestrian access are also available to the west of the Campus onto the A6010 (Wilmslow Road) and to the east of the Campus onto the A34 (Birchfields Road).

3.5 The Moseley Road Campus access junction is signalised with footway provision and pedestrian refuge crossings on Moseley Road. The Old Hall Lane Campus access junction is a priority layout with footways and crossing markings to allow a connection to a traffic free pedestrian/cycle route that routes north towards traffic calmed streets.

3.6 Wilmslow Road is a key bus route corridor and also provides cycle route facilities and controlled crossing points located to connect to the pedestrian access points to the Campus. Controlled crossings are also provided on Birchfields Road.

3.7 Birchfields Road meets Wilmslow Road at a signalised crossing with controlled crossing points (toucan).

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 As noted earlier, segregated pedestrian routes and carriageway side footways are provided across the Campus and provide means of connecting to pedestrian access routes on Wilmslow Road, Old Hall Lane, Moseley Road and Birchfields Road.

4.3 Footways on surrounding routes are at least 2m wide. Controlled crossings are provided on Wilmslow Road and Birchfields Road, and uncontrolled crossings are provided on Old Hall Lane and Moseley Road. Toucan crossing facilities are provided at the junction of Wilmslow Road/Moseley Road and further controlled crossings are provided to the north and south of the junction on the Wilmslow Road Corridor (becoming the Oxford Road Corridor to the north of the site). These crossings allow access to local amenities and University facilities and the city centre to the north of the site.

4.4 Figure 4.1 shows that the site is well placed for access to the cycle network. The Wilmslow Road Corridor and Oxford Road Corridor benefits from physically segregated routes that provide a connection to the main University facilities and city centre and to local amenities in Fallowfield. Access can also be gained to Route 6 of the National Cycle Network (the Fallowfield Loop), to the

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

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south of the Campus. Old Hall Lane is a signed cycle route that provides a connection to formal routes on Birchfields Road. Residential streets to the north and west of the site are traffic calmed, providing a low-speed route for cycle trips.

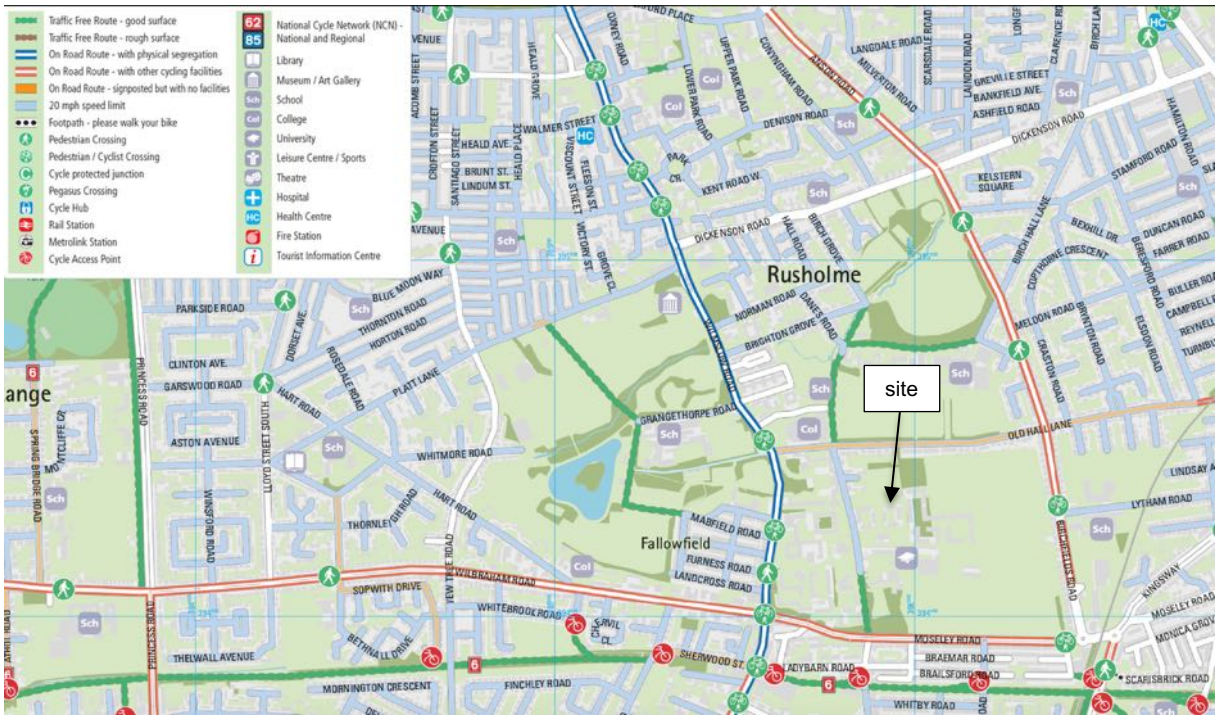


Figure 4.1: Active Travel Network
[source: Transport for Greater Manchester]

4.5 The site is also located within the Cycle Hire Scheme Zone.[6] 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.

Public Transport Routes

4.6 Figure 4.2 shows TfGM's public transport network map for the local area.[7]

[6] https://beryl.cc/scheme/greater-manchester
[7] https//tfgm.com/maps

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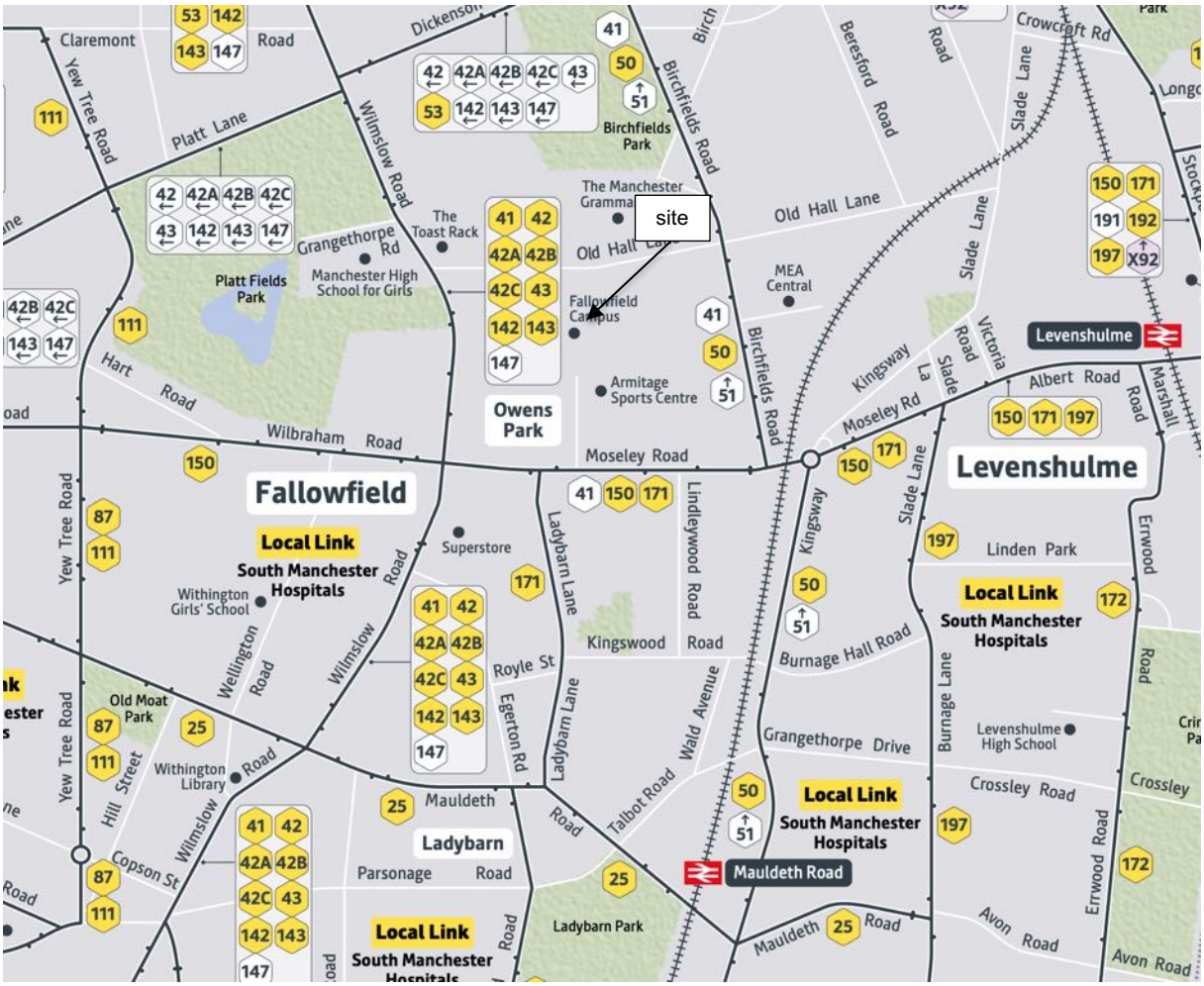


Figure 4.2: Public Transport Network
[source: Transport for Greater Manchester]

4.7 The nearest bus stops to the site are located Wilmslow Road, circa 300m/03:45mins from the centre of the site. The northbound bus stop has a shelter, seating, flagpole and timetable information. The southbound bus stop has a flagpole and timetable information.

4.8 Table 4.1 provides a summary of the buses currently serving the site from the TfGM database.

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Route		Monday-Friday Frequency (buses per hour/each way)	
		Peak	Daytime
41	Sale - Middleton	1	1
42	Stockport - Manchester	2	2
42A	Reddish - Manchester	1	2
42B	Woodford - Manchester	1	1
42C	Handforth - Manchester	1	1
43	Airport - Manchester	4	6
142	East Didsbury - Manchester	6	6
143	West Didsbury - Manchester	13	13
147	West Didsbury - Manchester	2	2

Table 4.1: Bus Services
[source: Transport for Greater Manchester]

4.9 Table 4.1 shows that the site is served by 31 buses per hour (each way) in the peak hours and 34 buses per hour (each way) during the day.

Accessibility Assessment

4.10 Manual for Streets (MfS) states that "…walking offers the greatest potential to replace short car trips, particularly those under 2km."[8] Figure 4.3 shows the following:

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

4.11 Figure 4.3 shows that the site is within a 10-minute walk of local amenities in Fallowfield, meaning that staff will be able to access a range of facilities during the course of the working day. The site is within a 15-minute walk of residential areas in Fallowfield and Rusholme and within a 25-minute walk of residential areas in Levenshulme, Longsight, Withington, Burnage and Moss Side. Staff living in these locations could walk to work.

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

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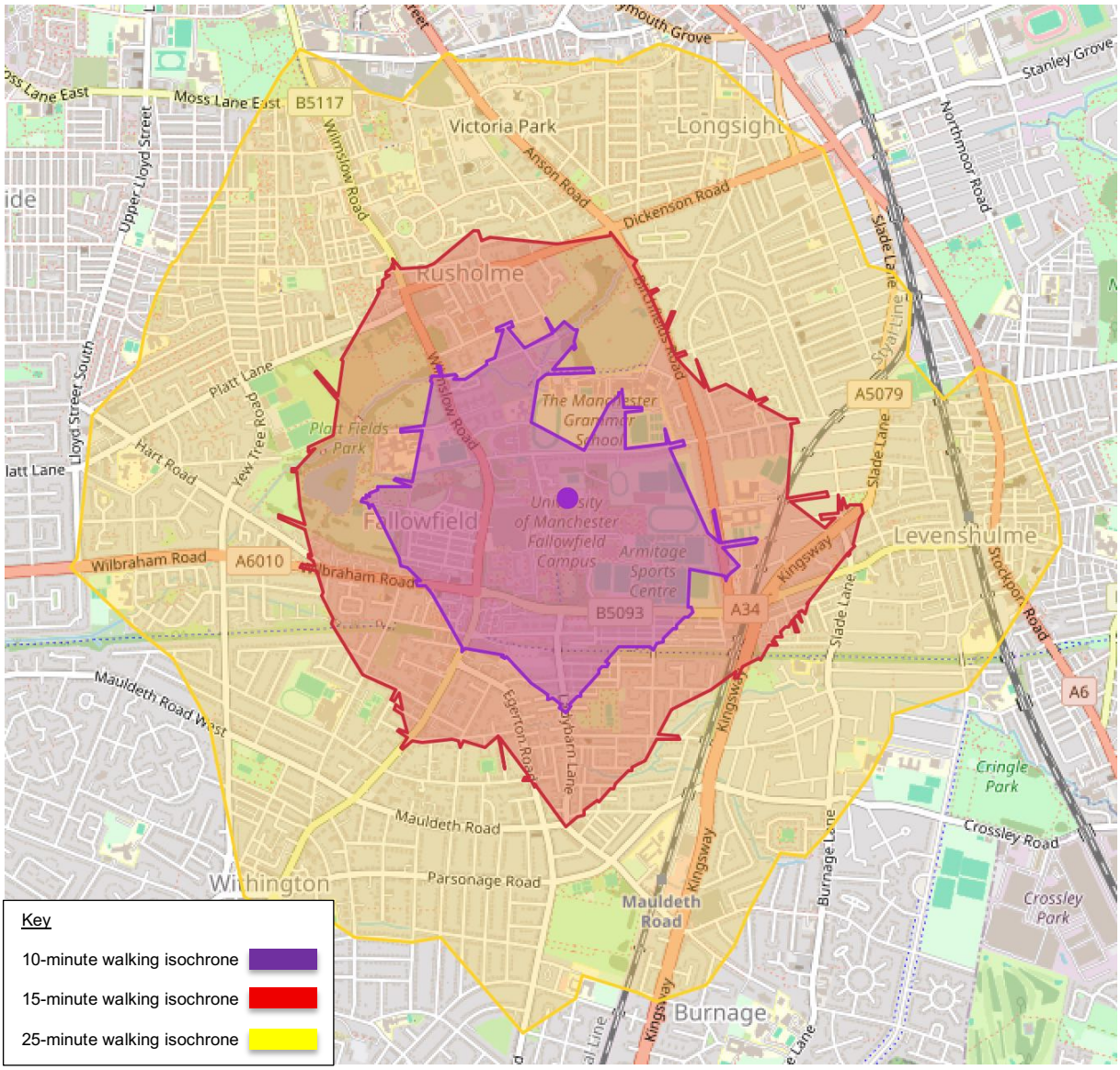


Figure 4.3: Walking Isochrones
[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

4.12 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.[9] 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.[10] 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.[11] Figure 4.4 shows 15-minute and 30-minute cycle isochrones.

4.13 Figure 4.4 shows that Fallowfield, Longsight, Chorlton on Medlock, West Didsbury, Withington, Burnage, Moss Side, Rusholme and Levenshulme are within a 15-minute cycle of the site. Within 30-minutes access can be gained to the city centre, Stockport, Cheadle, Chorlton cum Hardy, Old Trafford, Miles Platting and Droylsden.

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

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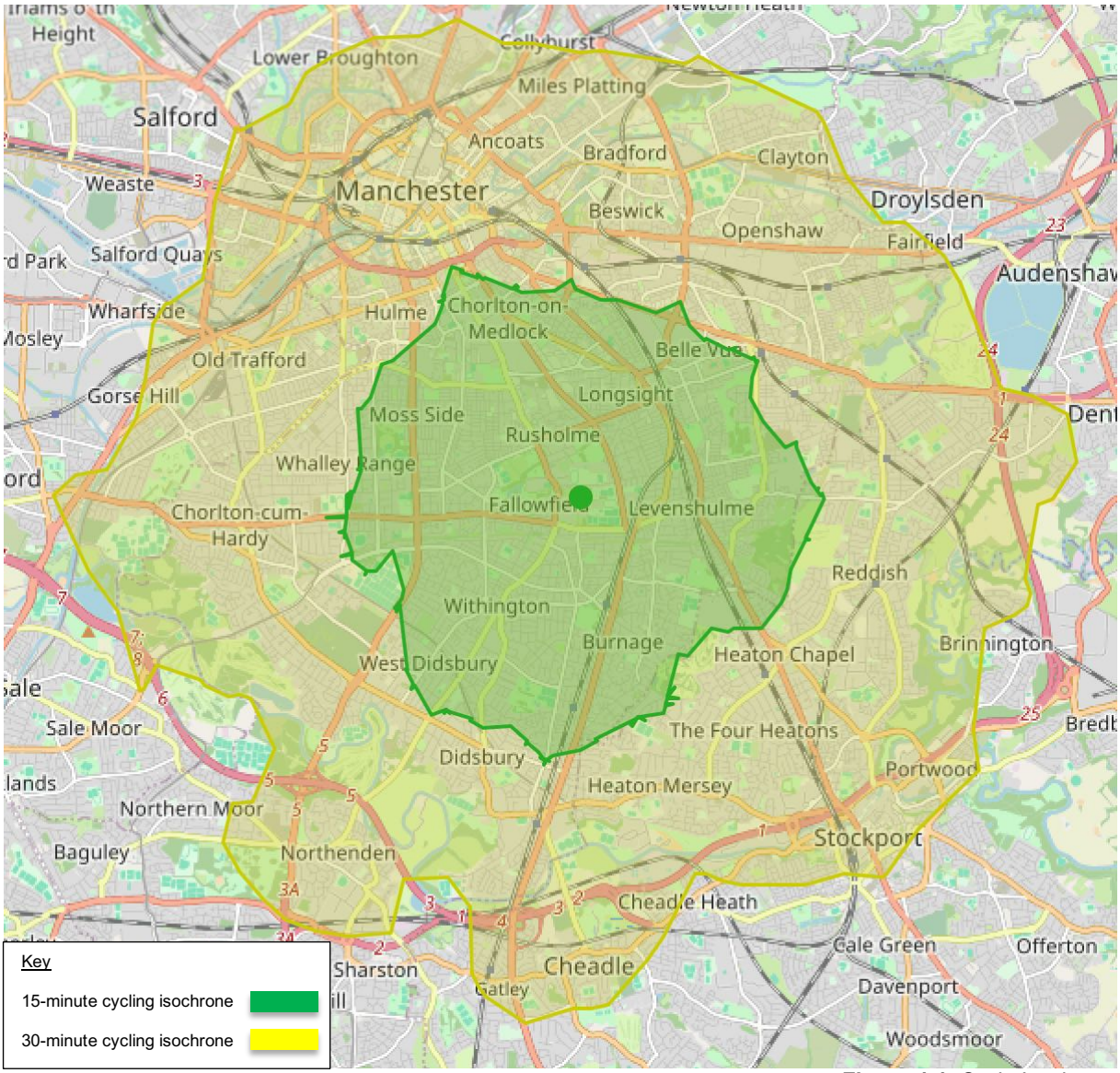


Figure 4.4: Cycle Isochrone
[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

4.14 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.[12] 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.

4.15 The site has a GMAL of 6, which is a high level of accessibility by public transport as would be expected of a site located on a significant bus route corridor.

4.16 The assessment confirms that the site is well located for active and sustainable trip making, both for staff travelling to/from work and for staff accessing local amenities during the working day.

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

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5 Management Structure

Travel Plan Co-ordinator

5.1 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.

5.2 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.

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

Handover Arrangements

5.4 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 development pertains to a full planning application for the reprovision of the Limes Building at the University of Manchester's Fallowfield Campus.

6.2 The development proposes the construction of a new building to the eastern end of the site with a total floor area of 675sqm. The building will accommodate 24 staff that will relocate from the Limes Building.

6.3 Vehicles associated with the compound area of the building will use Chancellor's Way and this location will be used for both access and egress. Staff vehicles will enter the car parking area using the junction on Whiteworth Lane for both access and egress.

6.4 Pedestrian access is provided from the car park via a route around the perimeter of the new building.

6.5 The building will be served by 19 staff car parking spaces, including three accessible spaces and five EV spaces (including one of the accessible spaces). The 19 car parking spaces will be allocated within the existing car park. The car parking spaces will be retained as existing for the standard spaces with white line markings refreshed. The proposed accessible and EV spaces will be provided to required dimensions.

6.6 68 car parking spaces will be retained in the existing car park for use of the wider Campus, including four accessible spaces for general use and four accessible spaces for use by Richmond Park and Unsworth Park Halls. The existing car parking spaces will be retained as existing with white lines refreshed. The accessible spaces will be provided to required dimensions. Pedestrian access to areas to the south, including Richmond Park Halls, is facilitate in the proposal.

6.7 Within the compound area a further five spaces will be provided for operational vehicles (vans), two of which will be EV.

6.8 The existing car park has 130 car parking spaces and the development includes a total of 87 car parking spaces, including those serving the new building and those retained to serve the wider

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Campus (excluding the operational van spaces). The development will result in a net reduction of 43 car parking spaces. This is a lower reduction than associated with the consented scheme (net reduction of 64 car parking spaces).

6.9 During student arrival/departure periods the parking area will continue to be used for student drop-off/collection. A one-way system will be used during these periods with access from Chancellor's Way and egress via Whitworth Lane.

6.10 In line with the consented scheme a total of six cycle parking spaces (three stands) will be provided for building staff. Showers and changing facilities are provided in the building.

6.11 The existing cycle store in the car park will be retained and relocated as part of the development proposals.

6.12 Servicing will occur in the compound area and swept paths have been prepared based on the required vehicle sizes. The applicant has advised that the refuse vehicle is 10.1m long and so a 10.2m vehicle has been used. A 9m refuse vehicle has been used to replicate skip delivery/collection vehicles. The swept paths confirm that there is sufficient space in the compound area to accommodate these manoeuvres.

Communication Measures

6.13 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.

6.14 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.

6.15 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.
Travel Noticeboard	A travel noticeboard will be provided in a prominent location in the building.
Journey Planning Software	Provision of information on journey planning software.

Table 6.1: Communications Initiatives

6.16 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.

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

6.18 A travel noticeboard will be provided in a prominent location in the building. The Travel Plan Co-ordinator will be responsible to maintaining and keeping the boards up to date.

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

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- TfGM journey planning software[13]
- Bee Active School Run software[14]
- Plot A Route walking route software[15]
- Public transport maps[16]
- Active Travel route software[17]
- Walking and cycling route maps[18]
- Links to Google Play[19] and Apple Store[20] Bee Network app

Active Travel Measures

6.20 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

6.21 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.

6.22 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.

6.23 The Travel Plan Co-ordinator will provide walking and cycling safety tips by providing staff with resources provided by TfGM[21], GMWalking[22], Walk Wheel Cycle Trust[23] and Cycling UK[24] in the travel packs.

6.24 TfGM provides cycle training sessions for adults and this scheme will be promoted to staff.[25]

[13] https://tfgm.com/plan-a-journey
[14] https://beeactive.tfgm.com/the-school-run/
[15] https://www.plotaroute.com
[16] https://tfgm.com/maps
[17] https://beeactive.tfgm.com
[18] https://tfgm.pindarcreative.co.uk
[19] https://play.google.com/store/apps/details?id=com.tfgm.beenetwork
[20] https://apps.apple.com/gb/app/bee-network/id1669705230
[21] https://beeactive.tfgm.com
[22] https://gmwalking.co.uk
[23] https://www.walkwheelcycletrust.org.uk
[24] www.cyclinguk.org/
[25] https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/

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Public Transport Measures

6.25 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

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

6.27 The Travel Plan Co-ordinator will make sure that all staff are aware of ticketing arrangements available using information from TfGM ticketing information.[26] This information will be provided in the travel packs. For example, the following ticketing incentives are currently offered in Greater Manchester:

- Bus Travel[27]
  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.

6.28 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

6.29 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 set up a simple database to match potential car sharers.

Table 6.4: Sustainable Car Initiatives

6.30 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.

6.31 The Travel Plan Co-ordinator will set up a simple database that can be used to match staff that could travel together.

[26] https://tfgm.com/tickets-and-passes/find-a-ticket
[27] https://tfgm.com/get-on-board

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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.

Travel Plan Update

7.2 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

7.3 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.

7.4 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

7.5 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.

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

Monitoring Strategy Summary

7.7 Table 7.1 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 7.1: Monitoring Plan

Targets

7.8 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.

7.9 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.

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7.10 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
Marketing	Staff Travel Packs	Travel Plan Co-ordinator	On occupation with periodic updates, as required
	Travel Noticeboard	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	Car Share Database	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

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
place of work	Manchester 026 & 032

usual residence : 2011 census merged local authority district	All categories: Method of travel to work (2001 specification)	Driving a car or van
Allerdale	0	0
Barrow-in-Furness	0	0
Blackburn with Darwen	11	10
Blackpool	1	0
Bolton	69	48
Burnley	2	1
Bury	108	72
Carlisle	0	0
Cheshire East	165	143
Cheshire West and Chester	37	33
Chorley	9	7
Copeland	0	0
Eden	3	3
Fylde	5	5
Halton	9	8
Hyndburn	3	2
Knowsley	2	1
Lancaster	6	2
Liverpool	15	13
Manchester	2,813	1,141
Oldham	114	81
Pendle	1	1
Preston	10	8
Ribble Valley	2	2
Rochdale	69	53
Rossendale	24	17
Salford	215	119
Sefton	11	11
South Lakeland	0	0
South Ribble	4	4
St. Helens	10	7
Stockport	552	423
Tameside	244	173
Trafford	461	360
Warrington	63	53
West Lancashire	2	1
Wigan	51	41
Wirral	9	8
Wyre	0	0
Total	5,100	2,851

Car Driver Mode Share	56%

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	BT	BRENT	1 day
03	**SOUTH WEST**		
	DV	DEVON	1 day
04	**EAST ANGLIA**		
	NF	NORFOLK	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	RM	ROTHERHAM	1 day
10	**WALES**		
	CF	CARDIFF	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:	690 to 14125 (units:sqm)
Range Selected by User:	690 to 15000 (units:sqm)
Parking Spaces Range:	7 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/10 to 03/06/25

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:

Monday	1 days
Wednesday	1 days
Thursday	3 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	1 days
Suburban Area	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:

Industrial Zone	5 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 Excluded	1 days
Servicing vehicles Included	2 days
Servicing vehicles Unknown	2 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:

0 - 5400

Population within 1 mile:

15,001 to 20,000	1 surveys
25,001 to 50,000	2 surveys
50,001 to 100,000	2 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	5 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:

No PTAL Present	5 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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LIST OF SITES relevant to selection parameters:

Site 1:	BT-02-C-02	**Gross floor area:**	6100.00 sqm
Development Name:	FOOD PRODUCTION	**Survey Date:**	10/09/2014
Location:	ALPERTON	**Survey Day:**	Wednesday
Postcode:	HA0 1TW		
Main Location Type:	Suburban Area		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

Site 2:	CF-02-C-02	**Gross floor area:**	14125.00 sqm
Development Name:	BAKERY	**Survey Date:**	06/10/2016
Location:	CARDIFF	**Survey Day:**	Thursday
Postcode:	CF14 4UZ		
Main Location Type:	Suburban Area		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

Site 3:	DV-02-C-02	**Gross floor area:**	3513.00 sqm
Development Name:	ENERGY RECOVERY FACILITY	**Survey Date:**	06/07/2017
Location:	EXETER	**Survey Day:**	Thursday
Postcode:	EX2 8QE		
Main Location Type:	Suburban Area		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

Site 4:	NF-02-C-04	**Gross floor area:**	690.00 sqm
Development Name:	EXHIBITION DESIGN & MANUF.	**Survey Date:**	14/11/2019
Location:	NORWICH	**Survey Day:**	Thursday
Postcode:	NR3 3ST		
Main Location Type:	Suburban Area		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

Site 5:	RM-02-C-01	**Gross floor area:**	3210.00 sqm
Development Name:	PRODUCTS MANUFACTURER	**Survey Date:**	14/04/2025
Location:	ROTHERHAM	**Survey Day:**	Monday
Postcode:	S65 1EN		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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	**1**	**3210**	**0.280**	**0.000**	**0.280**
06:00-07:00	**2**	**4655**	**0.322**	**0.107**	**0.429**
07:00-08:00	**5**	**5528**	**0.224**	**0.058**	**0.282**
08:00-09:00	**5**	**5528**	**0.239**	**0.080**	**0.319**
09:00-10:00	**5**	**5528**	**0.177**	**0.101**	**0.278**
10:00-11:00	**5**	**5528**	**0.188**	**0.152**	**0.340**
11:00-12:00	**5**	**5528**	**0.101**	**0.137**	**0.238**
12:00-13:00	**5**	**5528**	**0.134**	**0.163**	**0.297**
13:00-14:00	**5**	**5528**	**0.116**	**0.119**	**0.235**
14:00-15:00	**5**	**5528**	**0.076**	**0.119**	**0.195**
15:00-16:00	**5**	**5528**	**0.087**	**0.123**	**0.210**
16:00-17:00	**5**	**5528**	**0.098**	**0.152**	**0.250**
17:00-18:00	**5**	**5528**	**0.166**	**0.271**	**0.437**
18:00-19:00	**4**	**5384**	**0.056**	**0.125**	**0.181**
19:00-20:00	**1**	**3210**	**0.000**	**0.000**	**0.000**
20:00-21:00	**1**	**3210**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.264**	**1.707**	**3.971**

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:	690 - 15000 (units: sqm)
Survey date date range:	10/09/2014 - 14/04/2025
Number of weekdays (Monday-Friday):	5
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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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	1	3210	0.436	0.000	0.436
06:00-07:00	2	4655	1.805	0.064	1.869
07:00-08:00	5	5528	0.365	0.109	0.474
08:00-09:00	5	5528	0.344	0.080	0.424
09:00-10:00	5	5528	0.261	0.145	0.406
10:00-11:00	5	5528	0.271	0.210	0.481
11:00-12:00	5	5528	0.195	0.232	0.427
12:00-13:00	5	5528	0.271	0.311	0.582
13:00-14:00	5	5528	0.246	0.239	0.485
14:00-15:00	5	5528	0.127	0.210	0.337
15:00-16:00	5	5528	0.185	0.257	0.442
16:00-17:00	5	5528	0.496	0.253	0.749
17:00-18:00	5	5528	0.242	1.060	1.302
18:00-19:00	4	5384	0.111	0.195	0.306
19:00-20:00	1	3210	0.000	0.000	0.000
20:00-21:00	1	3210	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			5.355	3.365	8.720

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:	690 - 15000 (units: sqm)
Survey date date range:	10/09/2014 - 14/04/2025
Number of weekdays (Monday-Friday):	5
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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Cyclists

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	**1**	**3210**	**0.000**	**0.000**	**0.000**
06:00-07:00	**2**	**4655**	**0.064**	**0.000**	**0.064**
07:00-08:00	**5**	**5528**	**0.011**	**0.007**	**0.018**
08:00-09:00	**5**	**5528**	**0.011**	**0.000**	**0.011**
09:00-10:00	**5**	**5528**	**0.004**	**0.000**	**0.004**
10:00-11:00	**5**	**5528**	**0.000**	**0.007**	**0.007**
11:00-12:00	**5**	**5528**	**0.004**	**0.000**	**0.004**
12:00-13:00	**5**	**5528**	**0.000**	**0.000**	**0.000**
13:00-14:00	**5**	**5528**	**0.011**	**0.000**	**0.011**
14:00-15:00	**5**	**5528**	**0.000**	**0.011**	**0.011**
15:00-16:00	**5**	**5528**	**0.000**	**0.004**	**0.004**
16:00-17:00	**5**	**5528**	**0.004**	**0.004**	**0.008**
17:00-18:00	**5**	**5528**	**0.025**	**0.043**	**0.068**
18:00-19:00	**4**	**5384**	**0.000**	**0.009**	**0.009**
19:00-20:00	**1**	**3210**	**0.000**	**0.000**	**0.000**
20:00-21:00	**1**	**3210**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.134**	**0.085**	**0.219**

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:	690 - 15000 (units: sqm)
Survey date date range:	10/09/2014 - 14/04/2025
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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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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	**1**	**3210**	**0.000**	**0.000**	**0.000**
06:00-07:00	**2**	**4655**	**0.011**	**0.000**	**0.011**
07:00-08:00	**5**	**5528**	**0.036**	**0.025**	**0.061**
08:00-09:00	**5**	**5528**	**0.051**	**0.043**	**0.094**
09:00-10:00	**5**	**5528**	**0.109**	**0.047**	**0.156**
10:00-11:00	**5**	**5528**	**0.087**	**0.040**	**0.127**
11:00-12:00	**5**	**5528**	**0.062**	**0.051**	**0.113**
12:00-13:00	**5**	**5528**	**0.080**	**0.072**	**0.152**
13:00-14:00	**5**	**5528**	**0.062**	**0.033**	**0.095**
14:00-15:00	**5**	**5528**	**0.033**	**0.047**	**0.080**
15:00-16:00	**5**	**5528**	**0.018**	**0.029**	**0.047**
16:00-17:00	**5**	**5528**	**0.018**	**0.018**	**0.036**
17:00-18:00	**5**	**5528**	**0.007**	**0.000**	**0.007**
18:00-19:00	**4**	**5384**	**0.000**	**0.000**	**0.000**
19:00-20:00	**1**	**3210**	**0.000**	**0.000**	**0.000**
20:00-21:00	**1**	**3210**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.574**	**0.405**	**0.979**

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:	690 - 15000 (units: sqm)
Survey date date range:	10/09/2014 - 14/04/2025
Number of weekdays (Monday-Friday):	5
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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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	**1**	**3210**	**0.000**	**0.000**	**0.000**
06:00-07:00	**2**	**4655**	**0.000**	**0.000**	**0.000**
07:00-08:00	**5**	**5528**	**0.000**	**0.000**	**0.000**
08:00-09:00	**5**	**5528**	**0.000**	**0.000**	**0.000**
09:00-10:00	**5**	**5528**	**0.000**	**0.000**	**0.000**
10:00-11:00	**5**	**5528**	**0.000**	**0.000**	**0.000**
11:00-12:00	**5**	**5528**	**0.000**	**0.000**	**0.000**
12:00-13:00	**5**	**5528**	**0.004**	**0.004**	**0.008**
13:00-14:00	**5**	**5528**	**0.000**	**0.000**	**0.000**
14:00-15:00	**5**	**5528**	**0.000**	**0.000**	**0.000**
15:00-16:00	**5**	**5528**	**0.000**	**0.000**	**0.000**
16:00-17:00	**5**	**5528**	**0.000**	**0.000**	**0.000**
17:00-18:00	**5**	**5528**	**0.004**	**0.004**	**0.008**
18:00-19:00	**4**	**5384**	**0.000**	**0.000**	**0.000**
19:00-20:00	**1**	**3210**	**0.000**	**0.000**	**0.000**
20:00-21:00	**1**	**3210**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.008**	**0.008**	**0.016**

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

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

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Parameter Summary:

Trip rate parameter range selected:	690 - 15000 (units: sqm)
Survey date date range:	10/09/2014 - 06/10/2016
Number of weekdays (Monday-Friday):	2
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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Vehicle Occupants

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	**1**	**3210**	**0.280**	**0.000**	**0.280**
06:00-07:00	**2**	**4655**	**0.440**	**0.000**	**0.440**
07:00-08:00	**5**	**5528**	**0.242**	**0.072**	**0.314**
08:00-09:00	**5**	**5528**	**0.261**	**0.069**	**0.330**
09:00-10:00	**5**	**5528**	**0.224**	**0.130**	**0.354**
10:00-11:00	**5**	**5528**	**0.203**	**0.152**	**0.355**
11:00-12:00	**5**	**5528**	**0.116**	**0.163**	**0.279**
12:00-13:00	**5**	**5528**	**0.188**	**0.217**	**0.405**
13:00-14:00	**5**	**5528**	**0.134**	**0.145**	**0.279**
14:00-15:00	**5**	**5528**	**0.083**	**0.141**	**0.224**
15:00-16:00	**5**	**5528**	**0.109**	**0.166**	**0.275**
16:00-17:00	**5**	**5528**	**0.130**	**0.195**	**0.325**
17:00-18:00	**5**	**5528**	**0.141**	**0.358**	**0.499**
18:00-19:00	**4**	**5384**	**0.060**	**0.139**	**0.199**
19:00-20:00	**1**	**3210**	**0.000**	**0.000**	**0.000**
20:00-21:00	**1**	**3210**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.611**	**1.947**	**4.558**

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:	690 - 15000 (units: sqm)
Survey date date range:	10/09/2014 - 14/04/2025
Number of weekdays (Monday-Friday):	5
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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Pedestrians

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	**1**	**3210**	**0.156**	**0.000**	**0.156**
06:00-07:00	**2**	**4655**	**0.967**	**0.064**	**1.031**
07:00-08:00	**5**	**5528**	**0.069**	**0.022**	**0.091**
08:00-09:00	**5**	**5528**	**0.036**	**0.011**	**0.047**
09:00-10:00	**5**	**5528**	**0.025**	**0.014**	**0.039**
10:00-11:00	**5**	**5528**	**0.054**	**0.040**	**0.094**
11:00-12:00	**5**	**5528**	**0.072**	**0.065**	**0.137**
12:00-13:00	**5**	**5528**	**0.076**	**0.083**	**0.159**
13:00-14:00	**5**	**5528**	**0.098**	**0.087**	**0.185**
14:00-15:00	**5**	**5528**	**0.040**	**0.040**	**0.080**
15:00-16:00	**5**	**5528**	**0.072**	**0.047**	**0.119**
16:00-17:00	**5**	**5528**	**0.336**	**0.043**	**0.379**
17:00-18:00	**5**	**5528**	**0.065**	**0.481**	**0.546**
18:00-19:00	**4**	**5384**	**0.042**	**0.028**	**0.070**
19:00-20:00	**1**	**3210**	**0.000**	**0.000**	**0.000**
20:00-21:00	**1**	**3210**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.108**	**1.025**	**3.133**

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:	690 - 15000 (units: sqm)
Survey date date range:	10/09/2014 - 14/04/2025
Number of weekdays (Monday-Friday):	5
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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Public Transport Users

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	**1**	**3210**	**0.000**	**0.000**	**0.000**
06:00-07:00	**2**	**4655**	**0.333**	**0.000**	**0.333**
07:00-08:00	**5**	**5528**	**0.043**	**0.007**	**0.050**
08:00-09:00	**5**	**5528**	**0.036**	**0.000**	**0.036**
09:00-10:00	**5**	**5528**	**0.007**	**0.000**	**0.007**
10:00-11:00	**5**	**5528**	**0.014**	**0.011**	**0.025**
11:00-12:00	**5**	**5528**	**0.004**	**0.004**	**0.008**
12:00-13:00	**5**	**5528**	**0.007**	**0.011**	**0.018**
13:00-14:00	**5**	**5528**	**0.004**	**0.007**	**0.011**
14:00-15:00	**5**	**5528**	**0.004**	**0.018**	**0.022**
15:00-16:00	**5**	**5528**	**0.004**	**0.040**	**0.044**
16:00-17:00	**5**	**5528**	**0.025**	**0.011**	**0.036**
17:00-18:00	**5**	**5528**	**0.011**	**0.177**	**0.188**
18:00-19:00	**4**	**5384**	**0.009**	**0.019**	**0.028**
19:00-20:00	**1**	**3210**	**0.000**	**0.000**	**0.000**
20:00-21:00	**1**	**3210**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.501**	**0.305**	**0.806**

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

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Parameter Summary:

Trip rate parameter range selected:	690 - 15000 (units: sqm)
Survey date date range:	10/09/2014 - 14/04/2025
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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