



Thackeray Investments

7-9 Piccadilly, Manchester

Transport Statement

November 2021



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7-9 Piccadilly,
Manchester

Transport Statement

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APPENDICES

APPENDIX A MCC Scoping Correspondance

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APPENDIX C Swept Path Analysis – 11.3m Waste Collection Vehicle

APPENDIX D BREEAM Accessibility Index Calculation

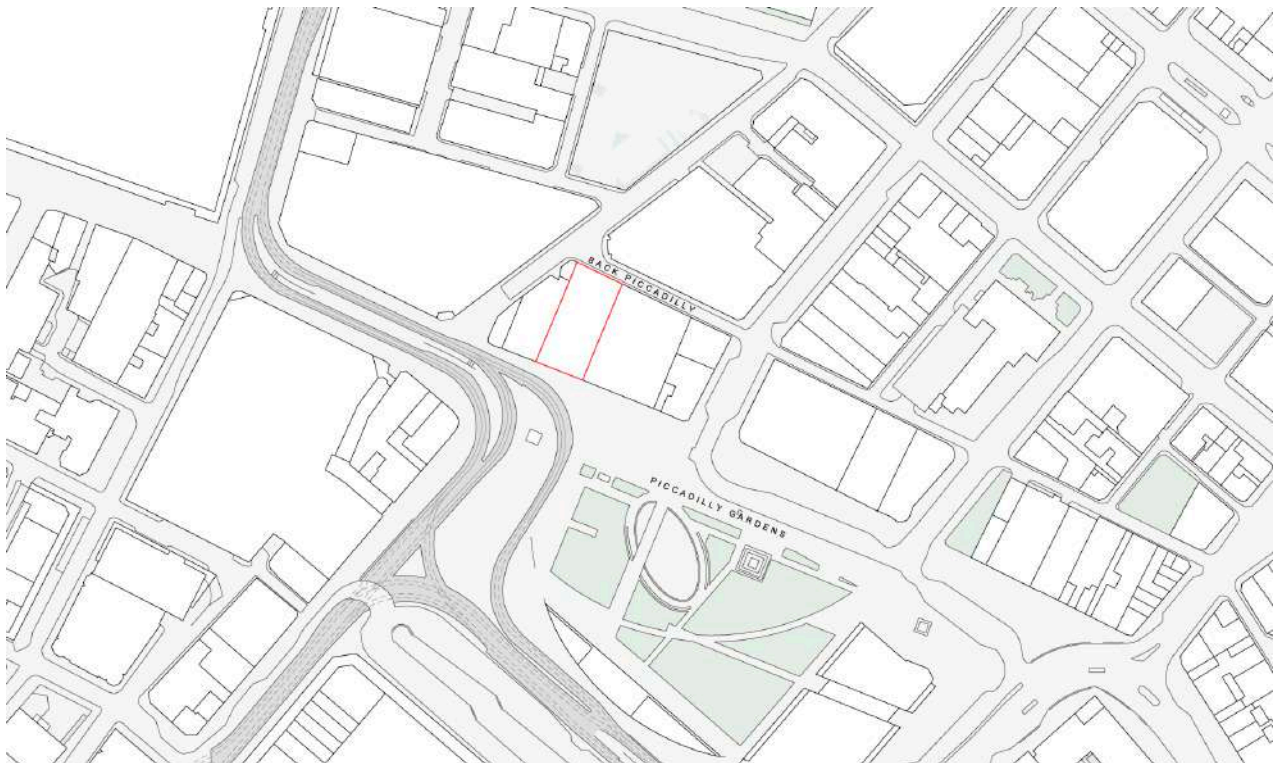
APPENDIX E TRICS Output: Employment - Office

1. Introduction

1.1 Preamble

- 1.1.1 This Report has been prepared by Mode Transport Planning on behalf of its Client, Thackeray Investments (the 'Applicant'), to accompany a full planning application for the proposed redevelopment of the property at 7-9 Piccadilly, Manchester City Centre.
- 1.1.2 The development to which this report relates the retention of the commercial unit on the ground floor, with the conversion of the upper floors into high quality Grade A office accommodation, including the sensitive introduction of a third, fourth and fifth floor onto Piccadilly Gardens/Back Piccadilly with a sixth floor set back to provide the opportunity for an attractive roof terrace.
- 1.1.3 In terms of access, the proposals include for a main entrance to the proposed offices from Back Piccadilly and retention of the retail frontage onto Piccadilly. Due to the site's highly accessible location within Manchester City Centre, the site will continue to be a 'car-free' development, with no car parking provision on-site. Bicycle storage and shower facilities are proposed to enhance the building and promote sustainable travel by non-car modes.
- 1.1.4 The site redline boundary is shown in [Figure 1.1](#).

Figure 1.1 : Planning Application Site Boundary



1.2 Methodology

- 1.2.1 This Transport Statement (TS) has been prepared to assess the development proposals, with particular consideration to the existing highway network and off-site car parking provision, accessibility by sustainable modes of travel, servicing arrangements and expected trip generation.
- 1.2.2 The methodology for the TS adopts the guidance set out within the Ministry of Housing, Communities & Local Government document, 'Transport Evidence Bases in Plan Making and Decision Taking' (2014), which superseded the Department for Transport's (DfT) 'Guidance on Transport Assessment' (2007). However, although the 2007 guidance has been superseded, it nonetheless remains instructive and has been used to inform the overall structure of the TS.
- 1.2.3 The scope and methodology of assessment has been agreed with Manchester City Council (MCC) Highways and Transport for Greater Manchester (TfGM). Pre-application correspondence with MCC Highways and TfGM is attached in [Appendix A](#).

1.3 Report Structure

- 1.3.1 Following this introduction, the TS has been structured as follows:
- [Chapter 2](#) describes the site location, local highway network and collision data;
 - [Chapter 3](#) outlines the development proposals, vehicular access, servicing and on-site parking;
 - [Chapter 4](#) describes accessibility by non-car modes, including public transport, cycle and on foot;
 - [Chapter 5](#) details the expected trip generation and traffic impact; and
 - [Chapter 6](#) summarise and concludes the findings of the report.

2. Existing Conditions

2.1 Site Location and Existing Use

- 2.1.1 The site occupies a central location within the city centre, with the principal elevation of the building fronting onto Piccadilly Gardens. The rear of the building (and service entrances) form part of Back Piccadilly and is visible along Tib Street. The strategic site location is shown in [Figure 2.1](#).

Figure 2.1 : Strategic Site Location Plan



- 2.1.2 The application site extends to approximately 0.07 hectares and comprises a three-storey building with commercial premises (currently comprising a Superdrug and Greggs store) at ground floor level with storage on the upper floors.

2.2 Local Highway Network

- 2.2.1 The site is bound by commercial units to the east and west, Piccadilly Gardens to the south and Back Piccadilly to the north.
- 2.2.2 The location of the site in the context of the local highway network is shown in [Figure 2.2](#).

Figure 2.2 : Local Highway Network



Piccadilly Gardens

- 2.2.3 Piccadilly Gardens is an open urban space area in the heart of Manchester City Centre, providing pedestrian access to a wide range of retail and employment premises. Piccadilly Gardens also provides access to an extensive public transport system, including Piccadilly Gardens and Market Street Metrolink Stops and Piccadilly Bus Station.
- 2.2.4 To the east of the site, Piccadilly Gardens provides access to Oldham Street / Piccadilly and to the west provides access to Market Street.
- 2.2.5 A signalised pedestrian crossing is provided across Oldham Street / Piccadilly which provides safe access to bus stops on Oldham Street and Piccadilly. The crossing includes dropped kerbs and tactile paving.
- 2.2.6 The existing signalised pedestrian crossing on Oldham Street is shown in [Photograph 2.1](#).

Photograph 2.1 : Signalised Pedestrian Crossing – Oldham Street



- 2.2.7 Adjacent to the site, Piccadilly Gardens is a heavily pedestrianised area benefiting from good quality surfacing, which allows access for all users, accounting for varying levels and types of disability, including visual impairment.
- 2.2.8 The pedestrianised area of Piccadilly Gardens adjacent to the site are shown in [Photograph 2.2](#) and [Photograph 2.3](#).

Photograph 2.2 : Pedestrianised Area – Piccadilly Gardens (westbound towards Market Street)



Photograph 2.3 : Pedestrianised Area – Piccadilly Gardens (towards site frontage)



Back Piccadilly

- 2.2.9 Back Piccadilly is a single one-way carriageway and is located to the north of the site, extending on a broadly east-west alignment. Back Piccadilly is accessed from Tib Street to the west and exits onto Oldham Street to the east.
- 2.2.10 In vicinity of the site, Back Piccadilly has a carriageway width of c.3.1m wide. Footways of c.2m wide and c.1m wide are provided on the north and south side of the carriageway respectively. Back Piccadilly is currently utilised for waste collection and includes 'no waiting at any time' and 'no loading at any time' road markings and signage.
- 2.2.11 Back Piccadilly to the north of the development site is shown in [Photograph 2.4](#) and [Photograph 2.5](#).

Photograph 2.4 : Back Piccadilly / Tib Street (eastbound from Tib Street)



Photograph 2.5 : Back Piccadilly (eastbound towards Oldham Street)



Tib Street

2.2.12 Tib Street is located to the west of the site and extends on a broadly north-south alignment. Tib Street is a one-way carriageway with a width of c.6.6m wide and has c.2-c.3m wide footways on either side.

2.2.13 To the north, Tib Street is accessed from Manchester Inner Ring Road and provides access to Back Piccadilly to the south. Loading bays are provided to the south of Tib Street / Back Piccadilly junction, with vehicle access beyond restricted by bollards.

2.2.14 The loading bays and bollards on Tib Street are shown in [Photograph 2.6](#).

Photograph 2.6 : Tib Street Loading Bays and Bollards



2.2.15 At this location, a pedestrian connection is provided from Tib Street to Piccadilly Gardens / Market Street, comprising c.8.5m wide pedestrianised area that benefits from good quality surfacing, providing access for all users, accounting for varying levels and types of disability, including visual impairment.

2.2.16 Tib Street, close to the junction with Back Piccadilly, is shown in [Photograph 2.7](#) and [Photograph 2.8](#).

Photograph 2.7: Pedestrianised Area - Tib Street (northbound from Market Street)



Photograph 2.8: Tib Street (northbound from Bridgewater Place)



2.3 Road Safety

2.3.1 Collision data in the vicinity of the development site has been obtained from the CrashMap database (crashmap.co.uk) for the most recent period between 2016 and 2020. The study area includes Tib Street, Back Piccadilly and Oldham Street. Figure 2.3 shows the extent of the study area and the location of Personal Injury Collisions (PIC) reported during the study period, and Table 2.1 provides a breakdown of the PICs recorded.

Figure 2.3 : Personal Injury Collision Data (source: CrashMap)

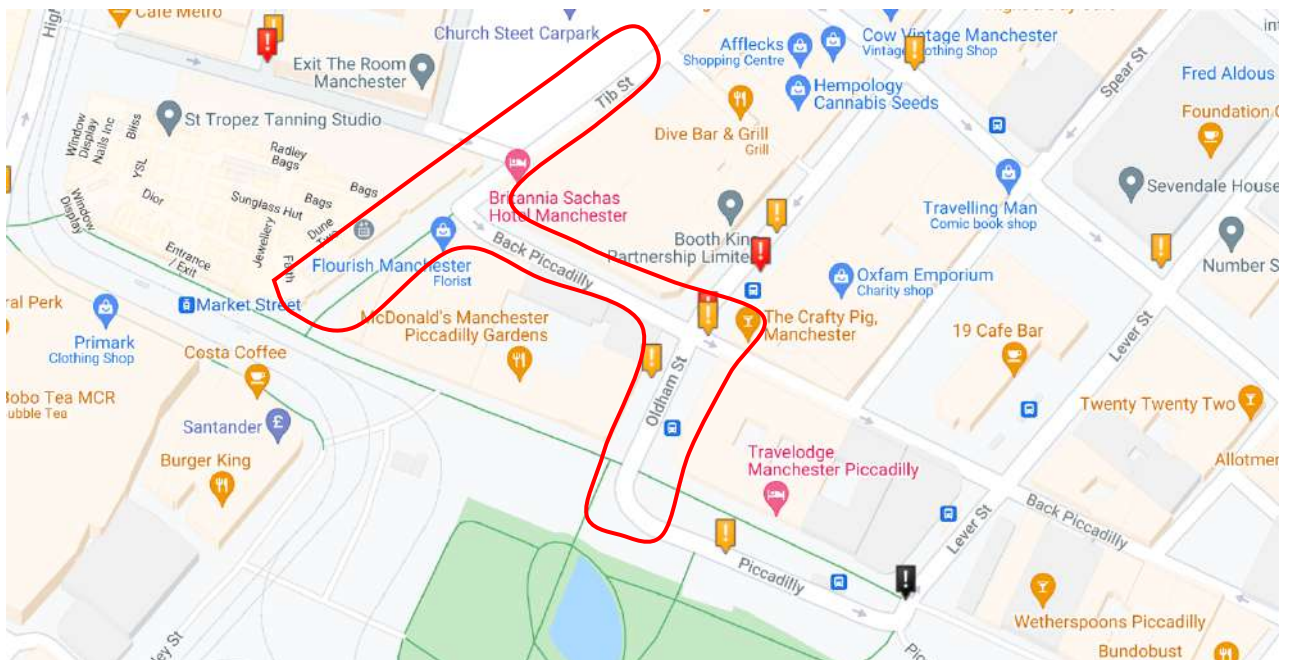


Table 2.1 : Road Safety PIC Data

Year	Location	Severity	Involved
13/12/2017	Back Piccadilly / Oldham Street	Slight	1 Vehicle
13/01/2018	Oldham Street	Slight	1 Vehicle
17/10/2019	Back Piccadilly / Oldham Street	Serious	1 Vehicle

2.3.2 The analysis shows that 3no. collisions have been reported in the study area during the study period. 2no. PICs resulted in slight injury collisions and 1no PIC resulted in a serious injury collision. No fatal PICs were reported during the study period. Analysis shows that all PICs reported involved a car and a pedestrian.

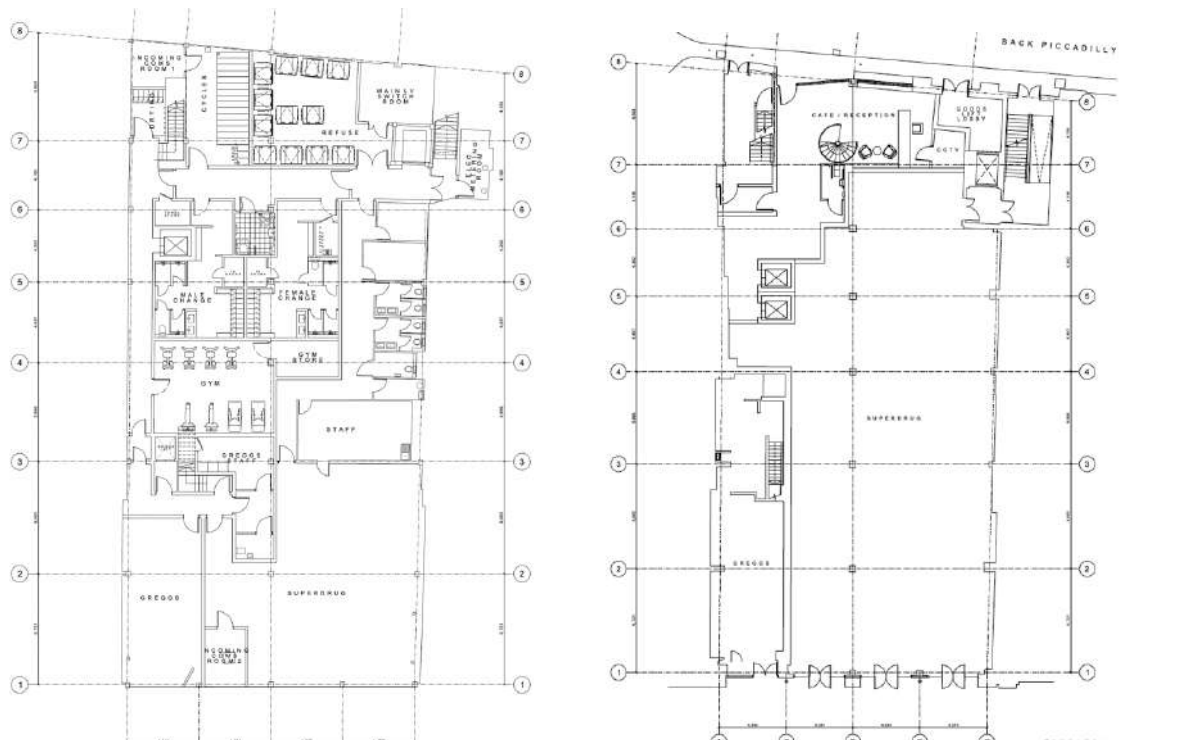
2.3.3 Overall, based on the severity and frequency of collisions reported during the study period, there is no evidence to suggest that the highway layout, design or condition are significant factors in PIC records on the local highway network. There is also no evidence to suggest that the proposed development would increase risks of PICs in the surrounding area or have a detrimental impact on highway safety.

3. Development Proposals

3.1 Proposed Use

- 3.1.1 The development proposals comprise the retention of the commercial unit on the ground floor, with the conversion of the upper floors into high quality Grade A office accommodation including the sensitive introduction of a third, fourth and fifth floor onto Piccadilly Gardens/Back Piccadilly with a sixth floor set back to provide the opportunity for an attractive roof terrace (Use Class E(g)),
- 3.1.2 The proposed basement and ground floor site layouts are shown in [Figure 3.1](#), with the full set of drawings attached in [Appendix B](#).

Figure 3.1 : Proposed Basement and Ground Floor Layout (source: 5plus architects)



- 3.1.3 As shown in [Figure 3.1](#), the development proposals include a gym, cycle store, changing facilities and bin store in the basement, and reception/ café area and goods lift lobby area on the ground floor. The on-site facilities will be restricted for use by office building staff and occupiers, and will not be accessible to the general public.
- 3.1.4 The schedule of accommodation for the existing and proposed development is shown in [Table 3.1](#) and [Table 3.2](#).

Table 3.1 : Schedule of Accommodation – Existing

	Existing: Areas				
Level	GIA		NIA		Ratio
	m ²	ft ²	m ²	ft ²	
Sixth					
Fifth					
Fourth					
Third					
Second	467.0	5,026.8	178.8	1,924.6	38%
First Floor Lounge					
First	747.7	8,048.2	746.2	8,032.1	100%
Ground Greggs					
Ground Superdrug					
Ground	719.0	7,739.3	717.2	7,719.9	100%
Basement Greggs					
Basement Superdrug					
Basement	708.0	7,620.9	613.8	6,606.9	87%
Total	2,642	28,435	2,256	24,284	

NOTE: Existing NIA based on Superdrug retail demise which includes circulation, storage and service spaces as well as area sub let to Greggs.

Table 3.2 : Schedule of Accommodation – Proposed

	Proposed: Areas				
Level	GIA		NIA		Ratio
	m ²	ft ²	m ²	ft ²	
Sixth	536.7	5,777.0	381.0	4,101.1	71%
Fifth	668.8	7,199.0	551.0	5,931.0	82%
Fourth	687.0	7,394.9	567.0	6,103.2	83%
Third	687.0	7,394.9	567.0	6,103.2	83%
Second	687.0	7,394.9	567.0	6,103.2	83%
First Floor Lounge			207.0	2,228.1	
First	689.1	7,417.5	297.0	3,196.9	43%
Ground Greggs			88.0	947.2	
Ground Superdrug			416.0	4,477.8	
Ground	713.6	7,681.2	504.0	5,425.1	71%
Basement Greggs			82.0	882.6	
Basement Superdrug			244.0	2,626.4	
Basement	708.0	7,620.9	335.0	3,605.9	47%
Total	5,377	57,880	2,930	31,539	

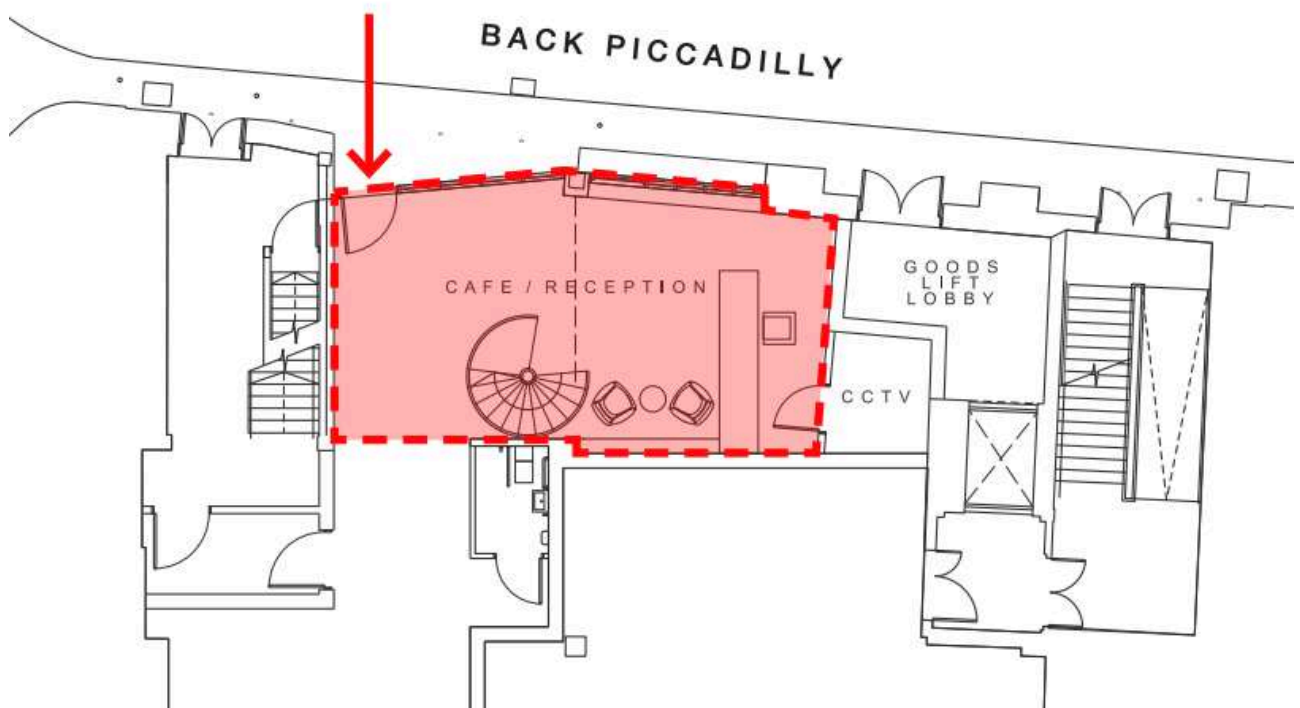
NOTE: Proposed NIA based on Superdrug retail demise which includes circulation, storage and service spaces as well as area sub let to Greggs.

3.1.5 The development proposals will include an increase of 3,955.6sqm of new office space, which will be provided over 6no. floors above the existing commercial use. Changes to the existing commercial uses are insignificant, with a slight decrease in the GFA of 719sqm to 713.6sqm, as such the proposed development is expected have minimal impact on the existing operation of the commercial uses.

3.2 Site Access Arrangement

- 3.2.1 The proposed development is 'car free' (i.e. no car parking is proposed) but cycle storage and shower facilities are proposed as part of works to enhance the building and promote sustainable travel by non-car modes.
- 3.2.2 In terms of access, the proposals include for a main entrance to the proposed offices from Back Piccadilly and retention of the retail frontage onto Piccadilly. The access via back Piccadilly will provide an opportunity to deliver a much-needed boost to the Tib Street / Back Piccadilly street scene and allow for the creation of an active frontage and increased passive surveillance in this area.
- 3.2.3 From Tib Street pedestrian access to the office will be provided via the existing footway provision along Back Piccadilly, comprising c.2m wide and c.1m wide footway on the north and south side of the carriageway respectively.
- 3.2.4 Whilst it acknowledged that the footway on the southern side of Back Piccadilly is relatively narrow, for pedestrians arriving from Tib Street (via Market Street / Piccadilly Gardens), this would only be over a short (c.5m) section, as the footway width increases to c.2m where the frontage to the office is recessed into the building, as shown in [Figure 3.2](#).

Figure 3.2 : Pedestrian Access from Back Piccadilly



- 3.2.5 Pedestrian access to the development site via the existing footway provision on Back Piccadilly has been discussed and agreed in principle with MCC Highways during pre-application scoping discussions, as detailed in [Appendix A](#).

3.2.6 The proposals include the continuation of the existing concrete paving from Tib Street (shown in [Photograph 3.1](#)), along Back Piccadilly adjacent to the site boundary, as indicated in [Figure 3.3](#) and [Figure 3.4](#).

Photograph 3.1 : Existing Concrete Paving at Tib Street / Back Piccadilly Junction



Figure 3.3 : Proposed Extent of Concrete Paving along Back Piccadilly

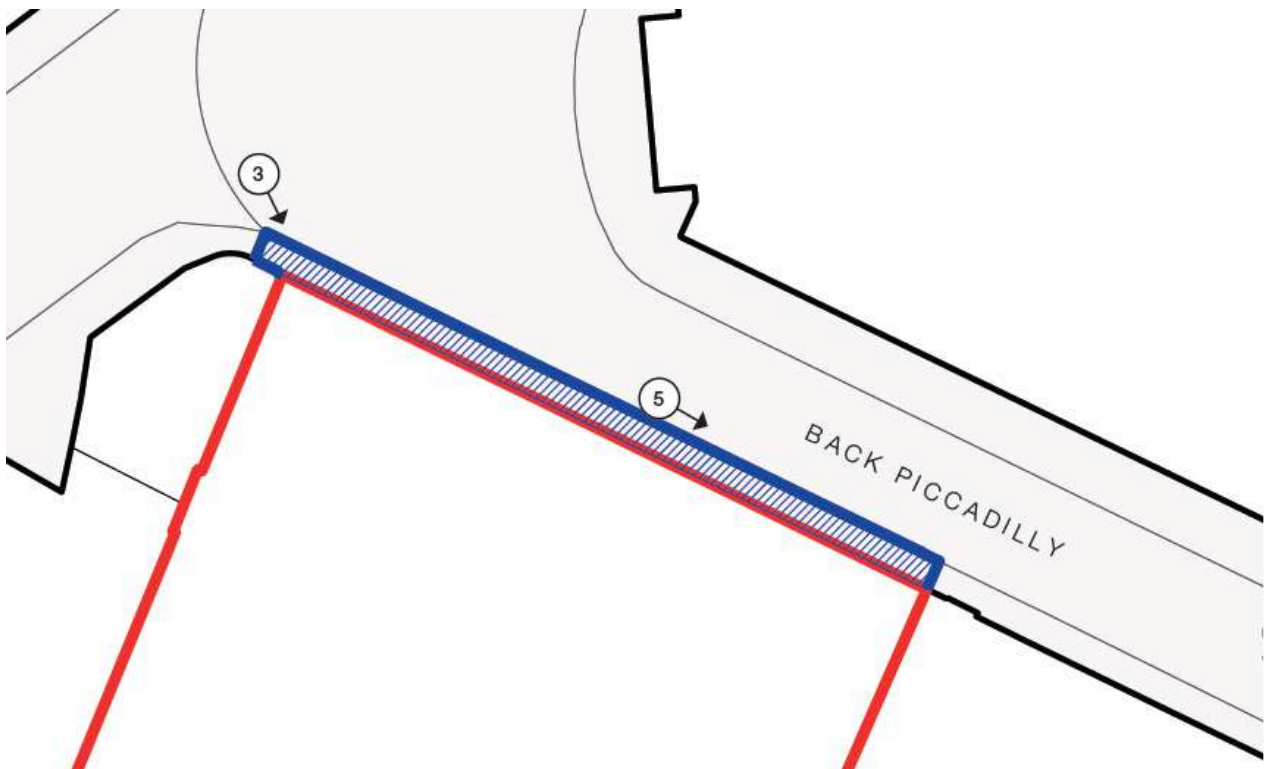


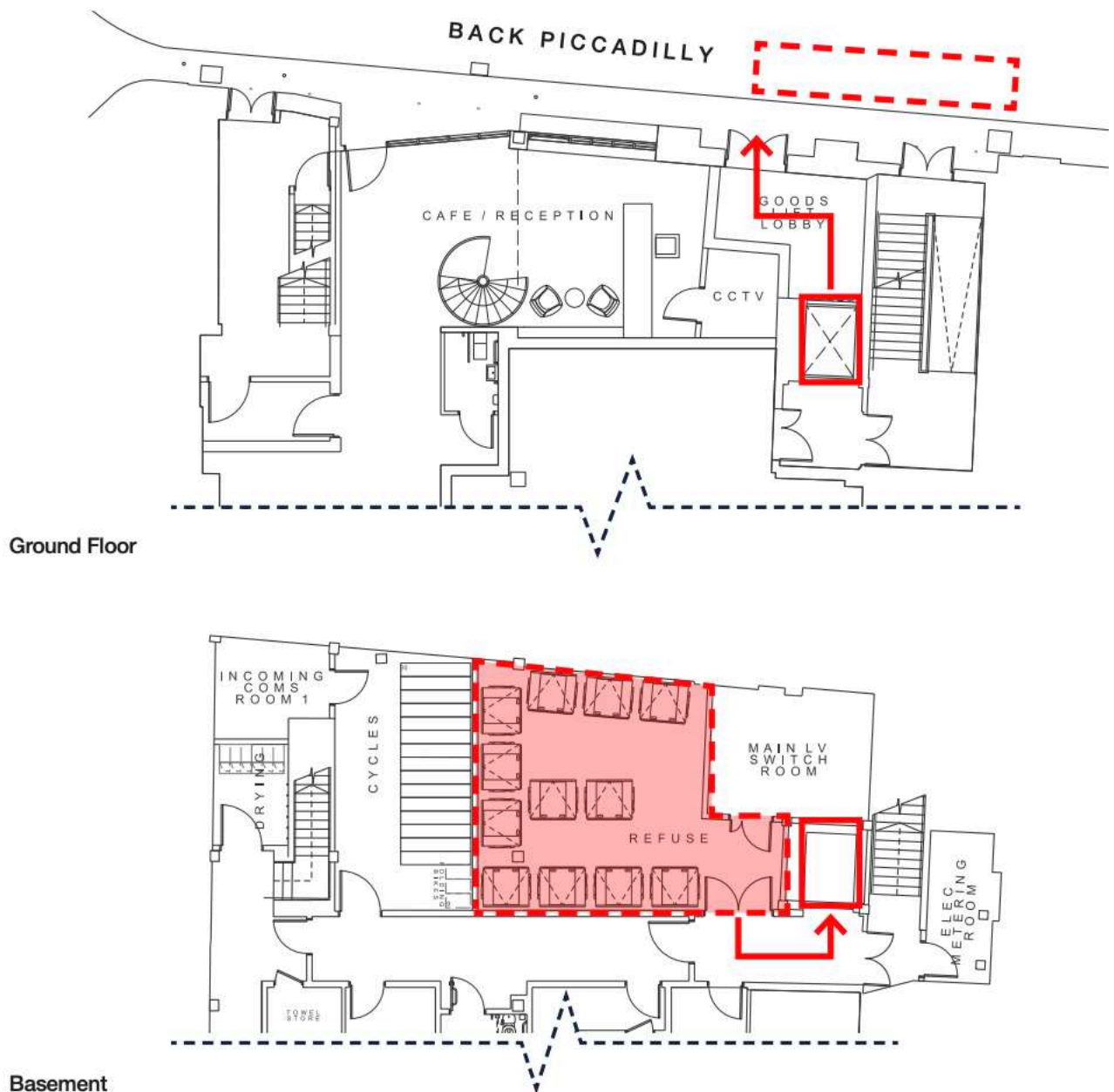
Figure 3.4 : Proposed Extent of Concrete Paving along Back Piccadilly



3.3 Servicing and Delivery Arrangements

- 3.3.1 The servicing, delivery and waste collection arrangement for the building will continue to take place via Back Piccadilly.
- 3.3.2 The proposed bin store is located in the basement, with access from the communal corridor for all tenants. Refuse provision is based on MCC's GD04 '*Waste Storage and Collection Guidance for New Developments (v6)*'.
- 3.3.3 On collection days, the building management company will collect the bins and bring them, via the goods lift, to the kerbside on Back Piccadilly for collection. The management company will then return the bins to the bin store.
- 3.3.4 Swept path analysis has been undertaken which shows that a large waste collection vehicle (11.3m) can safely access Back Piccadilly without the wheels or vehicle body encroaching on the footways, as shown in **Drawing J32-5887-PS-001** attached in **Appendix C**.
- 3.3.5 The bin store location and management strategy are shown in **Figure 3.5**.

Figure 3.5 : Bin Store Location and Management Strategy



3.3.6 Servicing and delivery vehicles will continue to utilise the loadings bays on Tib Street and enter the building via the goods lift lobby on Back Piccadilly.

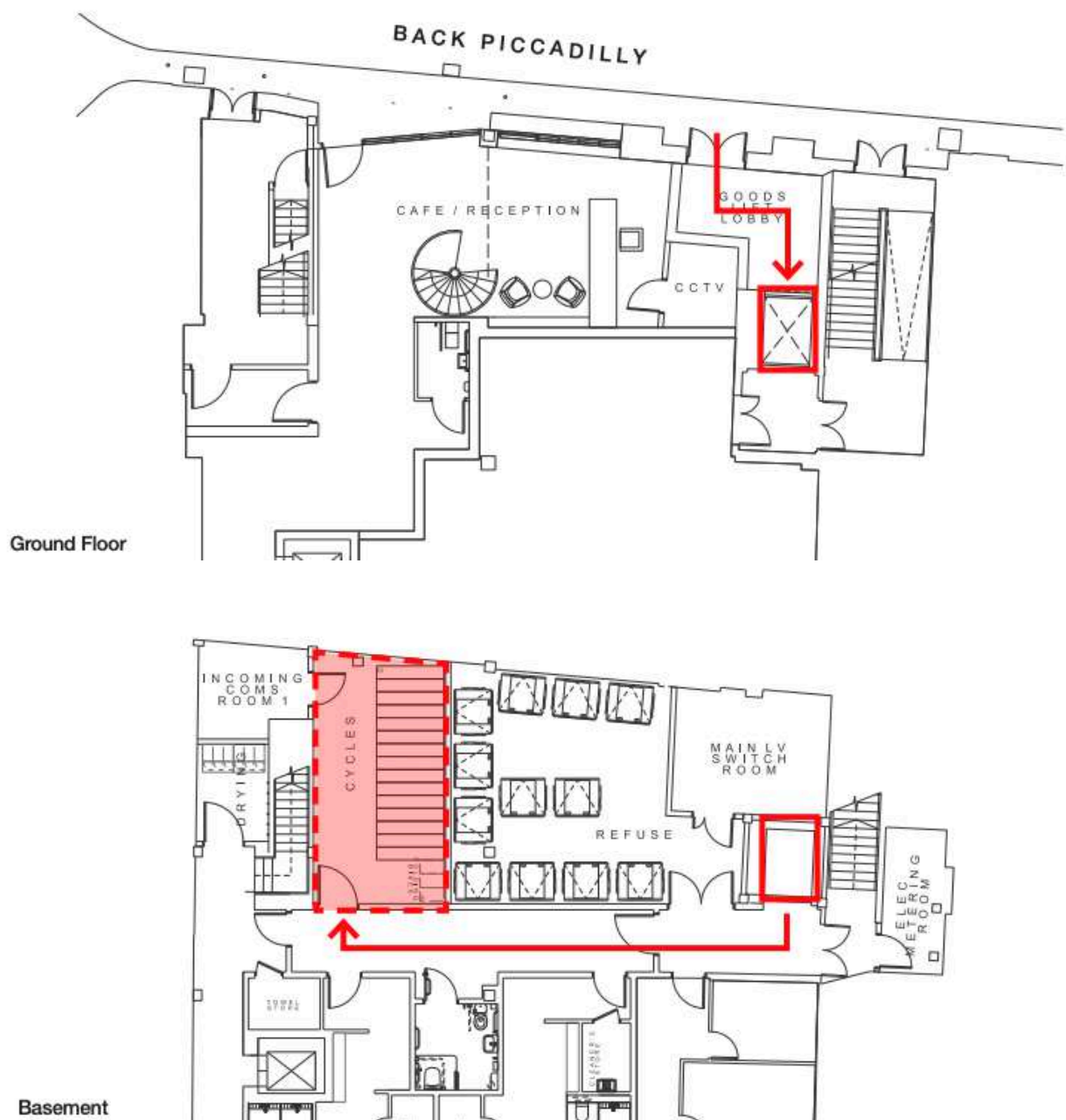
3.4 Parking Provision

Cycle Parking

3.4.1 The development proposals include secure cycle parking located within the basement, with space provided for 40 bicycles. The level of cycle parking provision is equivalent to 1 space per 10 staff, with some additional spaces available to accommodate any increased demand.

- 3.4.2 The occupants will also have access to showers, changing rooms, 52 secure lockers and drying rooms.
- 3.4.3 Access to the cycle store will be provided from Back Piccadilly, via the goods lift, which will reduce conflict with pedestrian movements and negate the need for cyclists to carry their bicycles up/down the stairs.
- 3.4.4 The proposed secure cyclist parking and access strategy from Back Piccadilly is shown in [Figure 3.6](#).

Figure 3.6 : Secure Cycle Parking and Access Strategy



3.4.5 Local cycle parking standards, as detailed in Appendix D of MCC's Local Development Framework Document, are summarised in [Table 3.3](#).

Table 3.3 : MCC's Cycle Parking Standards

Development Type	Cycle Parking (Minimum)
B1 Office	1 space per 200 sqm
A1 Food Retail	1 space per 140 sqm
A1 Non-Food Retail	1 space per 200 sqm

3.4.6 The proposed 40 cycle parking spaces exceeds MCC's minimum standards for both the proposed office and existing commercial uses combined.

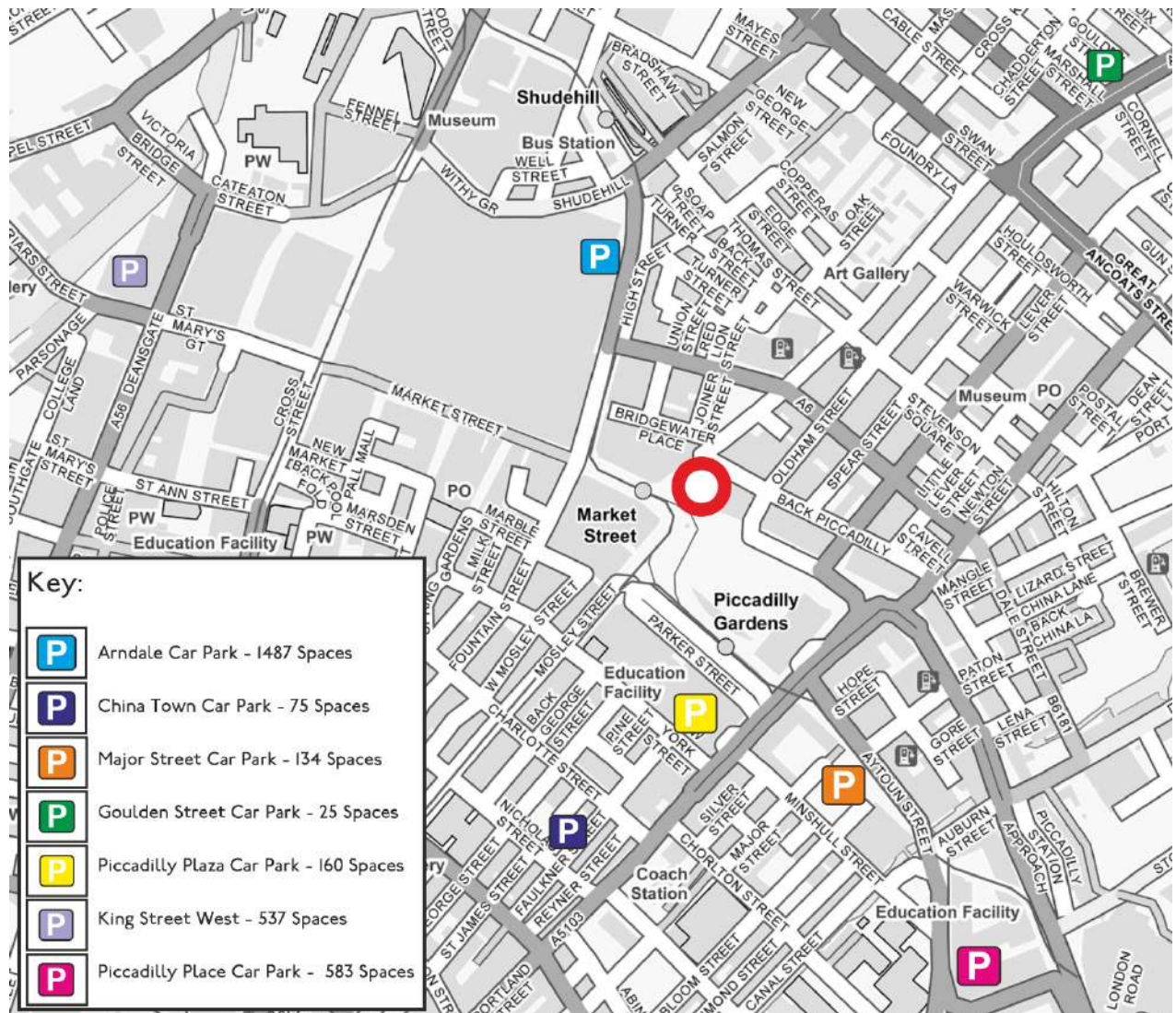
Car Parking

3.4.7 The site is currently a car-free development, and it is proposed that the site will continue as such. This is supported by the site being highly accessible (as established in [Chapter 4](#)) by sustainable modes of travel, particularly the high frequency bus and Metrolink services available within a short walking distance of the site.

3.4.8 That said, MCC's adopted parking standards allow a maximum of 1 space per 35sqm, and it is acknowledged that some staff and visitors may wish to utilise a private vehicle for journeys to the site. A level of car parking provision should therefore be available to avoid unregulated on-street parking causing a nuisance on the local highway network.

3.4.9 On this basis, there are a range of existing public car parks located within close proximity of the site, which are shown in [Figure 3.7](#).

Figure 3.7 : Existing Car Parks in Local Area



3.4.10 As shown in Figure 3.7, there is a good level of off-street car parking provision in the vicinity of the site including secure internal car parks. This provision is supported by strict control of on-street parking on the local highway network and throughout the city centre; therefore, illegal or inappropriate parking is unlikely to occur as a consequence of this proposed change of use.

4. Sustainable Accessibility

4.1 Introduction

- 4.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.
- 4.1.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and outlines the important role that transport policies have to play in facilitating sustainable development.
- 4.1.3 Paragraph 105 states that *"significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health."*
- 4.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

4.2 Pedestrian Accessibility

- 4.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Providing for Journeys on Foot (2000)', are shown in [Table 4.1](#).

Table 4.1 : CIHT Guideline Acceptable Walking Distances

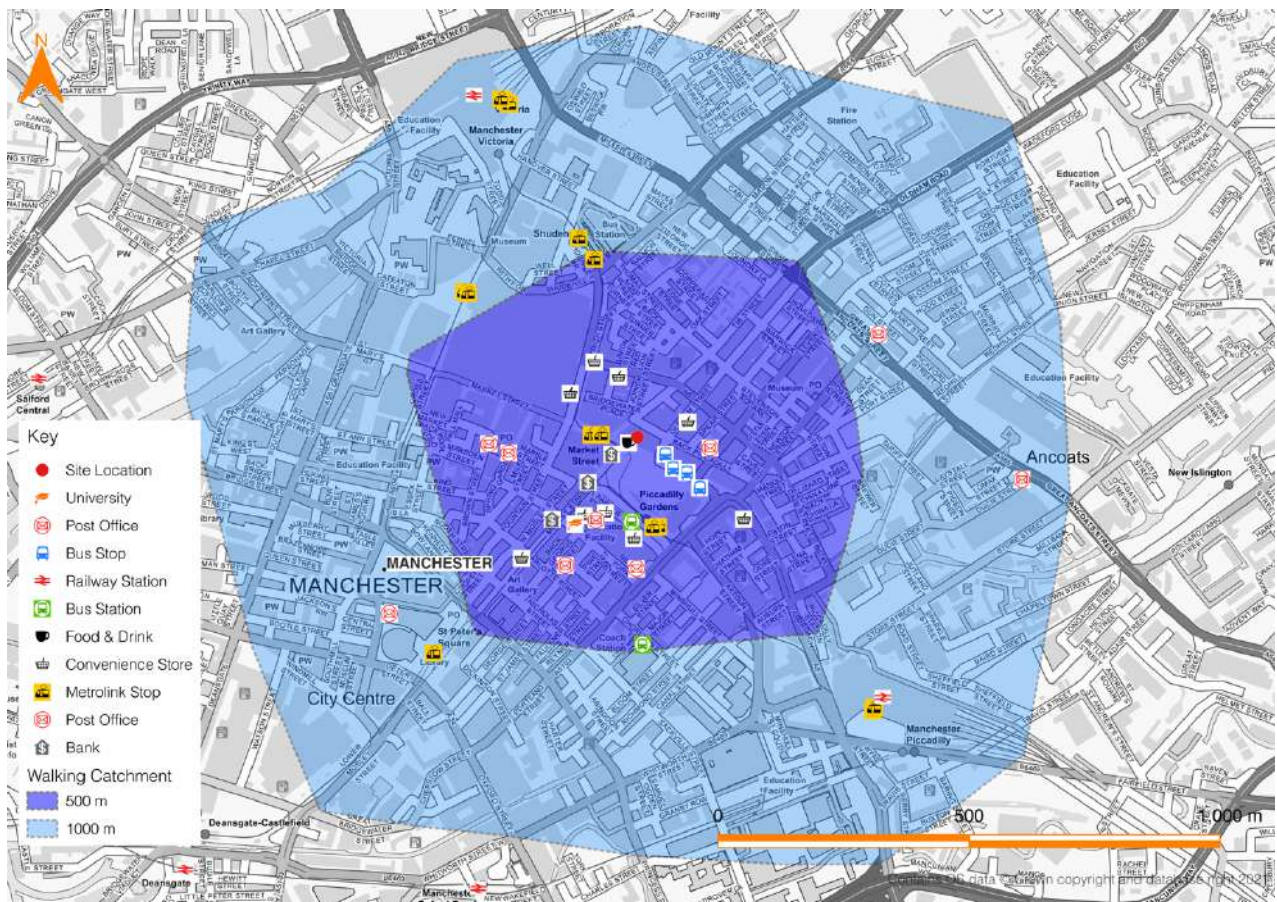
Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

- 4.2.2 The CIHT guidelines shown in [Table 4.1](#) suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.
- 4.2.3 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.

4.2.4 As described previously, there are existing good quality footways and crossing infrastructure available on the local highway network, providing pedestrian links to a range of local amenities and public transport services. The local pedestrian infrastructure also includes raised kerbs at bus stops on Oldham Street and Piccadilly as well as ramped access at Piccadilly Gardens and Market Street Metrolink Stop.

4.2.5 Figure 4.1 presents the local amenities and 500m and 1,000m walking catchments from the site, as specified in CIHT guidance.

Figure 4.1 : Local Amenities Catchment Plan



4.2.6 As shown in Figure 4.1, the site is located within a 500m catchment of local amenities and public transport services, including bus stops on Piccadilly, Piccadilly Bus Station and Piccadilly Gardens and Market Street Metrolink Stop.

4.2.7 Table 4.2 provides an indication of the distances and approximate walking times to public transport services and other local amenities. The distances have been measured from the centre of the site, and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 4.2 : Local Amenities – Distance and Walking Times

Amenity	Distance (m)	Average Walking Time (mins)
Basement Gym*	0m	0 minutes
Starbucks Coffee*	70m	1 minute
McDonalds*	85m	1 minute
Market Street Metrolink Stop	85m	1 minute
Cash Machine*	100m	1 minute
Pharmacy*	120m	1.5 minutes
Green Space/Open Space*	150m	1.5 minutes
Bus Stops (Oldham Street)	175m	2 minutes
Morrison's Local*	175m	2 minutes
Bus Stops (Piccadilly)	215m	2.5 minutes
Piccadilly Bus Station	230m	2.5 minutes
Piccadilly Gardens Metrolink Stop	280m	3 minutes
Post Office*	400m	5 minutes
Piccadilly Train Station	700m	8 minutes
Victoria Train Station	850m	10 minutes

*Key amenities identified within BREEAM 2018 standards**

4.2.8 In accordance with CIHT guidance, [Table 4.2](#) shows that there are bus stops, and Metrolink stops located within approximately 300m (3-minute walk) of the site. In addition, Piccadilly and Victoria Train station are located within 850m (10-walk) of the site.

4.2.9 A range of other local amenities located with a short walk from the site, includes supermarkets, post offices and pharmacies.

4.2.10 Overall, the development site has been shown to be highly accessible on foot, due to its city centre location, proximity to local public transport services/ local amenities, and connectivity to local footways. Therefore, walking will be a convenient method of travel for commuting trips, particularly as an alternative to private car trips.

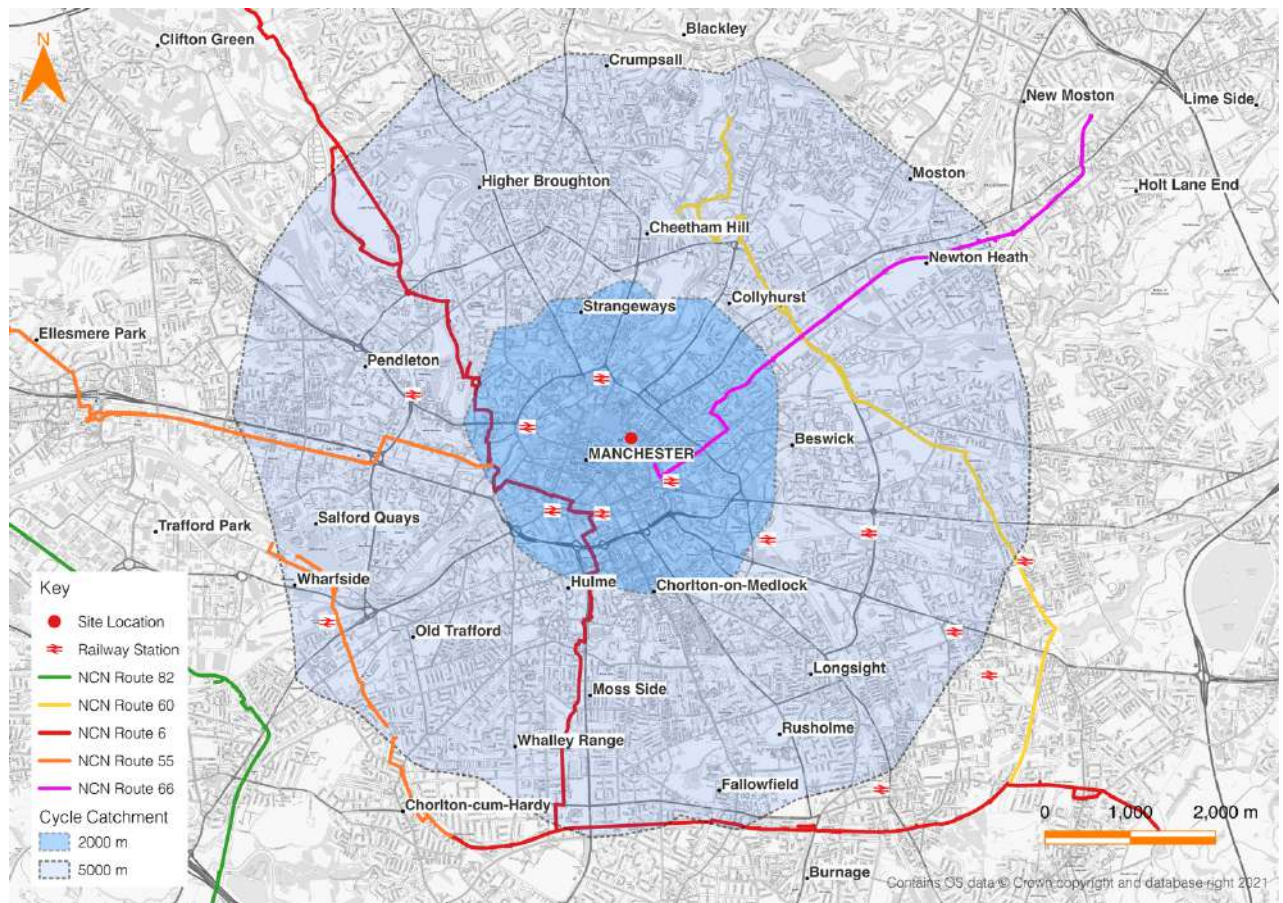
4.3 Cycle Accessibility

4.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

4.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by DfT, states that *'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'*.

4.3.3 **Figure 4.2** presents the cycling catchment area around the proposed development site for 2km and 5km.

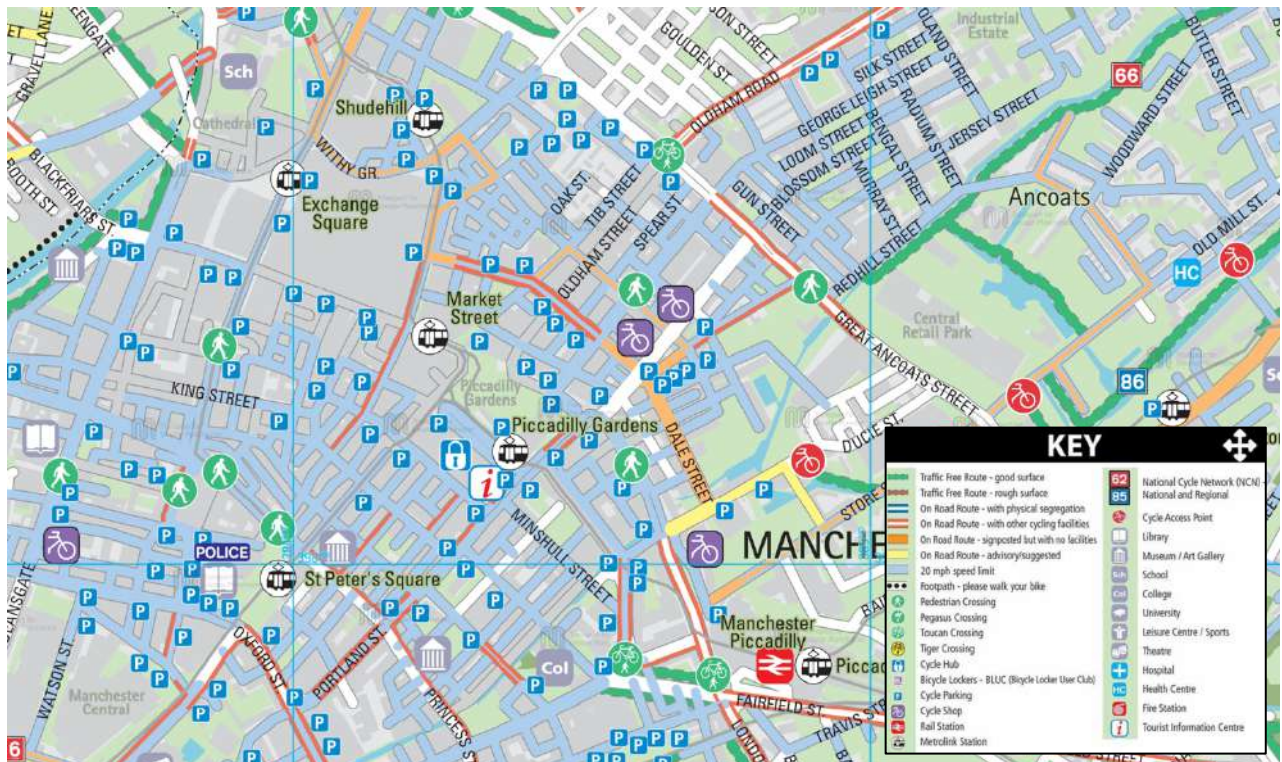
Figure 4.2 : Cycling Catchment Area



4.3.4 As shown in **Figure 4.2**, all of Manchester City Centre is located within a 2km catchment of the site, and further afield, Salford Quays, Trafford, Fallowfield and Newton Heath are accessible within a 5km catchment area. The site benefits from convenient access to National Cycle Network (NCN), including National Cycle Route 66, 6, 55, 82 and 60.

4.3.5 In addition to the NCN cycle routes, there are further cycle routes available on the local highway network, including traffic free routes, signposted routes and advisory routes. The local cycle routes and infrastructure are shown in **Figure 4.3**.

Figure 4.3 : Local Cycle Routes and Infrastructure (source: TfGM)



- 4.3.6 As demonstrated, there is a very good network of cycle routes and infrastructure in vicinity of the site, which will facilitate and encourage cycling.
- 4.3.7 Manchester's proposed 'Bee Network' scheme will expand on the existing cycle infrastructure in the city by providing 1,800 miles of cycling and walking network. The scheme will create safe routes to be used by two modes of sustainable transport; walking and cycling. Manchester Northern/ Eastern Gateway infrastructure is being developed and is located within approximately 50m from the site, providing access to new eastern destinations by sustainable modes of travel.
- 4.3.8 Overall, the development site has been shown to be highly accessible by bicycle, particularly due to the extensive network of national/ local cycle routes, which provide designated cycling links throughout Manchester and surrounding areas. In addition, the occupants will have access to 40 secure cycle spaces, changing rooms, shower cubicles, lockers and drying area.
- 4.3.9 Therefore, cycling will be a realistic method of travel for commuting trips, particularly as an alternative to private car trips, which will be encouraged and facilitated by the development proposals.

4.4 Public Transport Services

Local Bus Services

- 4.4.1 The nearest bus stops are located 175m (2-minute walk) from the site on Oldham Street and is served by 81, 112, 117, 118 and 119 bus services. Bus stops are also located 215m (2.5-minute walk) from the site on Piccadilly and is served by 74, 76, 82, 216, 217 and 231 bus services.
- 4.4.2 The bus stops on Oldham Street and Piccadilly benefit from a sheltered area, bus timetable information and litter bin, as shown in [Photograph 4.1](#) and [Photograph 4.2](#).

Photograph 4.1 : Bus Stop – Oldham Street



Photograph 4.2 : Bus Stops – Piccadilly



4.4.3 Details of the local bus services from the bus stop on Oldham Street and Piccadilly are shown in Table 4.3.

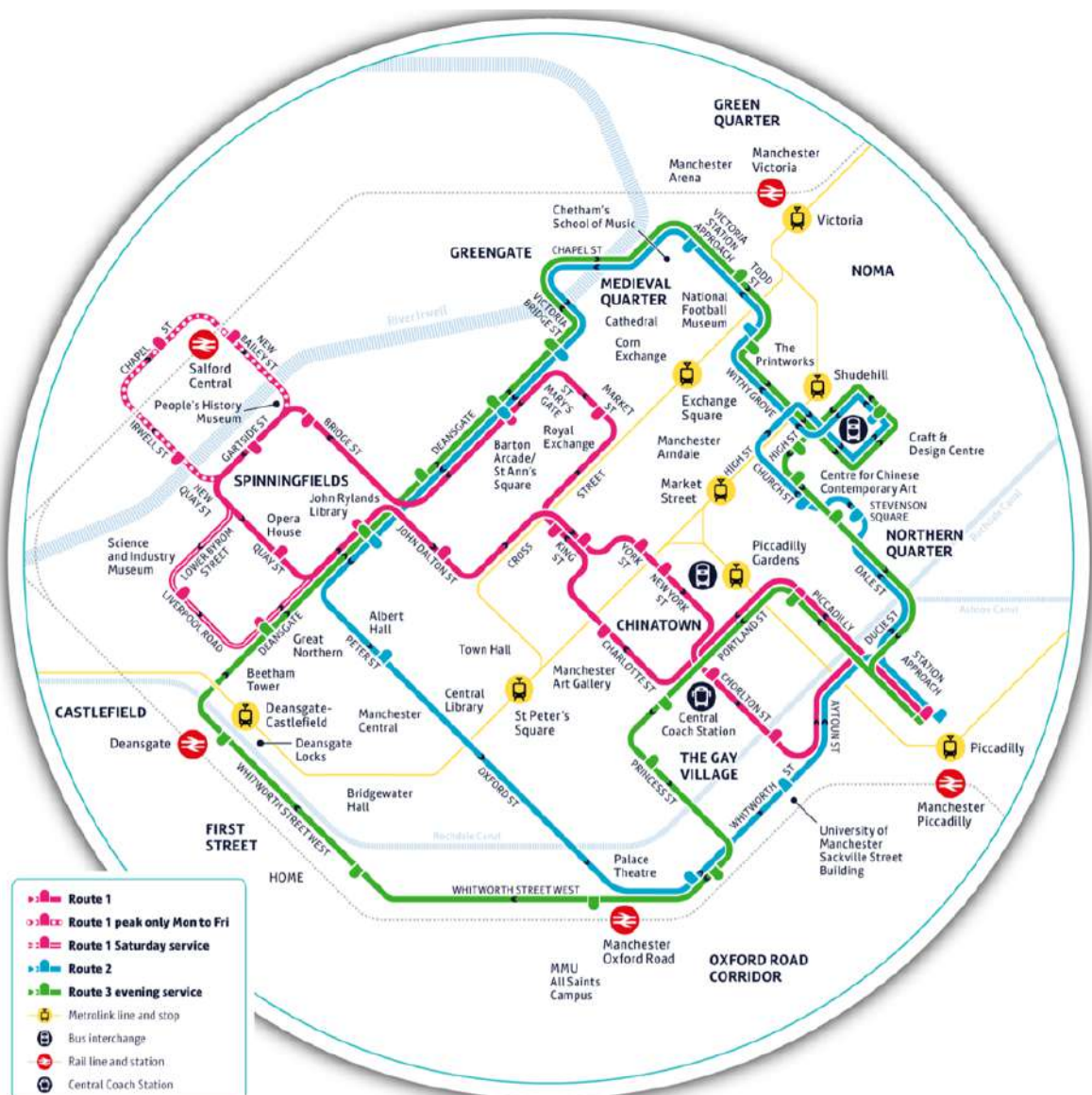
Table 4.3 : Local Bus Service – Oldham Street and Piccadilly

Service No	Route	Approx. Frequency (buses/hour)			
		AM/PM Peak	Off-Peak	Sat	Sun
81	Piccadilly – Moston – Oldham - Derker	2	2	2	1
112/113/177	Manchester – Moston - Middleton	5	4	4	2
118/119	North Manchester – Blackley – Harpurhey - Manchester	4	6	3	3
74/76/76A	Oldham – Failsworth - Manchester	4	5	5	2
82	Sholver – Oldham - Manchester	4	4	4	2
216	Stalybridge – Ashton - Manchester	5	5	5	3
230/231	Ashton – Hartshead – Clayton - Manchester	4	4	4	2

4.4.4 Piccadilly Bus Station is also located approximately 230m (2.5 minute) from the site and provides regular frequent bus services to a range of destination across Greater Manchester and locations further afield such as Blackburn and Burnley.

4.4.1 There are also free bus services around Manchester which operate between the train stations and cover Manchester City Centre; **Figure 4.4** shows the bus routes that operate from Victoria Train Station which is located 850m from the site.

Figure 4.4 : Free Bus Services Route Map (source: TfGM)



Metrolink Services

- 4.4.2 The nearest Metrolink Station are Market Street and Piccadilly Gardens which are located within 280m (3-minute walk) from the site. Market Street serves the Green Line (Bury – Altrincham), Yellow Line (Bury – Piccadilly) and the Dark Blue Line (Manchester Airport – Victoria). Piccadilly Gardens serves the Orange Line (Ashton-under-Lyne – Media City), Light Blue Line (Ashton-under-Lyne – Eccles) and the Purple Line (Altrincham – Piccadilly). [Figure 4.5](#) presents the Greater Manchester Metrolink Tram network.
- 4.4.3 The Metrolink services available from Market Street and Piccadilly Gardens operate on a 10 to 20-minute frequency throughout the day.
- 4.4.4 Both tram stops have step free access to all platforms, help points and security camera coverage, as shown in [Photograph 4.3](#) and [Photograph 4.4](#).

[Photograph 4.3 : Metrolink Stop – Market Street](#)

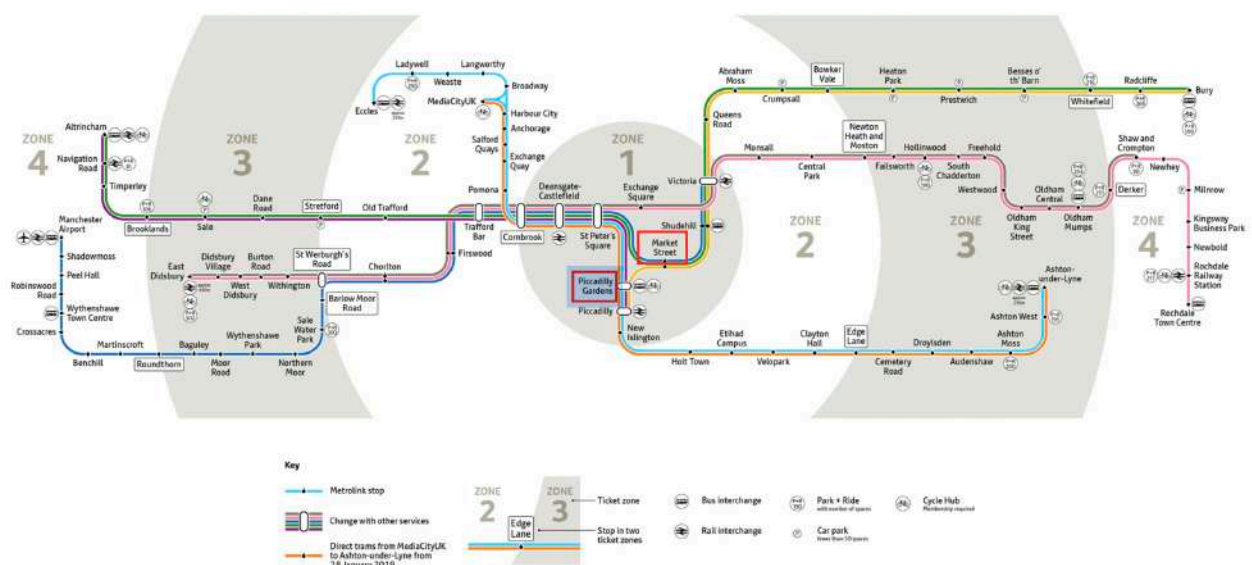


Photograph 4.4 : Metrolink Stop – Piccadilly Gardens



4.4.5 The accessibility of two Metrolink stops from the site, providing frequent services to Manchester City Centre, demonstrates the site's sustainable accessibility by tram, particularly as an alternative to private cars trips for commuting trips.

Figure 4.5 : Metrolink Tram Network (Source: TfGM)



Rail Services

- 4.4.6 Piccadilly Train Station is located approximately 700m (8-minute walk) from the site, with Victoria Train Station located approximately 850m (10-minute walk) from the site.
- 4.4.7 Both train stations provide regular and frequent train services to local destinations within Greater Manchester and destinations throughout the UK such as Liverpool, Leeds, Birmingham and London.
- 4.4.8 Overall, the development site has been shown to be highly accessible by public transport, due to the extensive and high-quality network of bus routes, Metrolink network and train services, which are all located within a short walking distance. Therefore, public transport will provide a realistic and convenient method of travel for commuting trips, particularly as an alternative to private car trips.

4.5 BREEAM 2018 Accessibility Index

- 4.5.1 The BREEAM 2018 Accessibility Index (AI) calculator tool has been utilised to demonstrate the 'AI' of the public transport services located within a short walking distance of the site. For bus services available from Oldham Street and Piccadilly, and Metrolink services from Market Street and Piccadilly Gardens. The AI calculator assigned a score of 19.40, which demonstrates the site has excellent accessibility via sustainable modes of transport. The 'AI' calculations can be found in [Appendix D](#).

4.6 Promoting Sustainable Travel via Travel Plans

- 4.6.1 It should be noted that this TS has been produced in parallel with a Framework Travel Plan (FTP) report, which outlines initial strategies and measures for encouraging employees and visitors to travel by sustainable modes, rather than single occupancy car trips.

4.7 Summary

- 4.7.1 In summary, the development site has been shown to be highly accessible by an extensive range of high-quality sustainable modes of travel, which includes:
- Good quality footways surrounding the site and on the local highway network providing safe walking routes to local amenities, including bus stops, Metrolink stops, and train stations;
 - An extensive network of local cycle routes is available from the site. The site benefits from convenient access to National Cycle Network (NCN), including NCN Route 66, 65, 82 and 60. The site also benefits from access to a network of local cycle routes throughout the city centre;
 - A range of bus services are available from accessible bus stops on Oldham Street, Piccadilly and at Piccadilly Gardens Bus Station;

- Metrolink services available from Market Street and Piccadilly Gardens located a short walk from the site; and
- Rail services available from Piccadilly and Victoria Railway Station.

4.7.2 Overall, the development site is accessible using a wide range of sustainable modes of travel, including high-quality walking routes, cycle routes and public transport services, which collectively offer an alternative to private car trips.

4.7.3 The site is therefore compliant with the (NPPF) which states in paragraph 110 that: *'in assessing sites that may be allocated for development in plans, or specific application for development, it should be ensured that: a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location'*.

4.7.4 Furthermore, the proposals accord with paragraph 112 of the NPPF which states that: *'applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use'*.

5. Trip Generation and Traffic Impact

5.1 Trip Generation

- 5.1.1 In order to assess the traffic impact of the on the local highway network, a multi-modal trip generation exercise has been undertaken for the proposed additional office space Use (Class E(g)).
- 5.1.2 The TRICS trip rate used within this exercise have been agreed with the local highway authority MCC during pre-application scoping discussions.
- 5.1.3 As mentioned in [Section 3](#) of this report, there will be only a slight reduction in the GFA of the existing commercial uses of the site, and therefore the existing trip generation is not expected to change. On this basis, the trip generation for the commercial uses has not been calculated.
- 5.1.4 Multi-modal trip rates have been derived from the TRICS database (v7.8.3) using the 'Employment – Office' land use categories to represent the trip generation of the proposed increase in office space. In order to establish representative trips rates, sites within Greater London have been excluded from the dataset.
- 5.1.5 The vehicle and person trip rates and trip generation for the weekday AM and PM peak hours are shown in [Table 5.1](#), with the full TRICS outputs attached in [Appendix E](#).

Table 5.1 : TRICS Trip Rates – Person Trips (per 100sqm)

	AM 08:00-09:00			PM 17:00-18:00		
	Arrive	Depart	Total	Arrive	Depart	Total
Person Trip Rate	2.162	0.228	2.390	0.15	1.869	2.019
Person Trip Gen (3,956sqm)	86	9	95	6	74	80
Vehicle Trip Rate (per 100sqm)	0.849	0.171	1.020	0.098	0.614	0.712
Vehicle Trip Gen (3,956sqm)	34	7	41	4	24	28

- 5.1.6 As shown in [Table 5.1](#), the proposed self-storage facility is expected to generate **41** two-way trips during the AM peak hour and **28** two-way trips during the PM peak hour.

5.2 Traffic Impact

- 5.2.1 Based on the TRICS trip generation, the proposed development is expected to generate approximately 1 trip every 1.5 to 2 minutes, when averaged over the AM and PM peak hours. These trips will also be disbursed across the local highway network and are likely to use different car parks located throughout Manchester City Centre, as identified in [Figure 3.7](#).
- 5.2.2 On this basis, it can therefore be reasonably concluded that the proposed development will have a low impact on the local highway network during the peak periods, and any parking demand can be accommodated within the existing off-street car parks
- 5.2.3 The analysis demonstrates that the proposed development will not result in a 'severe' impact on the operation of the highway network or highway safety, which according to the NPPF (paragraph 111) is the threshold under which development should not be prevented or refused.

6. Summary and Conclusions

6.1 Summary

- 6.1.1 This Transport Statement has been prepared by Mode Transport Planning on behalf of its Client, Thackeray Investments (the 'Applicant') to accompany a full planning application for the proposed redevelopment of the property at 7-9 Piccadilly, Manchester City Centre.
- 6.1.2 The development to which this report relates comprises the retention of the commercial unit on the ground floor, with the conversion of the upper floors into high quality Grade A office accommodation, including the sensitive introduction of a third, fourth and fifth floor onto Piccadilly Gardens/Back Piccadilly with a sixth floor set back to provide the opportunity for an attractive roof terrace.
- 6.1.3 The analysis in this report has been carried out in accordance with current policy, guidance and best practice. The scope of the assessment was also agreed with the Local Highway Authority, Manchester City Council. The results demonstrate that:
- In accordance with local and national policy, the site is highly accessible by a range of sustainable modes of transport, including walking, cycling, bus and tram services, providing a realistic alternative to car travel, particular for leisure/ amenity trips and commuting;
 - Following a review of the most recent personal injury collision records, there is no evidence to show the proposed development will have a detrimental impact on highway safety;
 - In accordance with MCC's cycle parking standards, the site will include 40 secure cycle spaces located within the basement of the site. The proposals also include changing rooms, showers, lockers and drying area.
 - Bins will be stored in the basement of the site and will be moved to Back Piccadilly on waste collection days. Waste collection vehicles can stop within 10m of the waste collection area, in accordance with BS:5906 and Manual for Streets;
 - Based on agreed trip rates, the proposed use is expected to generate **41** two-way trips during the AM and **28** two-way vehicular trips during the PM peak hours. On the basis that vehicle trips are likely to use different car parks and would be disbursed across the local highway network, the proposed development is expected to have a low traffic impact; and
 - Any parking demand will be minimal and can be accommodated within the existing off-street car parks within the city centre.

6.2 Conclusion

- 6.2.1 In conclusion, based on the evidence and analysis within this report, there should be no highways or transport planning reasons that prevents this planning application from being approved.

APPENDICES

APPENDIX A

MCC Scoping Correspondance

Subject: RE: 7-9 Piccadilly - Transport Statement Scoping
Date: Wednesday, 10 November 2021 at 09:20:34 Greenwich Mean Time
From: Muniza Usmani
To: Michael Anthony
CC: Mark Edwards, Neil Bayliss-Rowe
Attachments: image001.png, image002.jpg, image003.png, image004.png, image005.png, image006.png, image007.png, image008.png, image009.png

Hi Michael

As the facilities are restricted for building staff/occupiers the proposal is acceptable in principle (subject to detailed design).

Thanks

Kind regards
Muniza Usmani
Engineer
Highways Service, Growth and Neighbourhoods Directorate

PLEASE NOTE: WORKING FROM HOME UNTIL FURTHER NOTICE, WORKING DAYS TUESDAY-FRIDAY

Email: m.usmani@manchester.gov.uk
Tel: 07939995063
Web: <http://www.manchester.gov.uk>

POSTAL ADDRESS: Manchester City Council, PO Box 532, Town Hall, Manchester, M60 2LA

From: Michael Anthony <michaelanthony@modetransport.co.uk>
Sent: 09 November 2021 14:53
To: Muniza Usmani <muniza.usmani@manchester.gov.uk>
Cc: Mark Edwards <markedwards@modetransport.co.uk>; Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>
Subject: Re: 7-9 Piccadilly - Transport Statement Scoping

Hi Muniza,

The existing footway width along the southern side of Back Piccadilly is c.1m, which will increase c.2m where the proposed entrance has been recessed into the building. Based on the TRICS trip rates attached, the total office space is expected to generate around 100 two-way people movements in the AM and PM hour, and 188 two-way people movements around mid-day.

The café is part of the office reception area, and will not be open to the general public, just staff and visitors. The gym in the basement is also only available to staff.

Noted regarding the doors opening inwards.

Kind regards,

Michael.

Michael Anthony MCIHT

Associate

☐ 0161 464 9495
☐ 07841 572 743
☐ michaelanthony@modetransport.co.uk
www.modetransport.co.uk

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106 Albert Mill, 10 Hulme Hall Road, Manchester, M15 4LY

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Mode Transport Planning (Manchester) Limited | Registered in England number 10228306

From: Muniza Usmani <muniza.usmani@manchester.gov.uk>
Date: Tuesday, 9 November 2021 at 13:20
To: Michael Anthony <michaelanthony@modetransport.co.uk>
Cc: Mark Edwards <markedwards@modetransport.co.uk>, Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>
Subject: RE: 7-9 Piccadilly - Transport Statement Scoping

Hi Michael

Please confirm the existing and proposed footway widths adjacent to the site. Also what sort of capacity are they expecting for the café/other uses? An idea of expected activity/ footfall would be useful.

I note that there are some doors that open outwards – all doors should open inwards and not impact the adopted footway unless they are final exit fire doors.

Thanks
Kind regards
Muniza Usmani
Engineer
Highways Service, Growth and Neighbourhoods Directorate

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Email: m.usmani@manchester.gov.uk
Tel: 07939995063
Web: <http://www.manchester.gov.uk>

POSTAL ADDRESS: Manchester City Council, PO Box 532, Town Hall, Manchester, M60 2LA

From: Michael Anthony <michaelanthony@modetransport.co.uk>
Sent: 08 November 2021 17:56

To: Muniza Usmani <muniza.usmani@manchester.gov.uk>

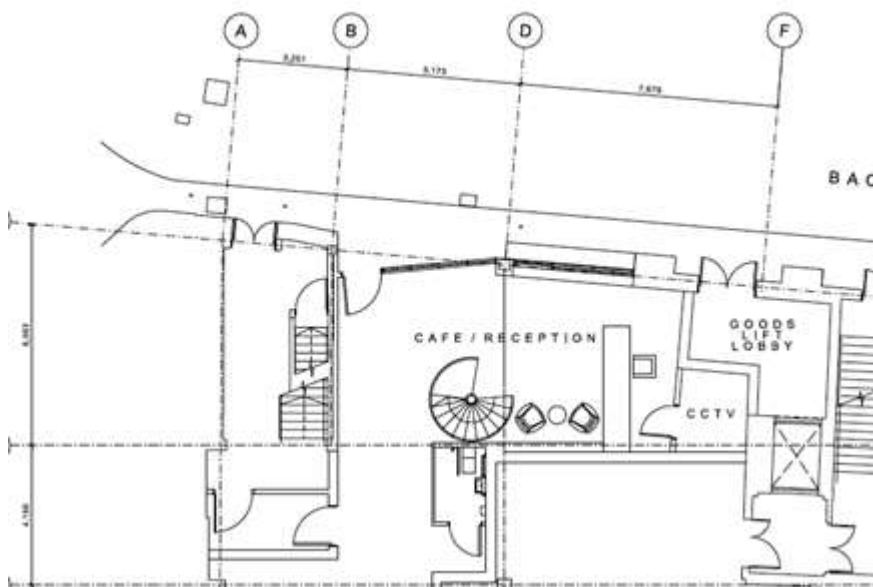
Cc: Mark Edwards <markedwards@modetransport.co.uk>; Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>

Subject: Re: 7-9 Piccadilly - Transport Statement Scoping

Hi Muniza,

Thank you for your further comments on surfacing improvements on Back Piccadilly. I have passed this on to the project team and I understand that they will be liaising directly with Kate MacDonald, as advised.

The proposed scheme will provide access to the office space via the creation of a reception/ café that faces onto Back Piccadilly – as shown below and on the drawings provided previously. Prior to the planning submission, are you able to confirm that this pedestrian access arrangement would be acceptable to MCC Highways? Please note that the entrance has been set-back within the building to provide additional footway width.



The project team are progressing with the application and have further consultation events this Friday – with this in mind, if you could provide your initial comments on access from back Piccadilly before then it would be much appreciated.

Any queries please let me know.

Kind regards,

Michael.

Michael Anthony MCIHT
Associate

☐ 0161 464 9495

☐ 07841 572 743

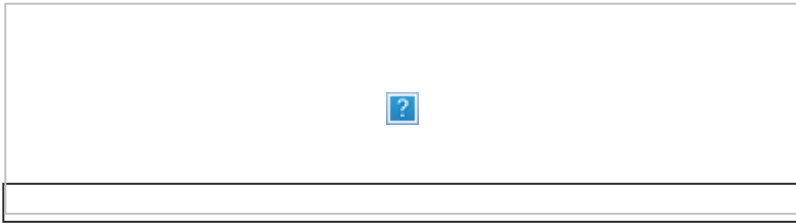
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From: Muniza Usmani <muniza.usmani@manchester.gov.uk>
Date: Wednesday, 3 November 2021 at 09:27
To: Michael Anthony <michaelanthony@modetransport.co.uk>
Cc: Mark Edwards <markedwards@modetransport.co.uk>, Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>, Kate Macdonald <kate.macdonald@manchester.gov.uk>
Subject: RE: 7-9 Piccadilly - Transport Statement Scoping

Hi Michael

Unfortunately MCC Highways has very limited funding and so are unlikely to be able to contribute to improvements to Back Piccadilly in the near future.

I have however highlighted your query with Kate MacDonald who is the strategic lead for city centre partnerships and has involvement in the works at Piccadilly Gardens - she is happy for you to contact her directly to discuss, her contact details are as follows:

Kate Macdonald
Strategic Lead City Centre Partnerships
City Centre Growth & Infrastructure Team
kate.macdonald@manchester.gov.uk
07583 042791

Thanks

Kind regards
Muniza Usmani
Engineer
Highways Service, Growth and Neighbourhoods Directorate

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Email: m.usmani@manchester.gov.uk
Tel: 07939995063
Web: <http://www.manchester.gov.uk>

POSTAL ADDRESS: Manchester City Council, PO Box 532, Town Hall, Manchester, M60 2LA

From: Michael Anthony <michaelanthony@modetransport.co.uk>
Sent: 26 October 2021 15:45
To: Muniza Usmani <muniza.usmani@manchester.gov.uk>
Cc: Mark Edwards <markedwards@modetransport.co.uk>; Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>
Subject: Re: 7-9 Piccadilly - Transport Statement Scoping

Hi Muniza,

Thank you for your scoping response.

We have received some further information from the Applicant about their aspirations for the public realm scheme on Back Piccadilly. The Applicant is looking to contribute (not fully fund) public realm improvements on Back Piccadilly, and therefore would like to understand if there is any shared appetite from MCC Highways to implement a scheme (assuming a suitable design is agreed). Also, would there be any scope for MCC to contribute financially towards the scheme or utilise any existing funds that may already be allocated to improvement schemes around Piccadilly Gardens.

At this early stage in the design and planning process, the Applicant would like an indication as to whether this is likely to be a scheme that MCC Highway could support and help fund.

I appreciate that you may not be able to give a definitive answer, but your initial views on the likelihood of the public realm improvement scheme on Back Piccadilly progressing on this basis would be helpful. The Applicant is holding consultation events of the proposals early next week, and so if you could provide a response on this point before then it would be much appreciated.

Kind regards,

Michael.

Michael Anthony MCIHT
Associate

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 07841 572 743

 michaelanthony@modetransport.co.uk

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Mode Transport Planning (Manchester) Limited | Registered in England number 10228306

From: Muniza Usmani <muniza.usmani@manchester.gov.uk>

Date: Tuesday, 26 October 2021 at 13:17

To: Michael Anthony <michaelanthony@modetransport.co.uk>, Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>

Cc: Mark Edwards <markedwards@modetransport.co.uk>

Subject: RE: 7-9 Piccadilly - Transport Statement Scoping

Hi Michael

Please see the attached indicative adoption plan for Back Piccadilly, I would encourage you to contact the MCC Highways records officer via shahzad.malik@manchester.gov.uk for a definitive plan.

In general MCC Highways prefer the use of the standard palette of materials in areas away from the main heritage sites. To support the proposed development/public realm proposals, you should confirm/provide the following

- Extent of works – resurfacing , street lighting, dropped kerbs and tactile paving etc.
- Materials proposed and justification as any non-standard materials would attract commuted sums to cover future maintenance costs
- All work to the adopted highway is via S278 agreement with the highway authority.
- Encouraging additional activity is OK if the layout can adequately accommodate all users – so detail on footway widths etc is required.
- MCC don't support shared surface, a kerb would still be required to separate vehicles and pedestrians.
- Arrangements for vehicle movements/servicing are adequately maintained.
- Swept paths of largest expected servicing vehicle are adequate.

In terms of the documentation to support the application please confirm there will also be a Construction Management Plan and Travel Plan.

I am assuming the site has no access to car parking so we would also request details on cycle parking and arrangements for nearby accessible parking.

I don't expect any modelling will be required but I have forwarded the scope to TfGM just in case they have any concerns.

Thanks

Kind regards
Muniza Usmani
Engineer
Highways Service, Growth and Neighbourhoods Directorate

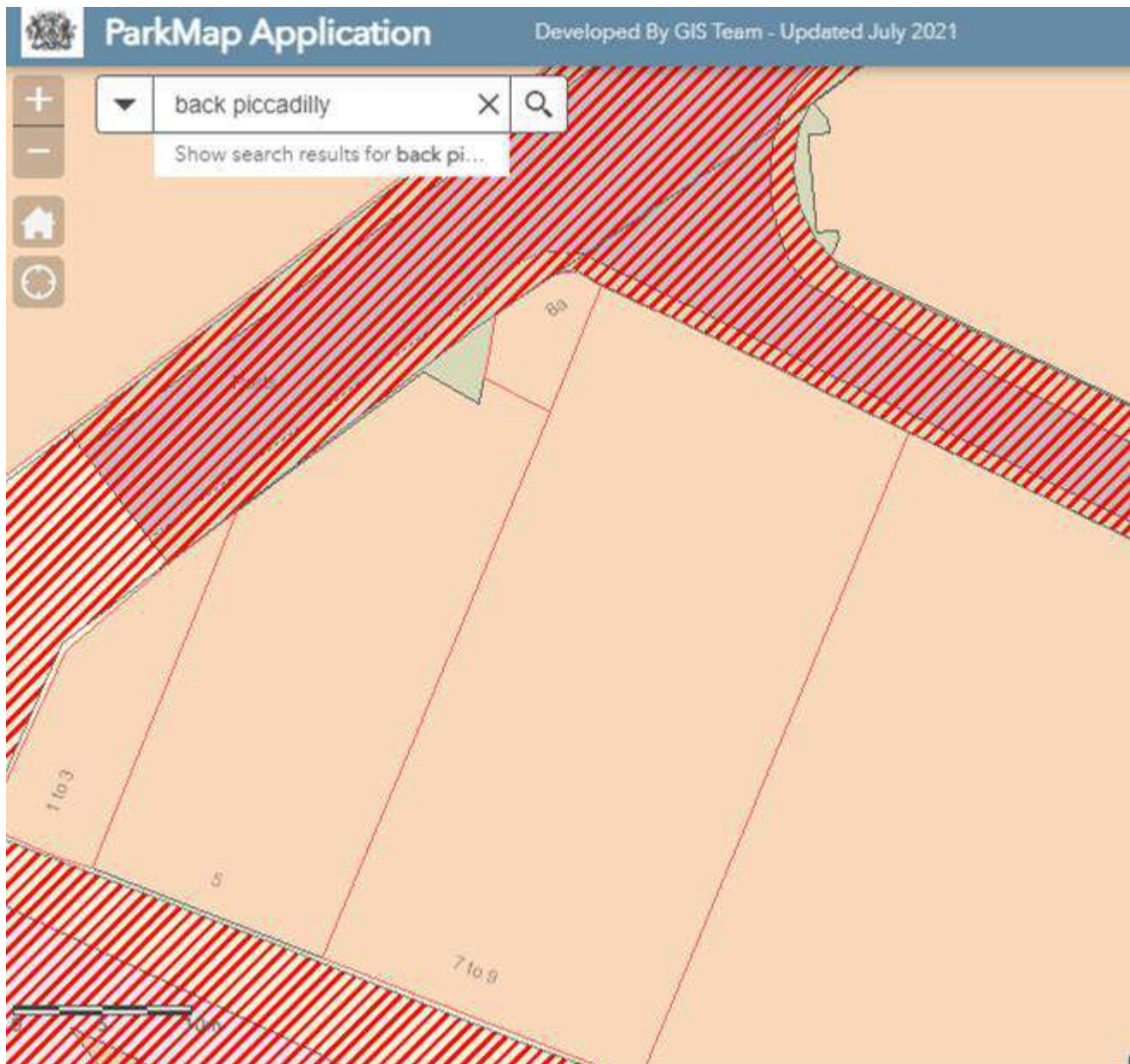
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Email: m.usmani@manchester.gov.uk

Tel: 07939995063

Web: <http://www.manchester.gov.uk>

POSTAL ADDRESS: Manchester City Council, PO Box 532, Town Hall, Manchester, M60 2LA



From: Michael Anthony <michaelanthony@modetransport.co.uk>
Sent: 20 October 2021 11:04
To: Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>; Muniza Usmani <muniza.usmani@manchester.gov.uk>
Cc: Mark Edwards <markedwards@modetransport.co.uk>
Subject: 7-9 Piccadilly - Transport Statement Scoping

Hi Neil / Muniza,

I hope you are both well?

Mode Transport Planning has been appointed to provide transport and highways advice in relation to a planning application for the redevelopment of 7-9 Piccadilly in Manchester City Centre.

The proposed scheme will comprise the retention of the retail units on the ground floor and six floors of office space with external amenity space. The development would create c.2,700sqm of additional office space. The latest building layout drawings and existing/ proposed area schedule are attached for reference (subject to change).

As part of the development there is an aspiration to improve the public realm along Back Piccadilly, which abuts the rear of building. The intention is for this to potentially act as a catalyst and encourage further development activity along Back Piccadilly. It is expected that the public realm work would include resurfacing the footway and/or carriageway with sets (or similar).

To help inform the design and consultation process, please can you provide some initial advice on whether MCC Highways would be willing, in principle, to accept improved surfaces at this location, subject to further design detail and analysis? It is my understanding that Back Piccadilly is an adopted road, therefore I presume that any improvement works would be part of the S278 agreement. If you are able to provide the adopted highway information for the area surrounding the site it would be much appreciated.

It is our intention to produce a Transport Statement and Framework Travel Plan to accompany the application. I am emailing to confirm this approach and set out the scope of the Transport Statement for your approval, as summarised in the points below:

- **Existing conditions and accident data** – description of the site location and local highway network, and analysis of PIC data for most recent 5-year period;
- **Sustainable accessibility** – review of existing access opportunities to the site by walking, cycling and public transport;
- **Development proposals, parking and vehicular/ pedestrian access** – description of proposals, access arrangement and review of car/cycle parking in accordance with MCC standards;
- **Waste Collection** – review of waste collection arrangement with consideration to BS:5906 and MfS, and undertake swept path analysis;
- **Trip Generation** – estimate trip generation for the increased office space during the AM and PM peak hours, based on the attached trip rates derived the TRICS database using the 'Employment – Office' category.

It is not intended to undertake any junction capacity modelling as part of the assessment.

I would be grateful if you could provide confirmation that the proposed approach is acceptable. Should you have any queries regarding the scheme or the Transport Statement scope please let me know.

Kind regards,

Mike.

Michael Anthony MCIHT
Associate

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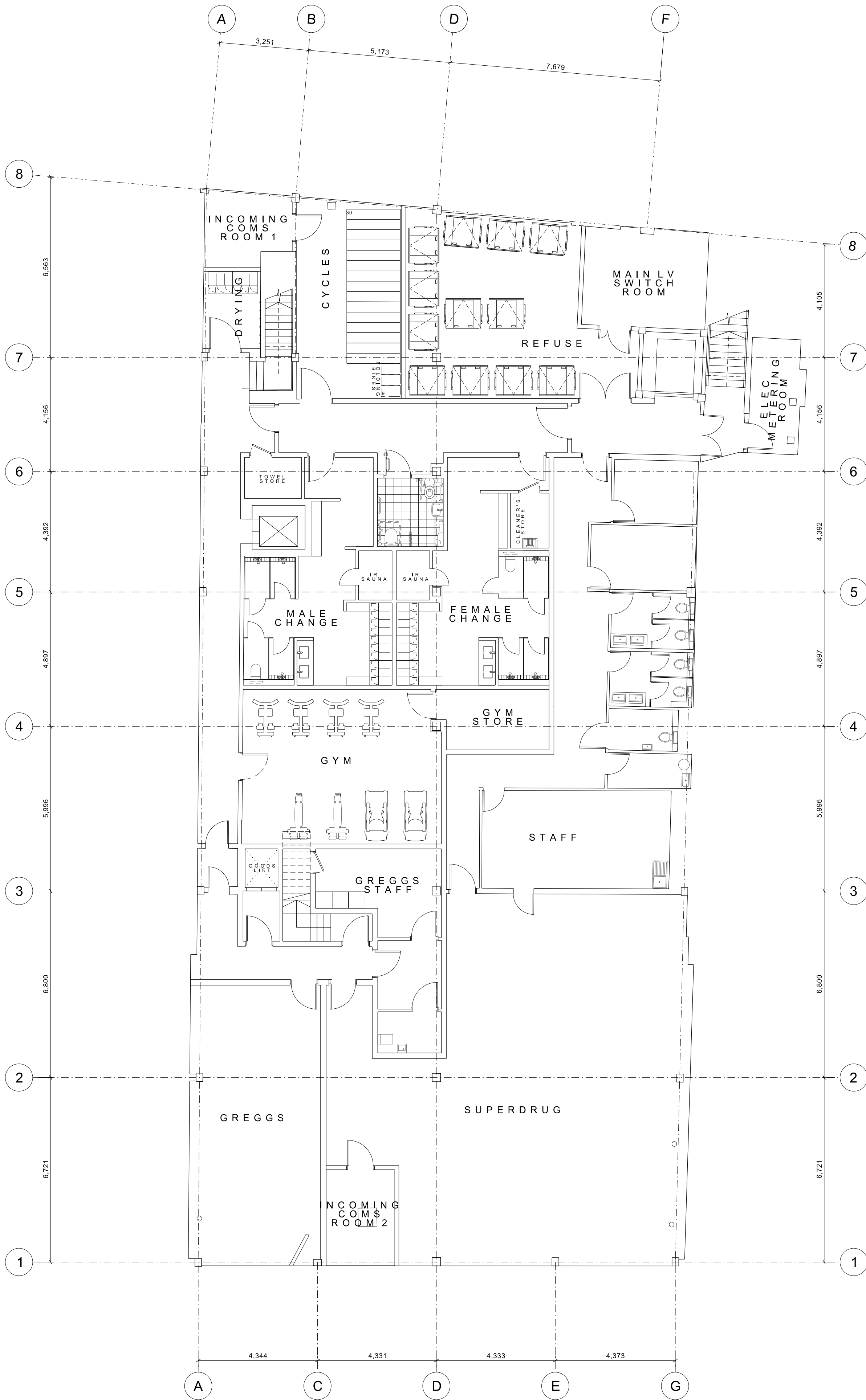
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APPENDIX B

Proposed Development Site Layout

KEY PLAN:



REV: DATE: DETAILS:

DRAFT

5plus architects

Manchester, 0161 229 0211
Fourth Floor, The Hive, 47 Lever Street,
Manchester M1 1FN

London, 0207 253 7644
The Leather Market, Weston Street,
London SE1 3ER

5plusarchitects.com

PROJECT:
7-9 Piccadilly
Manchester

TITLE:
Basement Level
Proposed GA Plan

SCALE: 1:100@ A1 ORIGIN DATE: 03/06/2021 DRAWN: MS CHECKED: EMcA

STATUS:
Information

PROJECT 05936 DRAWING NO: _B1_02_2199

REV: 0

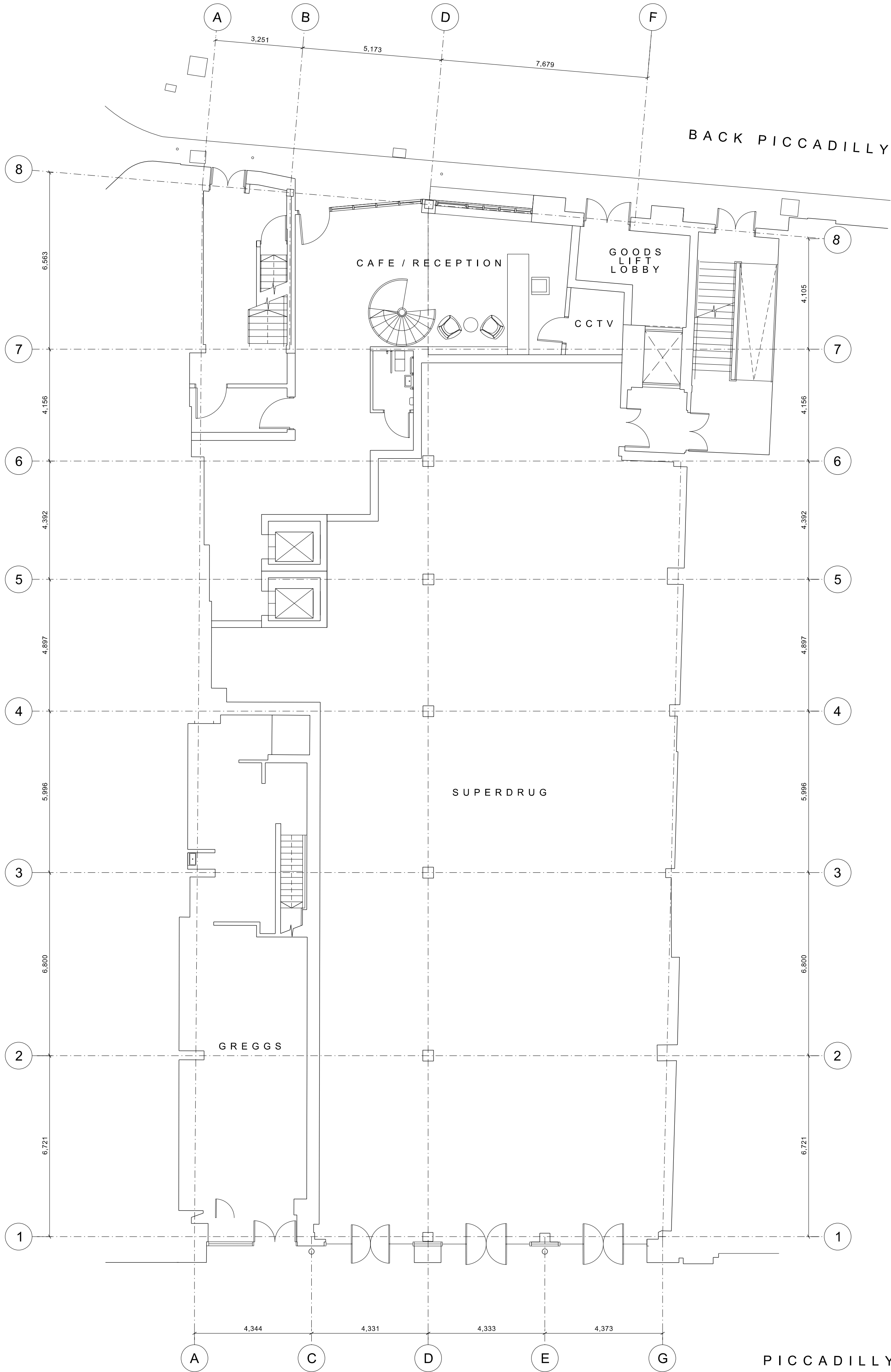
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Figured dimensions only are to be taken from this drawing. Do not scale from this drawing.
All Contractors must note the date and are responsible for noting and checking all dimensions monthly to their work.
5plus Architects are to be advised of any variation between drawings and site conditions.
The architect shall remain liable for the design and construction of the building and its contents.
All dimensions and levels should be noted only from those values stated in text, on the drawings.

CONSTRUCTION - It is considered that the proposed works are within the scope of a competent Contractor and as such no detailed reports have been identified, other to relevant Risk Register/Design Risk Assessment.

KEY PLAN:
 Application Boundary

NOTE: Site boundary line to be verified upon receipt of survey co-ordinates information.

TIB STREET



REV: DATE: DETAILS:

DRAFT

5plus architects

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Fourth Floor, The Hive, 47 Lever Street,
Manchester M1 1FN
London, 0207 253 7644
The Leather Market, Weston Street,
London SE1 3ER
5plusarchitects.com

PROJECT:
7-9 Piccadilly
Manchester

TITLE:
Ground Level
Proposed GA Plan

SCALE: 1:100@ A1 ORIGIN DATE: 03/06/2021 DRAWN: MS CHECKED: EMcA

STATUS:
Information

PROJECT: 05936 DRAWING NO: _B1_02_2200

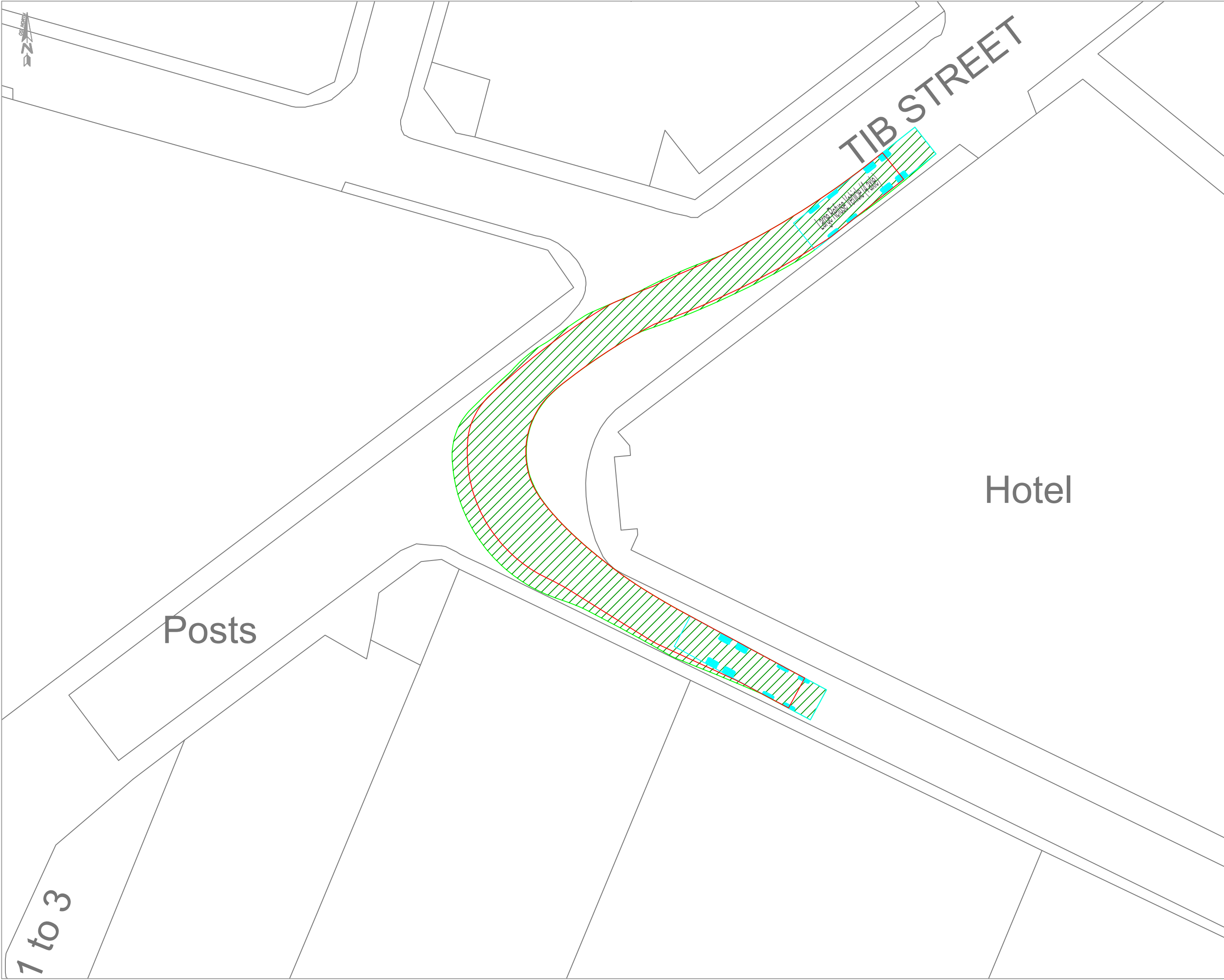
REV: 0

APPENDIX C

Swept Path Analysis – 11.3m Waste Collection Vehicle

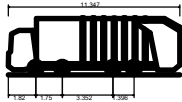
Filename: C:\USERS\WINDOWS\1\DROPBOX (MODE)\PROJECT\MANCHESTER\1\PROJECTS\J325887_7-9 PICCADILLY, MANCHESTER\5. GRAPHICS\2. CAD\2 SHEETS\J32-5887-PS-001.DWG
Last saved by: WINDOWS Last Plotted: 2021-11-25

ISO A3 297mm x 420mm
Approved: ME
Checked: MA
Designer: LCW
Project Management Initials:



transport planning

t 0161 464 9495
e info@modetransport.co.uk
w www.modetransport.co.uk



Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m

- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
 2. all dimensions to be checked before commencement of work on site.
 3. all dimensions in metres unless otherwise stated.
 4. the design is subject to approval of manchester city council.
 5. drawing based on os mapping.

issue/revision		
i/r	date	issued description
-	25/11/2021	

client: thackeray investments
project: 7-9 piccadilly, manchester
project number: J325887
scale: 1:250@A3
drawing title:
refuse vehicle swept path analysis
drawing number:
J32-5887-PS-001

APPENDIX D

BREEAM Accessibility Index Calculation

BREEAM 2018 Tra01/02 Accessibility Index calculator



Using the drop down boxes make the relevant selections and press the 'Select' button

Building type: Offices/Industrial

No. nodes required: 4

Select

NODE 1

Public transport type	Rail										
Distance to node (m)	85										
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
	3	3	3								

NODE 2

Public transport type	Bus										
Distance to node (m)	175										
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
	2	5	4								

NODE 3

Public transport type	Bus										
Distance to node (m)	215										
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
	4	4	5	4							

NODE 4

Public transport type	Rail										
Distance to node (m)	280										
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
	3	3	3	3							

Accessibility Index 19.40

APPENDIX E

TRICS Output: Employment - Office

Calculation Reference: AUDIT-754101-211110-1144

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	SO SLOUGH	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
12	CONNAUGHT	
	CS SLIGO	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	MG MONAGHAN	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 400 to 4500 (units: sqm)
 Range Selected by User: 178 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 13/11/19

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

Selected survey days:

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

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	9
-------------	---

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:

Commercial Zone	1
Built-Up Zone	6
High Street	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village,

Secondary Filtering selection:Use Class:

Not Known 9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
15,001 to 20,000	2 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	3 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	4 days

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

Travel Plan:

Yes	2 days
No	7 days

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

PTAL Rating:

No PTAL Present 9 days

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

LIST OF SITES relevant to selection parameters

1	CS-02-A-02 QUAY STREET SLIGO	COUNCIL OFFICE		SLIGO
	Town Centre Built-Up Zone Total Gross floor area:		2750 sqm	
	Survey date: FRIDAY		01/11/13	Survey Type: MANUAL
2	EB-02-A-06 ST ANDREW SQUARE EDINBURGH	REGUS OFFICES		CITY OF EDINBURGH
	Town Centre Built-Up Zone Total Gross floor area:		4500 sqm	
	Survey date: WEDNESDAY		16/03/16	Survey Type: MANUAL
3	GM-02-A-07 MOSELEY STREET MANCHESTER	LAW OFFICES		GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:		4200 sqm	
	Survey date: WEDNESDAY		19/10/11	Survey Type: MANUAL
4	GM-02-A-08 FOUNTAIN STREET MANCHESTER	REGUS		GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:		3960 sqm	
	Survey date: MONDAY		26/09/16	Survey Type: MANUAL
5	MG-02-A-01 MARKET STREET MONAGHAN	MOTOR TAX OFFICE		MONAGHAN
	Town Centre High Street Total Gross floor area:		400 sqm	
	Survey date: WEDNESDAY		11/09/13	Survey Type: MANUAL
6	SO-02-A-01 HIGH STREET SLOUGH	COUNCIL OFFICES		SLOUGH
	Town Centre High Street Total Gross floor area:		1800 sqm	
	Survey date: THURSDAY		27/02/14	Survey Type: MANUAL
7	TV-02-A-04 CORPORATION ROAD MIDDLESBROUGH	COUNCIL OFFICES		TEES VALLEY
	Town Centre Commercial Zone Total Gross floor area:		3950 sqm	
	Survey date: TUESDAY		08/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)**8 TW-02-A-07 OFFICES**MULGRAVE TERRACE
GATESHEAD

Town Centre

Built-Up Zone

Total Gross floor area: 2090 sqm

Survey date: MONDAY

13/06/16

TYNE & WEAR

Survey Type: MANUAL

9 WK-02-A-01 OFFICESWARWICK ROAD
COVENTRY

Town Centre

Built-Up Zone

Total Gross floor area: 960 sqm

Survey date: THURSDAY

17/10/13

WARWICKSHIRE

Survey Type: MANUAL

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

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	2734	0.284	9	2734	0.045	9	2734	0.329
08:00 - 09:00	9	2734	0.849	9	2734	0.171	9	2734	1.020
09:00 - 10:00	9	2734	0.727	9	2734	0.325	9	2734	1.052
10:00 - 11:00	9	2734	0.764	9	2734	0.630	9	2734	1.394
11:00 - 12:00	9	2734	0.581	9	2734	0.569	9	2734	1.150
12:00 - 13:00	9	2734	0.577	9	2734	0.532	9	2734	1.109
13:00 - 14:00	9	2734	0.557	9	2734	0.573	9	2734	1.130
14:00 - 15:00	9	2734	0.500	9	2734	0.500	9	2734	1.000
15:00 - 16:00	9	2734	0.211	9	2734	0.419	9	2734	0.630
16:00 - 17:00	9	2734	0.244	9	2734	0.687	9	2734	0.931
17:00 - 18:00	9	2734	0.098	9	2734	0.614	9	2734	0.712
18:00 - 19:00	9	2734	0.053	9	2734	0.284	9	2734	0.337
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.445			5.349			10.794

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:	400 - 4500 (units: sqm)
Survey date range:	01/01/10 - 13/11/19
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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

MULTI-MODAL TAXIS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	2734	0.000	9	2734	0.000	9	2734	0.000
08:00 - 09:00	9	2734	0.016	9	2734	0.016	9	2734	0.032
09:00 - 10:00	9	2734	0.020	9	2734	0.020	9	2734	0.040
10:00 - 11:00	9	2734	0.045	9	2734	0.045	9	2734	0.090
11:00 - 12:00	9	2734	0.028	9	2734	0.028	9	2734	0.056
12:00 - 13:00	9	2734	0.028	9	2734	0.028	9	2734	0.056
13:00 - 14:00	9	2734	0.037	9	2734	0.037	9	2734	0.074
14:00 - 15:00	9	2734	0.028	9	2734	0.028	9	2734	0.056
15:00 - 16:00	9	2734	0.000	9	2734	0.000	9	2734	0.000
16:00 - 17:00	9	2734	0.020	9	2734	0.020	9	2734	0.040
17:00 - 18:00	9	2734	0.004	9	2734	0.000	9	2734	0.004
18:00 - 19:00	9	2734	0.008	9	2734	0.008	9	2734	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.234			0.230			0.464

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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

MULTI-MODAL OGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	2734	0.004	9	2734	0.000	9	2734	0.004
08:00 - 09:00	9	2734	0.004	9	2734	0.008	9	2734	0.012
09:00 - 10:00	9	2734	0.004	9	2734	0.004	9	2734	0.008
10:00 - 11:00	9	2734	0.000	9	2734	0.000	9	2734	0.000
11:00 - 12:00	9	2734	0.000	9	2734	0.000	9	2734	0.000
12:00 - 13:00	9	2734	0.000	9	2734	0.000	9	2734	0.000
13:00 - 14:00	9	2734	0.000	9	2734	0.000	9	2734	0.000
14:00 - 15:00	9	2734	0.004	9	2734	0.004	9	2734	0.008
15:00 - 16:00	9	2734	0.000	9	2734	0.000	9	2734	0.000
16:00 - 17:00	9	2734	0.000	9	2734	0.000	9	2734	0.000
17:00 - 18:00	9	2734	0.000	9	2734	0.000	9	2734	0.000
18:00 - 19:00	9	2734	0.000	9	2734	0.000	9	2734	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	2734	0.191	9	2734	0.000	9	2734	0.191
08:00 - 09:00	9	2734	0.825	9	2734	0.028	9	2734	0.853
09:00 - 10:00	9	2734	0.605	9	2734	0.020	9	2734	0.625
10:00 - 11:00	9	2734	0.223	9	2734	0.167	9	2734	0.390
11:00 - 12:00	9	2734	0.256	9	2734	0.211	9	2734	0.467
12:00 - 13:00	9	2734	0.211	9	2734	0.179	9	2734	0.390
13:00 - 14:00	9	2734	0.130	9	2734	0.146	9	2734	0.276
14:00 - 15:00	9	2734	0.207	9	2734	0.150	9	2734	0.357
15:00 - 16:00	9	2734	0.093	9	2734	0.163	9	2734	0.256
16:00 - 17:00	9	2734	0.069	9	2734	0.427	9	2734	0.496
17:00 - 18:00	9	2734	0.008	9	2734	0.800	9	2734	0.808
18:00 - 19:00	9	2734	0.000	9	2734	0.264	9	2734	0.264
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.818			2.555			5.373

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	2734	0.589	9	2734	0.041	9	2734	0.630
08:00 - 09:00	9	2734	2.162	9	2734	0.228	9	2734	2.390
09:00 - 10:00	9	2734	1.849	9	2734	0.597	9	2734	2.446
10:00 - 11:00	9	2734	2.048	9	2734	1.516	9	2734	3.564
11:00 - 12:00	9	2734	1.751	9	2734	1.922	9	2734	3.673
12:00 - 13:00	9	2734	2.308	9	2734	2.771	9	2734	5.079
13:00 - 14:00	9	2734	2.714	9	2734	2.332	9	2734	5.046
14:00 - 15:00	9	2734	1.837	9	2734	1.674	9	2734	3.511
15:00 - 16:00	9	2734	1.012	9	2734	1.373	9	2734	2.385
16:00 - 17:00	9	2734	0.610	9	2734	1.743	9	2734	2.353
17:00 - 18:00	9	2734	0.150	9	2734	1.869	9	2734	2.019
18:00 - 19:00	9	2734	0.012	9	2734	0.800	9	2734	0.812
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			17.042			16.866			33.908

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.



keep up with mode:



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