



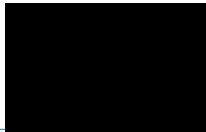
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Proposed Hotel Development
At Stock Exchange Suites, Manchester
for Project Co Sub 2024 Limited
Transport Statement

October 2025 (Initial Issue)

Quality Management

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Contents

1. Introduction.....	1
2. Baseline Conditions	2
3. Proposed Development and Access Strategy	17
4. Site Accessibility	19
5. Highway Impact	21
6. Summary and Conclusion	22

IMAGES

Image 2.1	Site Location.....	2
Image 2.2	Norfolk Street	3
Image 2.3	Loading Bays on Pall Mall	4
Image 2.4	Existing Vehicular Access.....	5
Image 2.5	New Market Lane	6
Image 2.6	Existing Bicycle Stands.....	7
Image 2.7	Existing Sheffield Stands	7
Image 2.8	Shower Facilities	8
Image 2.9	Extract of MCC Adoption Extent Map	9
Image 2.10	National Cycle Routes	10
Image 2.11	Local Cycle Routes.....	11
Image 2.12	Extract taken from TfGM's Bus Network Map	13
Image 2.13	Crash map Extract surrounding Site	14

TABLES

Table 2.1	Local Bus Services.....	12
Table 2.2	Local Rail Services	14
Table 2.3	Pall Mall Loading Bay Vehicular Usage.....	15
Table 2.4	New Market Lane Vehicular Usage.....	16

FIGURES

Figure 1	Site Location Plan
Figure 2	Pedestrian Accessibility
Figure 3	Cycle Accessibility
Figure 4	Public Transport Map
Figure 5	Car Parking Plan

APPENDICES

Appendix A	Masterplan
Appendix B	Adopted Highway Information
Appendix C	Swept Path Drawing
Appendix D	TRICS Assessment

1. Introduction

1.1.1 This Transport Statement (TS) has been prepared on behalf of Project Co Sub 2024 Limited to support an outline planning application on land adjacent to Norfolk Street, Manchester.

1.1.2 The proposed layout is shown on the architects plans in Appendix A and comprises of:

- Hotel development with 95 bedrooms; and
- Zero car parking spaces.

1.1.3 The site is currently an office occupied partially by the blood bank and was previously occupied by Zurich Insurance, GVA and Euler Hermes. The ground and basement floor car parking is currently leased separately to this application and does not form part of this application.

1.1.4 This Transport Statement (TS) has been prepared in accordance with guidance relating to transport statements prepared and issued by the Department for Communities and Local Government (DCLG).

1.1.5 This report sets out the transport issues relating to the proposed development and identifies if any measures are required to accommodate the anticipated transport impacts of the scheme.

1.1.6 The TS considers the sustainability of the Site, reviewing the provision and quality of facilities and connections to and from the surrounding areas. It covers a variety of topics and the document structure is as follows:

- Chapter 2 – describes the Site and the existing transport conditions including a review of accident data;
- Chapter 3 – defines the development proposals including the access strategy;
- Chapter 4 – describes the accessibility of the Site by non-car modes including accessibility to local facilities/services;
- Chapter 5 – sets out the net impact of trip generations from the change of use on the Site; and
- Chapter 6 – summarises and concludes the report.

2. Baseline Conditions

2.1.1 This chapter describes the Site and considers the existing conditions on the surrounding highway network for a range of transport modes. It also includes a review of accident data.

2.2 Existing Site

2.2.1 The Site is located north of Norfolk Street, east of Pall Mall, south of New Market Lane and west of Brown Street. Vehicular access to the Site is via a simple priority junction from Pall Mall that leads into an underground car park. The car parking spaces are separately leased and do not form part of this application.

2.2.2 The Site in relation to the strategic and local transport networks is shown on Figure 1, an extract of which is shown in Image 2.1.

Image 2.1 Site Location



2.3 Existing Local Highway Network

2.3.1 Norfolk Street is a single-lane carriageway running east-west along the southern boundary of the proposed Site, and traffic is restricted to westbound movement only. The street is lit and has a carriageway width of approximately 5.3m. It operated under a 20mph speed limit.

2.3.2 On both sides of the carriageway, there are footpaths approximately 2.7m wide, and on the western side bollards have been installed to protect pedestrians.

2.3.3 Parking is prohibited on both sides of the carriageway along Norfolk Street, which is enforced by the provision of double yellow line markings. However, on the south eastern flank of Norfolk Street there are two disabled parking bays and one loading bay, shown in Image 2.2.

Image 2.2 Norfolk Street



2.3.4 Loading is also restricted at all times along the northern flank of the western extent of Norfolk Street.

2.3.5 Norfolk Street meets Pall Mall to the west via a T-junction. Pall Mall is a one-lane single carriageway with traffic flowing in both directions. Pall Mall has a carriageway width of circa 4.8m, including 1.3m wide loading bays which flank the north-western side of the carriageway, as seen in Image 2.3. Parking and loading is restricted on the remainder of the Pall Mall carriageway, which is indicated by double yellow road markings and no loading markings.

Image 2.3 Loading Bays on Pall Mall



2.3.6 Footways of approximately 2.7m in width flank both sides of the carriageway on Pall Mall, and bollards are present to segregate pedestrians from traffic. Pall Mall is subject to a 20mph speed limit.

2.3.7 Vehicle access to the ground and basement is taken from an electric gate on Pall Mall. This is shown in Image 2.4. It should be noted that the car parking within these levels is not associated with the development and is separately leased. The proposed development will still gain access through this entrance for loading and cycle parking access.

Image 2.4 Existing Vehicular Access



2.3.8 Pall Mall connects northward to New Market Lane, a single-carriageway no-through road of circa 4.6m in width. Parking is prohibited on the carriageway which is currently occupied by refuse containers and is used for servicing for adjacent units.

2.3.9 At the end of New Market Lane, parking is not restricted, and refuse containers are present, as shown in Image 2.5.

Image 2.5 New Market Lane



2.3.10 The eastern side of Norfolk House is a pedestrian-only zone; vehicle access from Norfolk Street is blocked by bollards.

2.4 Existing Basement Car Park

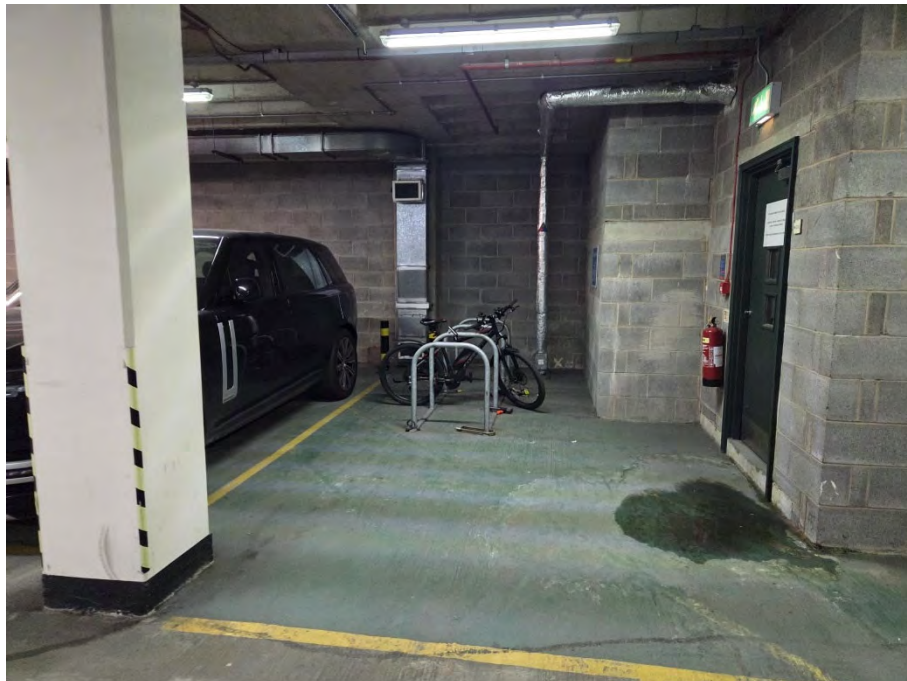
2.4.1 An existing basement car park is located under the proposed Site and is accessed via the entrance on Pall Mall. The facility comprises of 48 parking spaces over two levels, which include four disabled bays. This parking is not included within the development proposals and is leased separately to the proposed hotel.

2.4.2 In addition to the car parking, there are 11 bike stands, as shown in Image 2.6 and Image 2.7, which will be available to the staff/guests of the proposed hotel.

Image 2.6 Existing Bicycle Stands



Image 2.7 Existing Sheffield Stands



2.4.3 The ground floor and basement is well lit, and CCTV cameras ensure security.

2.4.4 The basement is equipped with six modern showers (one adapted for disabled users), an accessible toilet, 16 lockers, and lift access. The shower facilities can be seen below in Image 2.8.2

Image 2.8 Shower Facilities



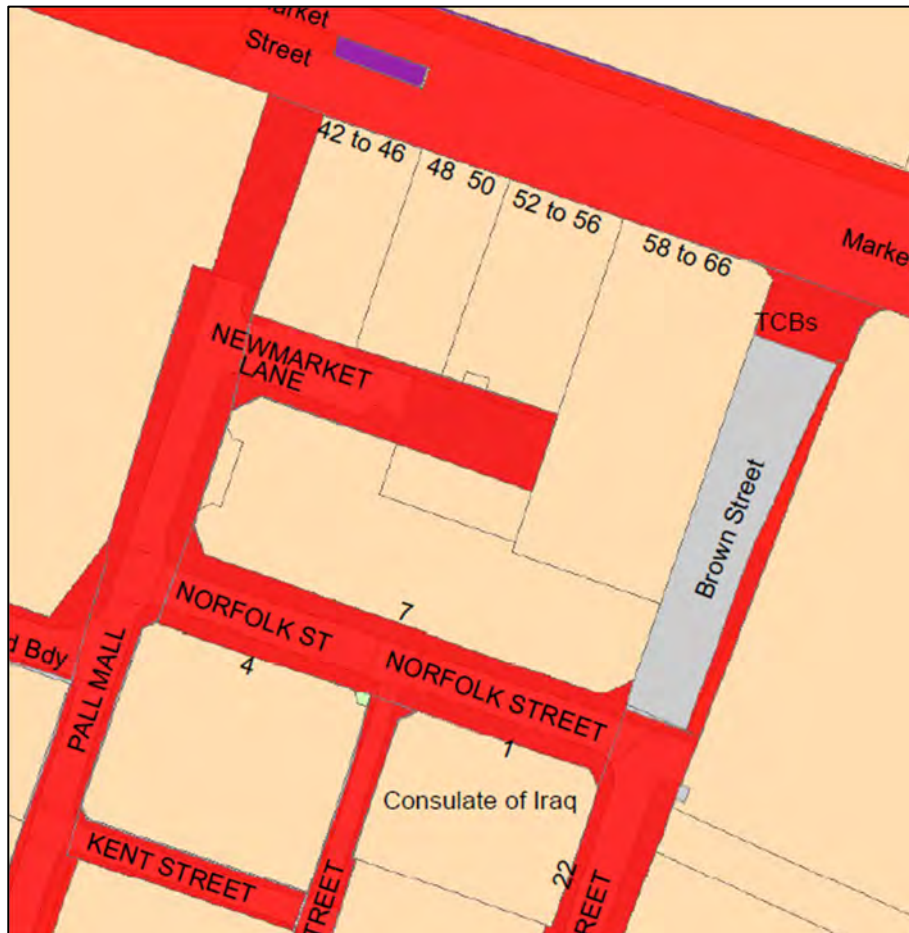
2.5 City Centre Car Parks

2.5.1 There are a number of car parks located throughout Manchester City Centre, and these are shown in Figure 5 with the number of spaces identified on the plan. Several of these car parks are located within a short walking distance of the Site and will allow any hotel guest or employee to access the Site via private car if needed. The intention for the Site is to promote a sustainable car free hotel, due to the excellent accessibility of the Site by sustainable modes.

2.6 Adoption Extent

2.6.1 Norfolk Street to the south, New Market Lane to the north, and Pall Mall to the West of the Site are all adopted sections of the highway, as shown in the extract in Image 2.9. The MCC highway adoption records are contained in Appendix B.

Image 2.9 Extract of MCC Adoption Extent Map



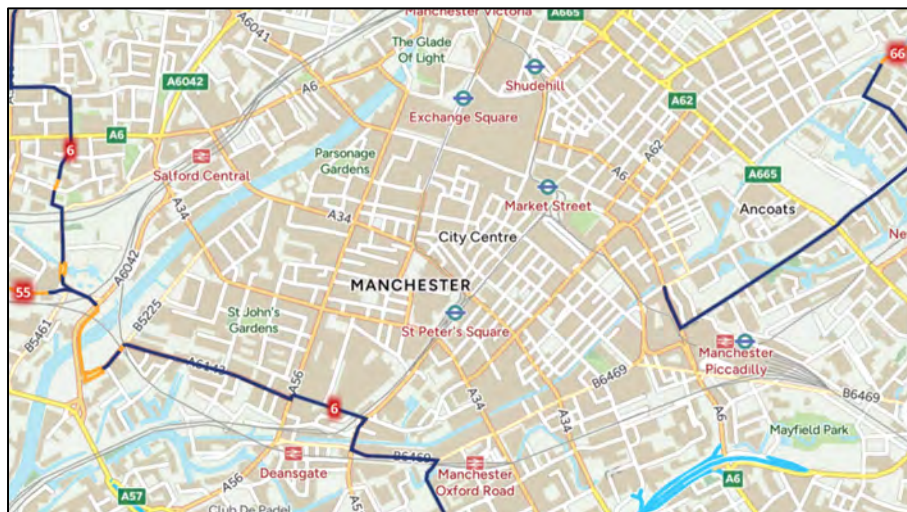
2.7 Cycle Infrastructure

2.7.1 The National Cycle Network (NCN) Route 66 is approximately 1km to the east of the proposed Site, it runs on a north-south axis and connects Greater Manchester to Yorkshire. It is 56.9% traffic-free and includes stretches of canal-side cycling.

2.7.2 The NCN Route 6 is approximately 1.1m south of the proposed Site, it runs on a north-south axis, and is 52.4% traffic-free, utilising historic canals such as the Leeds and Liverpool Canal.

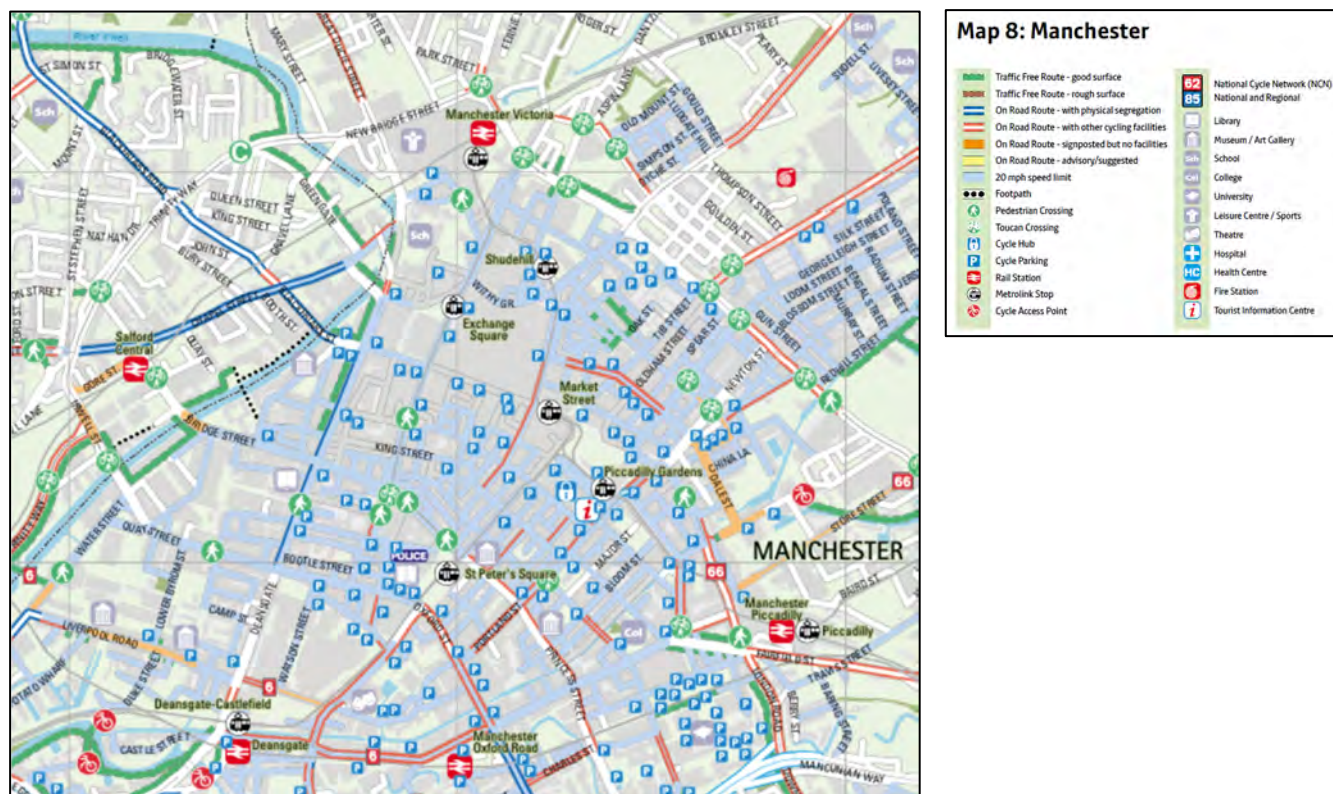
2.7.3 Image 2.10 shows where the cycle routes are in relation to the Site.

Image 2.10 National Cycle Routes



2.7.4 In addition to the NCN, Manchester has a network of cycle infrastructure. The cycle infrastructure in the vicinity of the Site is shown on Image 2.11 and shows the road characterises including surfacing and traffic-presence, and a number of facilities including, crossings, cycle parking, Metrolink stops and segregated cycle paths.

Image 2.11 Local Cycle Routes



2.7.5 There are several cycle parking facilities within the vicinity of the Site and there is a bike servicing store (EK Mechanic) on Princess Street to the south of the Site.

2.8 Existing Bus Services/Facilities

2.8.1 There are number of bus facilities operating within the vicinity of the Site, with the nearest stops provided on King Street, approximately 140m south of the Site access. The services available at the nearest stops are summarised in Table 2.1.

Table 2.1 Local Bus Services

Location	Stop ID	Distance	Facilities	Regular Destinations	Service Numbers	Approx. Frequency
King Street	MANGPJWD	140m	Timetable, Pole	Piccadilly Gardens, Manchester City Centre	1 Free Bus, 36, 37, X39	17 per hour
King Street	MANTGDWP	170m	Timetable, Pole, Bus Bay	Shudehill	2 Free Bus	7 per hour
Deansgate	MANGPJDM	255m	Shelter, Pole, Timetable, Bus Bay	Bolton, Glaze Estate, The Trafford Centre, Hollins Green	8, 67, 67A, 100	14 per hour
Deansgate	MANTGDWJ	260m	Pole, Timetable	Warrington, Brookhouse Estate, Glaze Estate, Hollins Green, Bolton, The Trafford Centre	8, 10, 67, 67a, 100, 113	17 per hour
Princess Street	MANGPJTM	285m	Shelter, Seating, Timetable, Bus Bay	Manchester Royal Infirmary, East Didsbury, Piccadilly Gardens	35, 38, 50, 113, 114, V1, V2, V4	21 per hour
Princess Street	MANTWTAG	290m	Timetable, Pole, Bus Bay	Atherton, Logistics North, Leigh, MediaCityUK, Bolton	35, 36, 37, 38, 50, 51, V1, V2, V4	19 per hour
Portland Street	MANGPJDT	420M	Shelter, Bus Bay	Piccadilly Gardens, Shudehill, Middleton	15, 18, 33, 33B, 35, 38, 41, 42, 42A, 42B, 42C, 43, 85, 85A, 86, 87, 101, 102, 103, 111, 113, 114, 142, 143, 250, 253, 255, 256, 263, 797, X50	76 per hour
Portland Street	MANGPJDW	460m	Shelter, Seating, Timetable, Pole, Bus Bay	Spinningfields, Arrowfield Estate, Manchester Airport, Worsley, Sale, Handforth Dean, Chorlton, West Didsbury, East Didsbury, Altrincham, Manchester Royal Infirmary, Trafford Centre, Wythenshawe, Flixton, North Reddish	1 Free Bus, 15, 18, 33, 41, 42, 42A, 42B, 42C, 43, 85, 85A, 86, 87, 101, 102, 103, 111, 142, 143, 250, 263	80 per hour

Table 2.2 Local Rail Services

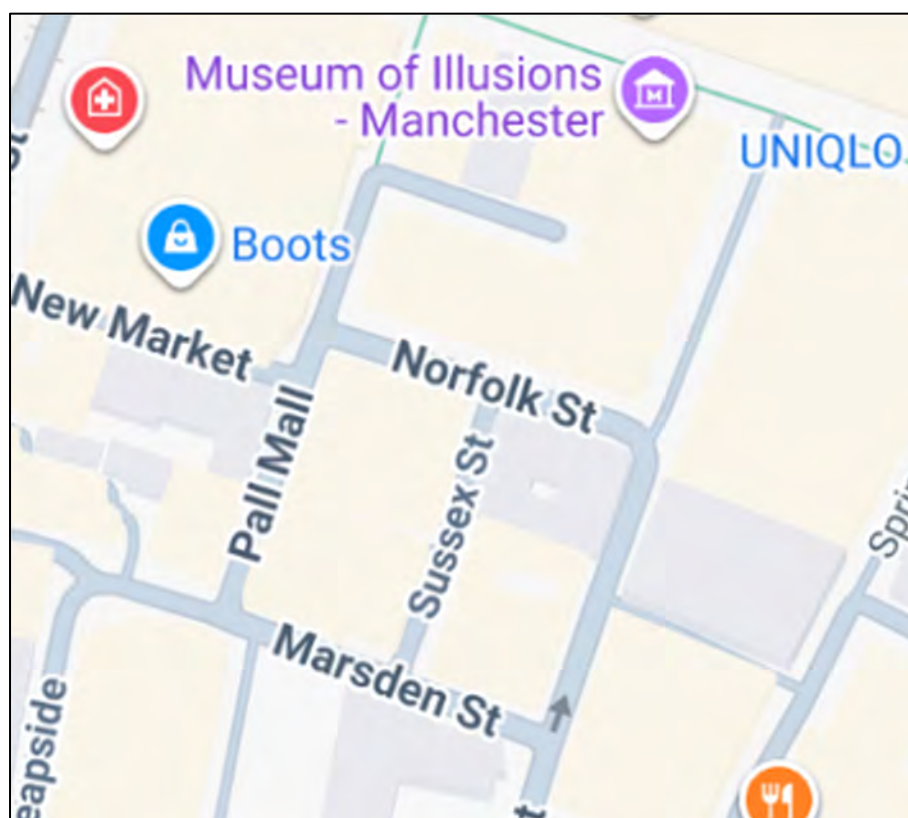
Station	Facilities	Regular Destinations	Approx. Combined Frequency
Victoria	Step Free Access, Ticket machine and office, shelter, seating, cycle parking	Newcastle, Liverpool, Leeds, Wigan, Chester, Blackburn, Scarborough, Saltburn, Rochdale	20 per hour
Piccadilly	Step Free Access, Ticket machine and office, shelter, seating, cycle and car parking	London, Blackpool, Liverpool, Windermere, Sheffield, Nottingham, Glasgow, Bristol	41 per hour

2.10 Accident Data Analysis

2.10.1 Personal injury accident data has been obtained from Crashmap and has found that no accidents, neither fatal, serious or slight, occurred within the vicinity of the Site in the past 5 years.

2.10.2 An extract of the area surrounding the Site taken from Crashmap is shown in Image 2.4.

Image 2.13 Crash map Extract surrounding Site



2.11 Traffic Survey Results

2.11.1 In order to understand the servicing opportunities at the current Site, a Survey occurred over a 7 day period between 23rd September and 29th September 2025, recording the vehicular activity on the highway immediately adjacent to the Site.

2.11.2 The survey results for vehicular activity within the existing loading bay on Pall Mall is presented in Table 2.3 below. The loading bay is 30m in length and could accommodate three servicing vehicles or 5 cars.

Table 2.3 Pall Mall Loading Bay Vehicular Usage

	Day of Week							Average
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
Total Number of Vehicles using Loading Bay	61	78	62	83	68	47	80	68
Average Duration of Stay	00:24:59	00:17:49	00:24:52	00:17:24	00:21:04	00:17:46	00:16:19	00:20:19
Utilisation of Loading Bay (all Vehicles)	35.3%	32.5%	35.9%	32.7%	33.1%	19.6%	29.6%	31.2%
Vehicles Using Loading Bay for Delivery/Servicing	15	13	2	28	16	7	11	13.1
Average Duration of Stay	00:12:52	00:10:15	00:04:23	00:14:45	00:17:52	00:08:08	00:06:23	00:10:45
Utilisation of Loading Bay	4.5%	3%	0.2%	9.7%	6.7%	1.3%	1.5%	3.8%
Number of Cars Parking without Loading	40	43	33	60	54	39	36	44

2.11.3 Over the 7-day period, the existing loading bay on Pall Mall has an average daily usage of just under 70 vehicles per day, which occupy the bay for an average duration of under 20 minutes. The loading bay is currently 31.2% utilised over the week and therefore provides sufficient capacity.

2.11.4 It should be noted that a large proportion of the current occupation of the loading bay is by cars parking within the loading bay. This practice is currently not lawful as the loading bay is dedicated for loading only. When the unlawful vehicles are removed from the loading area, the occupation of the loading bay is reduced significantly from 31.2% on average to 3.8%.

2.11.5 In addition to reviewing the use of the Pall Mall loading bay, the traffic survey recorded the number of movements and duration of stay of vehicles utilising New Market Lane. Table 2.4 presents the parking accumulation survey results for New Market Lane, to the north of the development. The majority of traffic flow through New Market Lane is likely serving the Tesco on the eastern flank of the Site.

Table 2.4 New Market Lane Vehicular Usage

	Day of Week							Average
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
Number of vehicles	42	75	42	58	73	45	60	56
Average Duration of Stay	01:28:33	00:56:39	02:10:06	02:17:09	02:01:50	01:43:05	02:23:44	02:08:55

2.11.6 Over the 7-day period, New Market Lane has an average daily use of 56 vehicles. The average duration of stay within New Market Lane is 2 hours 9 minutes. This demonstrates that the use of New Market Lane is low and will have minimal interaction with the operation of the hotel.

3. Proposed Development and Access Strategy

3.1 Development Proposals

3.1.1 The proposed layout is shown on the architects plans in Appendix A and comprises:

- Hotel development with 95 bedrooms;
- 11 cycle spaces; and
- Zero car parking spaces.

3.2 On-site Car Park

3.2.1 The hotel is proposed to be car free, with employees and guests directed towards sustainable modes of transport for accessing the Site. A Travel Plan has been prepared which outlines measures to support this car free intention.

3.2.2 Notwithstanding this, there are some 2,113 car parking spaces within a 5 minute walk of the Hotel and circa 6,000 within a 10 minute walk, if people require access to the Site via the private car.

3.3 Pedestrian/Cycle Access

3.3.1 The main entrance to the hotel is proposed to be taken from Norfolk Street on the southern side of the development.

3.3.2 Cycle access will be via the Pall Mall car park entrance for staff, whilst customers will be able to pre-book cycle parking spaces and can be met by staff on arrival.

3.4 Cycle Parking

3.4.1 Cycle parking will be provided within the ground floor and basement floor, which provides 11 secure and covered cycle stands.

3.5 Refuse Collection

3.5.1 Refuse collection is to be undertaken using the existing loading bay located on Pall Mall. The utilisation survey has demonstrated sufficient capacity to accommodate the refuse vehicle.

3.5.2 Waste is proposed to be collected via a private contractor who will access the Site twice per week. The waste proforma has identified a requirement for 8 eurobins and 2 wheeled bins. The private waste collectors will have access to the bin stores on the ground floor and will unload from the bin storage areas directly to the vehicle to ensure that waste bins aren't stored on the public highway.

3.5.3 A vehicle-tracking analysis as shown on the drawing in Appendix C demonstrates that the refuse vehicle can be accommodated in the loading bay on Pall Mall.

3.6 Deliveries

3.6.1 Deliveries will, similarly, be made via the loading bay located on Pall Mall, with access into the building taken via the existing access from Pall Mall.

3.6.2 The expected impact of the proposed development on levels of vehicles is presented in Chapter 5.

4. Site Accessibility

4.1 Pedestrian Accessibility

4.1.1 The residential design guide “Manual for Streets” (MfS) advises that “walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas...” (ref para 4.4.1). However, this is not regarded as an upper limit in MfS and reference is also made to walking offering “the greatest potential to replace short car trips, particularly those under 2km”. The acceptability of walking trips up to 2km (an approximate 25-minute walk time) is also supported in the CIHT document ‘Providing for Journeys on Foot’.

4.1.2 Using GIS Network Analyst software typical walk times (up to 30 mins) from the proposed Site centre to specific local facilities situated in close proximity to the proposed Site are shown on Figure 2. This figure demonstrates that:

- The Site is within Manchester City Centre;
- Manchester Victoria Rail Station is within a 10-minute walk;
- Manchester Piccadilly Rail Station is within a 15-minute walk;
- Shudehill bus station is within a 10-minute walk of the Site;
- 6 car parks totalling 2,113 spaces are within a 5-minute walk distance;
- The primary shopping area within Manchester is within a 2-minute walk distance; and
- Nine supermarkets are within a 5-minute walking distance.

4.1.3 It is therefore concluded that the proposed Site will provide excellent accessibility by foot to a range of local services, businesses and attractions for guests and is accessible to large residential areas providing a catchment for employees to arrive on foot. This will help reduce the need to travel and own a private car.

4.2 Accessibility by Cycle

4.2.1 An acceptable and comfortable distance for general cycling trips is considered to be up to 5 kilometres as referred to in Local Transport Note 2/08 (published by the Department for Transport (DfT)). However, the same guidance also refers to commuting cycle trips up to 8km. Using GIS Network Analyst software typical cycle times (with 20 mins approximating to just over a 5km distance) from the Site are shown on Figure 3. This figure shows that:

- The Site is located within a 5-minute cycle ride to both Manchester Victoria and Manchester Piccadilly stations;
- The majority of Inner Manchester can be cycled within a 5-minute journey time;
- The majority of Greater Manchester is accessible within a 30-minute journey time; and
- The Site is located within a 5-minute cycle distance of the national cycle network, providing access across Manchester and to the north, south, east, and west.

4.2.2 It is also considered that the more active employees and guests will choose to cycle further than this guideline distance.

4.2.3 It is therefore concluded that the proposed Site, will provide excellent cycle accessibility to a range of local services, facilities, businesses and tourist attractions as well as employment opportunities within a 30-minute cycle ride. With some of the routes used, part of the national cycle network.

4.3 Accessibility by Bus

4.3.1 As detailed in Chapter 2, there are numerous bus services offering frequent services within close proximity to the Site.

4.3.2 The nearest bus stop is provided on King Street, approximately 140m south of the Site providing high frequency services throughout Greater Manchester. Further services are provided on Princess Street, approximately 260m southeast of the Site.

4.3.3 It is therefore concluded that the proposed Site, will provide excellent bus accessibility to a range of local services, facilities, businesses and tourist attractions as well as employment opportunities within a 20-minute bus ride.

4.4 Accessibility by Rail

4.4.1 Manchester Victoria Station is approximately 670m to the north of the proposed Site. Additionally, Piccadilly Station is located approximately 880m southeast of the Site. These stations provide access to Leeds, Sheffield, Birmingham, London and other destinations.

4.4.2 These regular accessible rail services provide future residents with direct access to key destinations.

4.4.3 It is therefore concluded that the proposed Site will provide an attractive opportunity for future guests and employees to travel by rail and assist in reducing the need to travel by car.

4.5 Accessibility to Public Car Parks

4.5.1 A 400m Car Parking Plan has been produced using GIS and is shown on Figure 5. Car parks with fewer than 50 spaces have not been included for ease of presentation.

4.5.2 This plan demonstrates that there are 6 public car parks within a 400m vicinity of the Site, with the closest located approximately 200m to the northwest of the Site, providing 1,382 parking spaces.

4.5.3 The 6 public car parks within 400m of the Site provide a combined 2,113 parking spaces. A further 4,000 spaces are located within a 10 minute walk distance of the Site.

5. Highway Impact

5.1.1 In order to understand the impact this development will have on the local highway network an assessment has been undertaken. This assessment focuses on the impact of the development on OGV vehicles undertaking deliveries.

5.2 Proposed Hotel

5.2.1 The proposal has no car parking associated with its use and as such the majority of trips will be via walking and public transport. In terms of motorised movements a TRICS exercise for a city centre high-end hotel with a similar number of rooms to the proposed development has been undertaken.

5.2.2 Two Sites with similar characteristics (details in the appended TRICS data in Appendix D) were identified in order to determine the expected use of the loading bay and taxi drop off. The survey identified a peak accumulation of 2 servicing vehicles within an hour. Across both sites, an average of 9 servicing vehicles arrived and departed throughout the day. The TRICS data is attached at Appendix D.

5.2.3 Adding the 9 servicing movements predicted in TRICS to the 13 existing servicing movements at the Pall Mall loading bay results in 22 servicing movements. This equates to a future occupancy rate of 5.6% associated with servicing and refuse vehicles at the Pall Mall loading bay. This demonstrates that there is sufficient capacity within the existing loading bay to cope with the hotel development. This assessment is also considered robust as no reduction for the existing office/blood bank use has been included, where blood collections are regularly undertaken.

5.2.4 In addition to the servicing vehicles for the Hotel, the TRICS data has also identified the expected number of taxi movements. The average number of taxis per day is 22 which are spread throughout the day. There are opportunities for taxi drop off on Norfolk Street in proximity to the Site's main entrance.

6. Summary and Conclusion

6.1.1 Mosodi have been appointed to produce this Transport Statement (TS) in support of a change of use planning application for a hotel development at a Site located on land to the north of Norfolk Street, Manchester. The proposals seek a change of use from an office to a Hotel.

6.1.2 The scheme proposals, which are illustrated on the Masterplan contained at Appendix A can be summarised as follows:

- 95 bed hotel;
- 11 cycle spaces; and
- Zero car parking spaces.

6.1.3 The report has identified what measures will be taken to deal with any anticipated impacts of the scheme proposals and has defined what improvements and initiatives will be implemented to improve accessibility to the Site by all modes of travel. The proposed development is also supported by a robust travel plan.

6.1.4 Guests and staff of the hotel will be encouraged to travel to the Site via sustainable means. If guests/employees require the use of the car, the Site is within 400m of six public car parks comprising of 2,113 car parking spaces, with a further 4,000 available within a 10 minute walk.

6.1.5 A detailed assessment of the accessibility of the site has been completed in Chapter 4 concluding the following:

- The Site is within Manchester City Centre;
- Manchester Victoria Station is within a 15-minute walk and 5-minute cycle;
- Manchester Piccadilly Station is within a 20-minute walk and 5-minute cycle;
- Shudehill bus station is within a 7-minute walk;
- 6 car parks totalling 2,113 spaces are within a 5-minute walk distance;
- The primary shopping area within Manchester is within a 2-minute walk; and
- The Site is located within a 5-minute cycle distance of the national cycle network, providing access across Manchester and to the north, south, east, and west.

6.1.6 It is therefore concluded that the proposed Site will provide excellent accessibility by foot, cycle and public transport to a vast range of services, facilities, businesses and provide accessible employment opportunities.

6.1.7 A week long traffic survey of the existing loading bay on Pall Mall has been undertaken which has shown that it is occupied by an average of 13 servicing vehicles per day with a duration of stay of 10 minutes, which equates to a percentage occupation of 3.8%. The proposed hotel will have on average 9 servicing vehicles per day which will utilise the bay. The bay will then have 22 servicing vehicles and a utilisation rate of 6.4%.

6.1.8 From the work undertaken it is concluded that there are no reasons on highways or transport grounds why the development Site should not be granted planning permission for a hotel.

Figures



Key

- ★ Site Location
- ~ Indicative Site Boundary

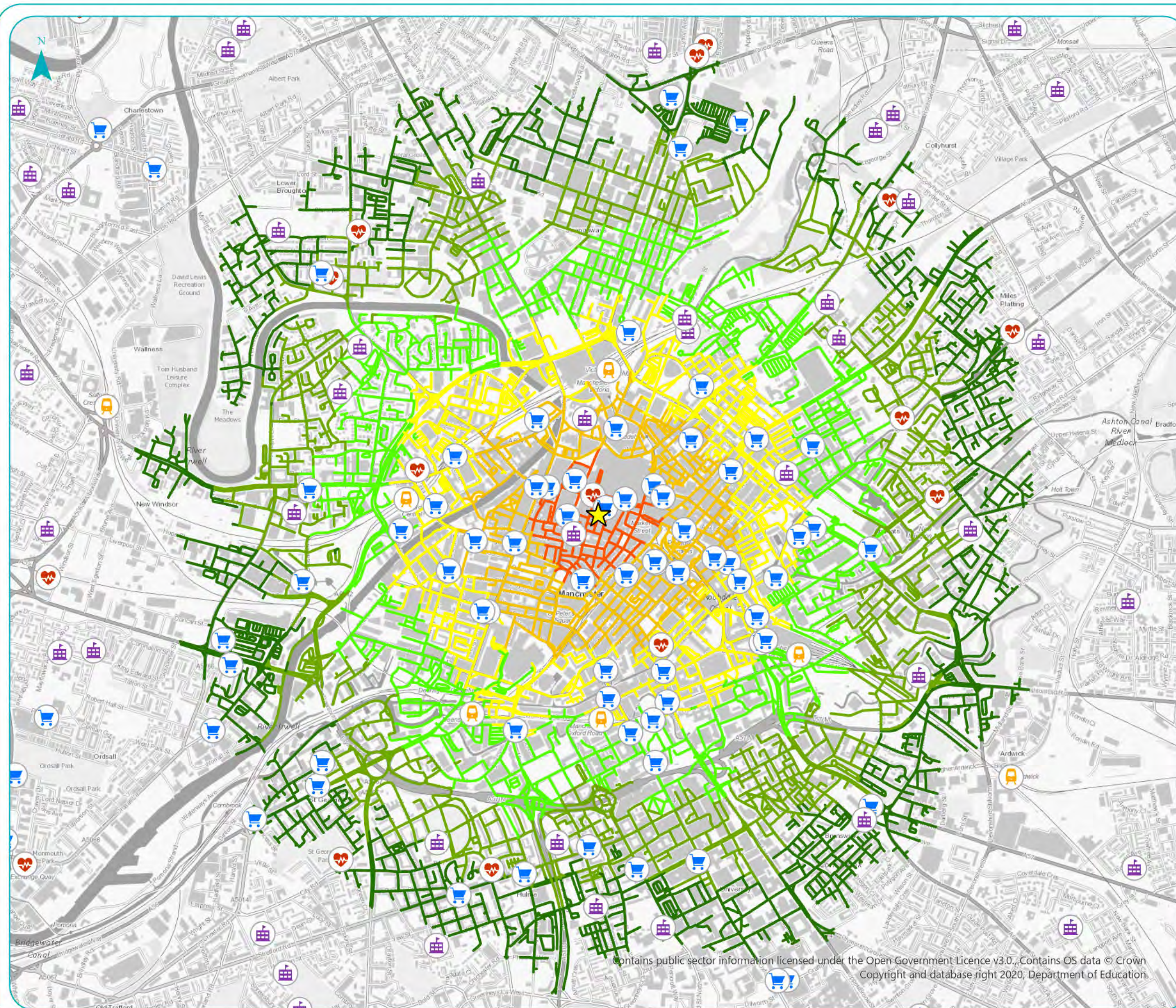


Proposed Commercial
Development
Norfolk House, Manchester
Site Location Plan

Figure 1

Scale @ A3 1:2,000

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Key

- ★ Site Location
- 🚂 Railway Stations
- 🏫 Schools
- 🛒 Supermarkets
- 🏥 GP Surgeries

Pedestrian Accessibility (4.8kph)

- 0-5 minutes
- 5-10 minutes
- 10-15 minutes
- 15-20 minutes
- 20-25 minutes
- 25-30 minutes

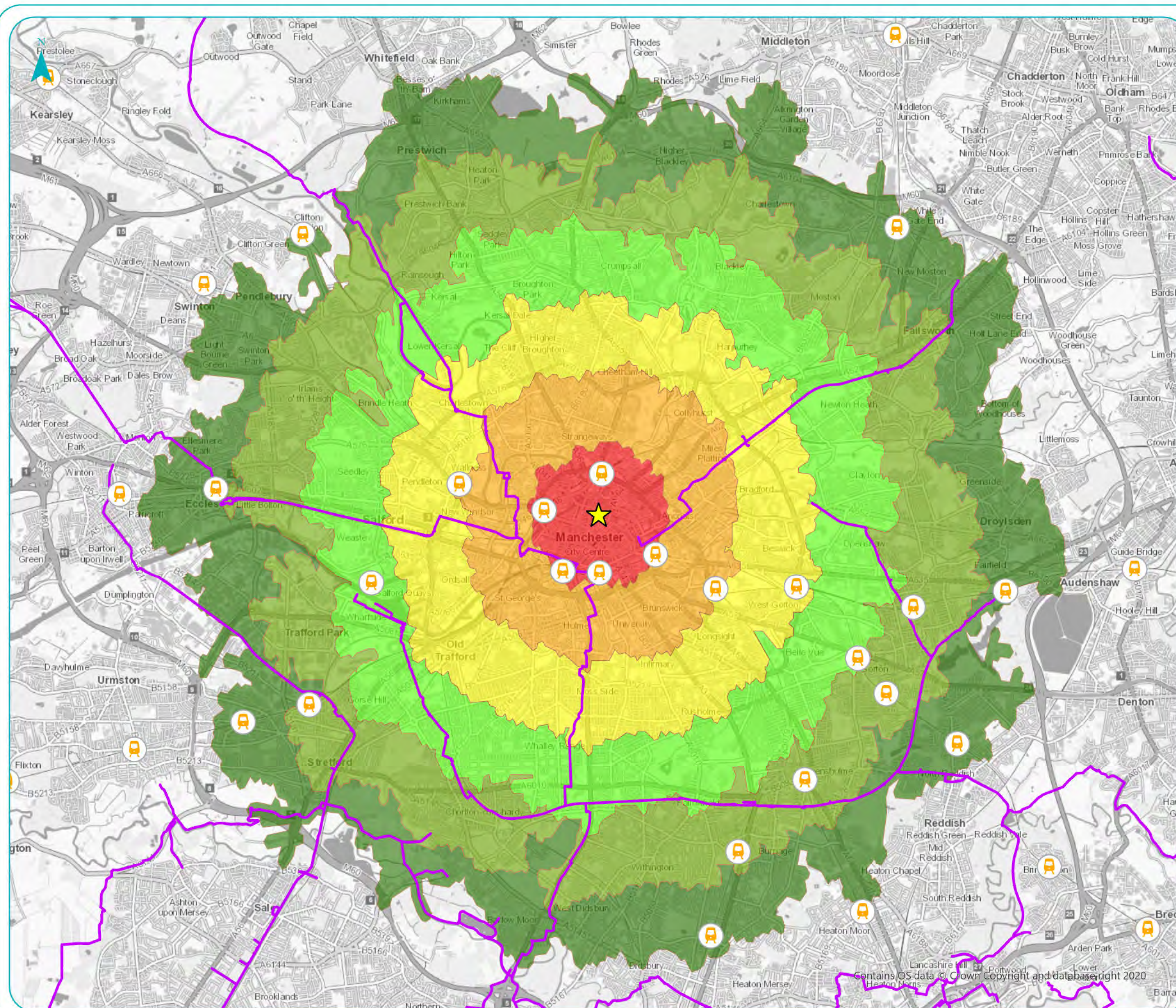
Proposed Commercial Development
Norfolk House, Manchester
Pedestrian Accessibility

Figure 2

Scale @ A3 1:17,000

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Key

- ★ Site Location
- 🚂 Railway Stations
- National Cycle Network Routes

Cycle Accessibility (16kph)

- 0-5 minutes
- 5-10 minutes
- 10-15 minutes
- 15-20 minutes
- 20-25 minutes
- 25-30 minutes

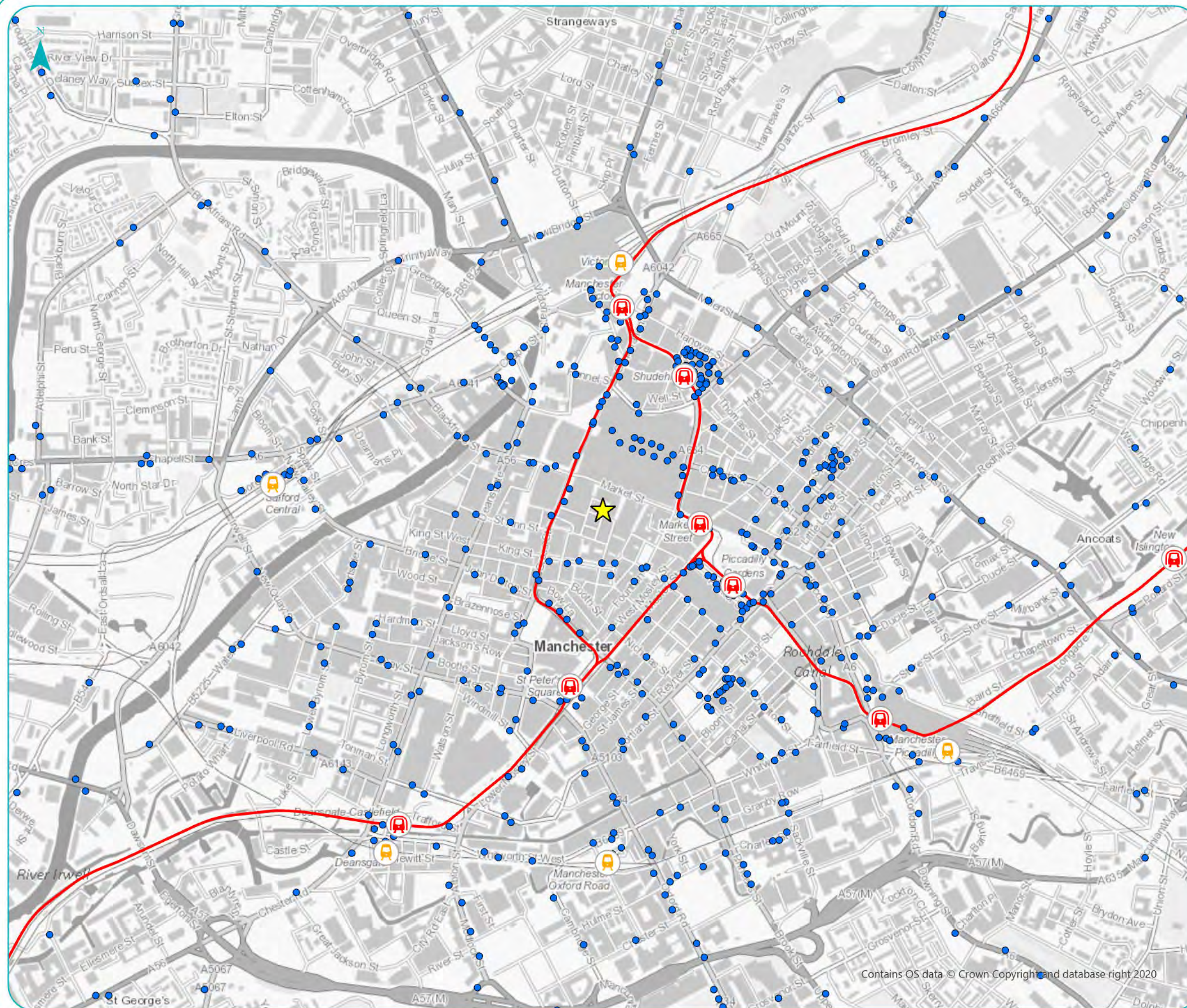
Proposed Commercial Development
Norfolk House, Manchester
Cycle Accessibility

Figure 3

Scale @ A3 1:60,000

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Key

- ★ Site Location
- Bus Stops
- 🚆 Railway Stations
- 🚊 Metrolink Stops
- Metrolink Routes

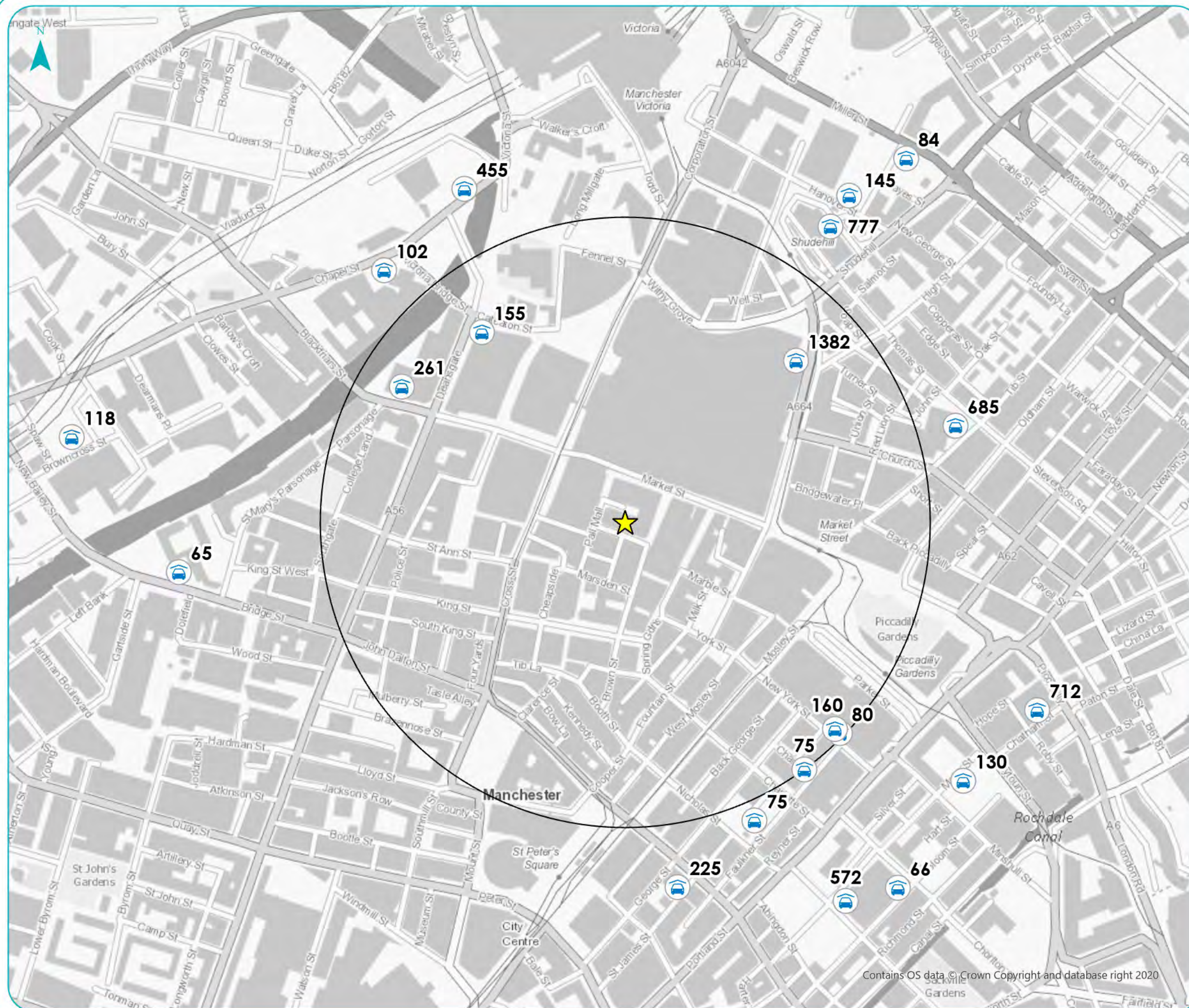
Proposed Commercial
Development
Norfolk House, Manchester
Public Transport Map

Figure 4

Scale @ A3 1:10,000

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Key

- ★ Site Location
- 🚗 Car Parks (50+ Spaces)
- ◯ 400m Buffer

Notes:

1. The 400m buffer indicates a 5-minute walk time.
2. The labelled numbers indicate the number of parking spaces.

Proposed Commercial Development
Norfolk House, Manchester
400m Car Parking Plan

Figure 5

Scale @ A3 1:5,000

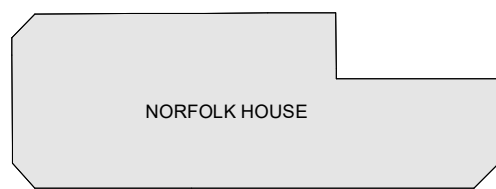
mosodi
mobility solutions through design and innovation

Appendices

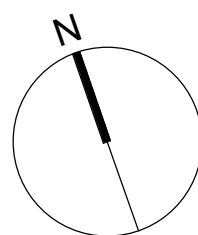
Appendix A Masterplan



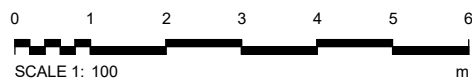
Keyplan



North



Scale bar



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Key:

- Existing building - walls / partitions to remain in situ
- Proposed new internal partitions / external walls
- Windows requiring glass spandrel
- Car Park
- Sliding walls

PG1	Planning Submission	31.10.26	YBAK	SB
No.	Revision	Date	Initial	Chk'd

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The Stock Exchange Suites
Norfolk House, Norfolk Street, M2 1DH

Proposed - Level B2

Scale @A1	Purpose of Issue	Status code	Revision
1:100	For Information	S2	P01

Project Code	Originator	Function	Spacial Ref	Form	Rate	Number
12049	- EPR	- XX	- B2	- DR	- A	-02-0098



Keyplan

North

Scale bar

0 1 2 3 4 5 6 m

SCALE 1: 100

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Keys:

- Existing building - walls / partitions to remain in situ
- Proposed new internal partitions / external walls
- Windows requiring glass spandrel
- Sliding walls
- Proposed waste transfer between stores and collection location (bin stores)
- Proposed waste collection point
- Car Park

PG1	Planning Submission	31.10.26	YBAK	SB
No.	Revision	Date	Initial	Chk'd

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The Stock Exchange Suites
Norfolk House, Norfolk Street, M2 1DH

Proposed - Level B1

Scale @A1	Purpose of Issue	Status code	Revision
1:100	For Information	S2	P01

Project Code	Originator	Function	Spacial	Ref.	Role	Number
12049	EPR	XX	B1	DR	A	-02-0099



Keyplan

North

Scale bar

0 1 2 3 4 5 6 m

SCALE 1: 100

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Disclaimer:

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Keys:

- Existing building - walls / partitions to remain in situ
- Proposed new internal partitions / external walls
- Windows requiring glass spandrel
- Sliding walls

No.	Revision	Date	Initial	Chk'd
P01	Planning Submission	31.10.26	YBAK	SB

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The Stock Exchange Suites

Norfolk House, Norfolk Street, M2 1DH

Proposed - Ground Floor

Scale @A1	Purpose of Issue	Status code	Revision
1:100	For Information	S2	P01

Project Code	Originator	Function	Specialist	Form	Role	Number
12049 - EPR - XX - GF - DR - A	-02-0100					



Keyplan

North

Scale bar

SCALE 1: 100

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Disclaimer:

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Keys:

Existing building - walls / partitions to remain in situ

Proposed new internal partitions / external walls

Windows requiring glass spandrel

Sliding walls

Arthur Hope Suites

Bradshaw Suites

Norfolk Suites

29-35m²

36-40m²

41-49m²

PG1

Planning Submission

31.10.26

YBAK

SB

No.

Revision

Date

Initial

Chk'd

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Norfolk House, Norfolk Street, M2 1DH

Proposed - Level 01

Scale @A1

Purpose of Issue

Status code

Revision

1:100

For Information

S2

P01

Project Code

Originator

Function

Specialist

Form

Role

Number

12049

- EPR

- XX

- 01

- DR

- A

- 02-0101



Keyplan

North

Scale bar

0 1 2 3 4 5 6

SCALE 1: 100

m

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Keys:

- Existing building - walls / partitions to remain in situ
- Proposed new internal partitions / external walls
- Windows requiring glass spandrel
- Sliding walls

Arthur Hope Suites	29-35m ²
Bradshaw Suites	36-40m ²
Norfolk Suites	41-49m ²

PG1	Planning Submission	31.10.26	YBAK	SB
No.	Revision	Date	Initial	Chk'd

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Proposed - Typical Level 02

Scale @A1	Purpose of Issue	Status code	Revision
1:100	For Information	S2	P01

Project Code	Originator	Function/Int.	Spatial Int.	Form	Rate	Number
12049 - EPR - XX - 02 - DR - A	-02-0102					



Keyplan

North

Scale bar

0 1 2 3 4 5 6

SCALE 1: 100

m

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Disclaimer:

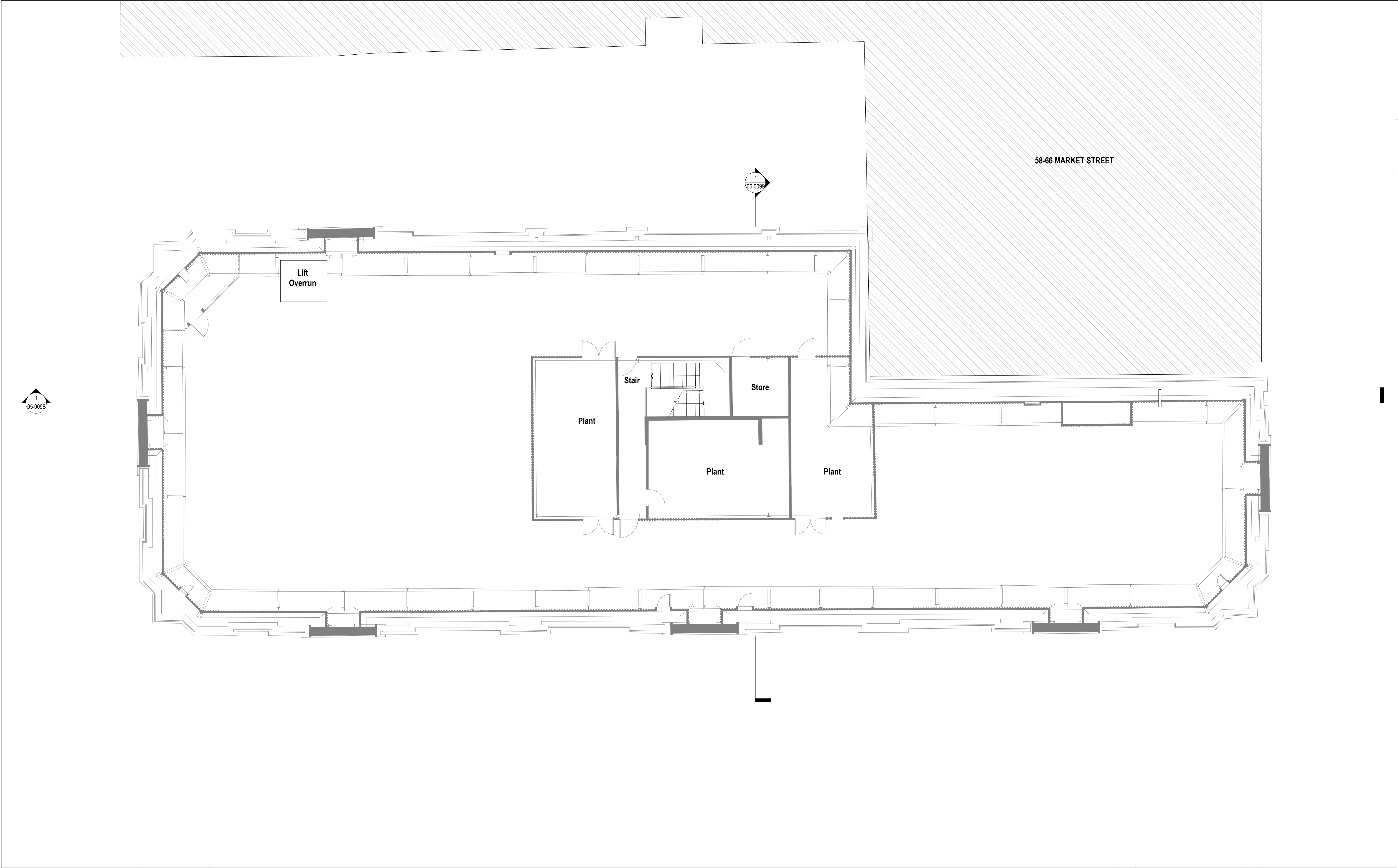
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Keys:

- Existing building - walls / partitions to remain in situ
- Proposed new internal partitions / external walls
- Windows requiring glass spandrel
- Sliding walls

Arthur Hope Suites	29-35m ²
Bradshaw Suites	36-40m ²
Norfolk Suites	41-49m ²

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The Stock Exchange Suites Norfolk House, Norfolk Street, M2 1DH	
Proposed - Typical Level 03	
Scale @A1 1:100	Purpose of Issue For Information
Status code S2	Revision P01
Project Code 12049 - EPR - XX - 02 - DR - A	Revision -02-0103



Keyplan

North

Scale bar

0 1 2 3 4 5 6

SCALE 1: 100

m

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Keys:

- Existing building - walls / partitions to remain in situ
- Proposed new internal partitions / external walls
- Windows requiring glass spandrel
- Sliding walls

Arthur Hope Suites	29-35m ²
Bradshaw Suites	36-40m ²
Norfolk Suites	41-49m ²

P01	Planning Submission	31.10.26	YBAK	SB
No.	Revision	Date	Initial	Chk'd

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Proposed - Roof Level

Scale @A1	Purpose of Issue	Status code	Revision
1:100	Work in Progress	S0	P01

Project Code	Originator	Functionality	Spatial Info	Form	Rate	Number
12049	EPR	XX	03	DR	A	-02-0105

Appendix B Adopted Highway Information

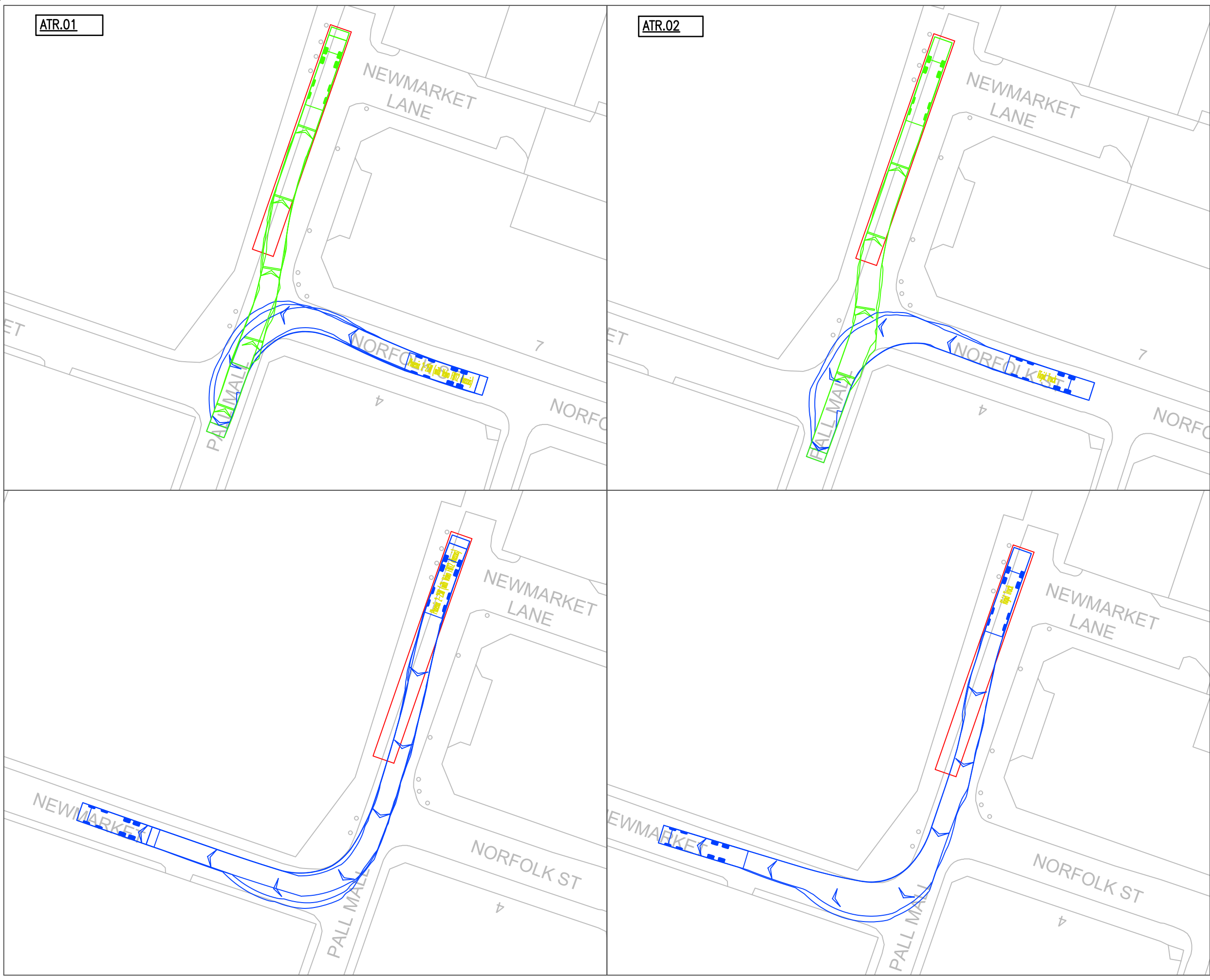


Please note that the highways maintained at public expense revealed in your report are an indicative status that has been captured onto our business system and is not the definitive adoption extent.

Highway Status	Adopted	Unadopted	Maintained	Scale: 1:1,250
Highway Closures	Proposed	Legal	Diversion	
Alley Gating	Adopted	Unadopted	Maintained	Proposed
Proposed Schemes	Rail	Road	Traffic Orders	
Private Developments	Field Footpaths	Live Rail Schemes		

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Appendix C Swept Path Drawing



Notes:

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Key:

Phoenix 2-25W (with Volvo FM12 chassis)

Overall Length	11.125m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.250m

Rigid Truck

Overall Length	12.000m
Overall Body Height	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

Rev:	21.10.25	INITIAL ISSUE	FD
Date:	Status/Amendments:		By:

mobility solutions through design and innovation

Manchester 0161 413 5168 Leeds 0113 323 0854

Client:

Zerum Consult

Project:

Norfolk House, Manchester

Drawing Title:

Refuse Vehicle and Rigid Truck Tracking Assessment

Drawn By:	Checked By:	Approved By:
FD	SJP	SJP
Scale:	Paper Size:	Date Created:
1:500	A3	21.10.25
Drawing Number:	Drawing Revision:	
25005-ATR-01	-	

Appendix D TRICS Assessment

Parameters:

Site Reference: NY-06-A-02 VEHICLES Site
Latitude/Longitude: 53.9937, -1.5453
Land Use Type: 06 - HOTEL, FOOD & DRINK/A - FOOD SUPERSTORE
Region/Area: /NORTH YORKSHIRE

Description: BESPOKE HOTEL
Street: CROWN PLACE
District:
Town: HARROGATE
Post Code: HG1 2RZ
Planning Authority: HARROGATE BOROUGH C.

Location: Town Centre
Location Sub Category: Built-Up Zone
Use Class: C1

Population within 500m: 3019
Population within 1 Mile: 25,001 to 50,000
Population within 5 Miles: 100,001 to 125,000
Car ownership within 5 Miles: 0.6 to 1.0
Buses/Trains per day (both directions): 168+ per day

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	120	48	168
Monday-Friday	0700-1000	25	16	41
Monday-Friday	1600-1900	28	16	44
Saturday	0700-1900	114	48	162
Sunday	0700-1900	58	38	96

Is site associated with a travel plan: No
If not, are there any plans to implement a Travel Plan in the future: No
Is survey data available before the implementation of the Travel Plan:
Is the location of the site hilly or flat: Hilly
Urban Regeneration: No
Covid-19 Restrictions:

Local Traffic Calming Features

Speed limit (mph) N/A
Speed bumps No
Speed cameras No
Give way restrictions No
Stopping restrictions No
Bus lanes No
20 mph roads No

Gross floor area 9677 sqm
Number of bedrooms 114 BEDRMS

No. of developments for this Site: 1
No. of survey Days for this Site: 1

Comments:

This site is located in central Harrogate, 500 metres west of Harrogate Train Station. There is a mix of land use types surrounding the site, including retail, residential and commercial developments. It is accessible by vehicles via a car park to the side of the building at the Montpellier Road roundabout.

Bus (or tram) site accessibility:

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
 4. If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes
 5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
 6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Jennyfield (circular)	2	28

Rail accessibility:

7. Is there at least one railway station within 1 kilometre radius of the site?: Yes
 8. If yes to question 7, is pedestrian access to the station satisfactory?: Yes
 9. If yes to question 7, are there at least 2 stopping trains per hour (per direction between 0700 and 1900) with routes serving stations within a 10 kilometre radius (Mon-Sat)?: Yes
 10. If yes to question 9, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Hornbeam Park	2	3
Starbeck	2	4

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

In addition to the individual bus service shown there are three separate hourly circular routes (two are the Dene Park & Bilton circular routes and the other is the Harrogate Bus Station circular route).

The closest bus stop is roughly 140 metres south of the hotel.

Design features encouraging non-car modes

12. Pedestrians

The site is adjacent to public footpaths leading to the wider community. There are also pedestrian crossings near the site.

13. Pedal cycles

None

14. Public transport

Local footpaths lead to bus stops and the local rail station, all within walking distance.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2019
Nearest Primary School	0.5 kilometres
Nearest Secondary School	2.5 kilometres
Nearest Local Shop/Corner Shop	0.1 kilometres
Nearest Main Supermarket	1.2 kilometres
Nearest Doctors Surgery	0.3 kilometres
Nearest Hospital with Minor Injuries/A & E	2.9 kilometres
Nearest Sports/Leisure Centre	0.2 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00140961
Number of people employed within Census Output Area/Data Zone	116
Number of households within Census Output Area/Data Zone	180
Number of people living within Census Output Area/Data Zone	231
Area of Census Output Area (hectares)	7.12
Population density within Census Output Area (per hectare)	32.40

DEVELOPMENT DETAILS 01

Site Reference:	NY-06-A-02 VEHICLES Site
Trade name:	THE CROWN HOTEL
Site area (h/a):	0.41
Gross floor area (sqm)	9677
GFA not in use (sqm)	0
Open since	1800
Total Employees	43
Full Time Employees	8
Part Time Employees	35
Approximate % of total employees working standard 9-5 hours or similar	11%
Approximate % of total employees working from home (any amount)	%
GFA per employee	225.047
Name of nearest site	THE OLD SWAN HOTEL
Distance to nearest similar site	0.5 Km
OPENING TIMES (24 Hour format)	
Mon to Thurs	00:00 to 24:00
Friday	00:00 to 24:00
Saturday	00:00 to 24:00
Sunday	00:00 to 24:00

Comments:

The following facilities are available at this hotel: 7 function/meeting rooms, wedding facilities for up to 150 guests, restaurant, bar, high speed WiFi, 24 hour room service.
The Crown Hotel is part of the Bespoke Hotels group.

Total no. of parking spaces:	44
Parking Spaces Per 100m2 GFA:	0.455
Parking Spaces Per Bedroom:	0.386

Number of spaces	
Employee	12
Disabled	2
Visitor/Customer	30
OGV parking bays	0
OGV loading bays	0
Cycle racks	0
Parent & Toddler	0
Motorcycle spaces	0
Electric Vehicle Charging Bays	0

Parking charges	Yes
-----------------	-----

Details of fees and conditions of the site car park
Parking at the site is charged at £12 per day.

Comments about the management of the site car park, along with enforcement measures
The car park is run by the hotel. There are no barriers, warden patrols, clamps or fines, but parking is charged.

Site parking surface or non-surface (multi-storey/underground) Surface

General Comments on Parking
Parking at the site is quite limited.

Types of servicing vehicle parking taking place	
on-site (internal, within specified bays or otherwise)	Yes
off-site (on-street, in designated loading/servicing bays)	No
off-site (in restricted areas e.g. double yellow lines)	Yes

Off-Site parking details	
Is there off-site parking available	No
Off-Site parking included in the counts	Yes
Free On-Street parking available nearby	Yes
If prepared to pay, easy to find somewhere to park off-site all day	No

Parking restrictions	
Area subject to parking restrictions (controlled parking zone - CPZ)	Yes, Most Of The Area
Permitted on-street parking for non-residents available within this CPZ	No
If yes, time limited for non-residents	N
Charges for non-residents parking if permitted	YA
Average charge per hour	
Maximum parking duration	

Off-Street parking	
Off-Street parking available	Yes, Public Off-Street Parking is Available
Approx. available spaces	1600
Parking located within a control parking zone (CPZ)	Yes
Charges for this Off-Street parking	Yes, All Day



Charge amount	400
Charge period	Day

Park & Ride
Park & Ride Type Facility providing relevant means of accessing No
the site

On-Site parking

Site reference: NY-06-A-02 Survey date: 13/03/2019 Day of week: Wednesday

Manual survey site

Vehicles Surveyed:

Survey type:

AM weather:

PM weather:

Initial car park occupancy: 14

Total Vehicles

Manual Count

Cold and Light Rain

Mild and Light Rain

Final car park occupancy: 24

Total People to Total Vehicles ratio (all time periods and directions): 0.19

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity: 54.55% (44 On-Site Spaces)

Data proportions in %

Motor cars 67

Light goods 10

Motor cycles 0

OGV (1) 18

Public Service 0

OGV (2) 0

Taxis 5

Servicing Vehicles count recorded No

Time	Arr 26	Dep 16	Totals 42	Parking Accum
0:00-1:00				
1:00-2:00				
2:00-3:00				
3:00-4:00				
4:00-5:00				
5:00-6:00				
6:00-7:00				
7:00-8:00	3	1	4	16
8:00-9:00	1	1	2	16
9:00-10:00	5	5	10	16
10:00-11:00	4	3	7	17
11:00-12:00	0	1	1	16
12:00-13:00	0	0	0	16
13:00-14:00	4	1	5	19
14:00-15:00	1	1	2	19
15:00-16:00	2	0	2	21
16:00-17:00	2	0	2	23
17:00-18:00	1	0	1	24
18:00-19:00	0	1	1	23
19:00-20:00	2	2	4	23
20:00-21:00	0	0	0	23
21:00-22:00	1	0	1	24
22:00-23:00				
23:00-24:00				

Comments

No PSV's or motorcycles visited the site during this survey.

Site reference: NY-06-A-02

Survey date: 13/03/2019

Day of week: Wednesday

Manual survey site

Vehicles Surveyed:

OGVs

Data proportions in %

OGV (1)

18

OGV (2)

0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 4	Dep 4	Totals 8	Accumulation
0:00-1:00				
1:00-2:00				
2:00-3:00				
3:00-4:00				
4:00-5:00				
5:00-6:00				
6:00-7:00				
7:00-8:00	1	1	2	(0)
8:00-9:00	0	0	0	(0)
9:00-10:00	1	1	2	(0)
10:00-11:00	1	1	2	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	1	1	2	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00				
23:00-24:00				

Site reference: NY-06-A-02
Manual survey site
People Surveyed:

Survey date: 13/03/2019

Day of week: Wednesday

Cyclists

Time	Arr 4	Dep 4	Totals 8	Accumulation
0:00-1:00				
1:00-2:00				
2:00-3:00				
3:00-4:00				
4:00-5:00				
5:00-6:00				
6:00-7:00				
7:00-8:00	0	0	0	(0)
8:00-9:00	1	0	1	(1)
9:00-10:00	0	0	0	(1)
10:00-11:00	0	0	0	(1)
11:00-12:00	0	0	0	(1)
12:00-13:00	1	0	1	(2)
13:00-14:00	1	0	1	(3)
14:00-15:00	1	1	2	(3)
15:00-16:00	0	0	0	(3)
16:00-17:00	0	1	1	(2)
17:00-18:00	0	1	1	(1)
18:00-19:00	0	1	1	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00				
23:00-24:00				

Site reference: NY-06-A-02
Manual survey site
Vehicles Surveyed:

Survey date: 13/03/2019

Day of week: Wednesday

Taxis

Time	Arr 9	Dep 9	Totals 18	Accumulation
0:00-1:00				
1:00-2:00				
2:00-3:00				
3:00-4:00				
4:00-5:00				
5:00-6:00				
6:00-7:00				
7:00-8:00	0	0	0	(0)
8:00-9:00	2	2	4	(0)
9:00-10:00	1	1	2	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	1	0	1	(1)
12:00-13:00	0	1	1	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	1	1	2	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	2	2	4	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	2	2	4	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00				
23:00-24:00				

Site reference: NY-06-A-02
Manual survey site
Vehicles Surveyed:

Survey date: 13/03/2019

Day of week: Wednesday

Cars

Time	Arr 19	Dep 9	Totals 28	Accumulation
0:00-1:00				
1:00-2:00				
2:00-3:00				
3:00-4:00				
4:00-5:00				
5:00-6:00				
6:00-7:00				
7:00-8:00	2	0	2	(2)
8:00-9:00	1	1	2	(2)
9:00-10:00	2	2	4	(2)
10:00-11:00	2	1	3	(3)
11:00-12:00	0	1	1	(2)
12:00-13:00	0	0	0	(2)
13:00-14:00	3	0	3	(5)
14:00-15:00	1	1	2	(5)
15:00-16:00	2	0	2	(7)
16:00-17:00	2	0	2	(9)
17:00-18:00	1	0	1	(10)
18:00-19:00	0	1	1	(9)
19:00-20:00	2	2	4	(9)
20:00-21:00	0	0	0	(9)
21:00-22:00	1	0	1	(10)
22:00-23:00				
23:00-24:00				

Site reference: NY-06-A-02

Survey date: 13/03/2019

Day of week: Wednesday

Manual survey site

Vehicles Surveyed:

LGVs

Time	Arr 2	Dep 2	Totals 4	Accumulation
0:00-1:00				
1:00-2:00				
2:00-3:00				
3:00-4:00				
4:00-5:00				
5:00-6:00				
6:00-7:00				
7:00-8:00	0	0	0	(0)
8:00-9:00	0	0	0	(0)
9:00-10:00	1	1	2	(0)
10:00-11:00	1	1	2	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00				
23:00-24:00				



Parameters:

Site Reference: BH-06-A-01 MULTI-MODAL Site
Latitude/Longitude: 50.82037, -0.14204
Land Use Type: 06 - HOTEL, FOOD & DRINK/A - FOOD SUPERSTORE
Region/Area: /BRIGHTON & HOVE

Description: HOTEL
Street: KINGS ROAD
District:
Town: BRIGHTON
Post Code: BN1 1NR
Planning Authority: BRIGHTON & HOVE CITY C.

Location: Town Centre
Location Sub Category: Built-Up Zone
Use Class: C1

Population within 500m: 3200
Population within 1 Mile: 50,001 to 100,000
Population within 5 Miles: 250,001 to 500,000
Car ownership within 5 Miles: 0.6 to 1.0
Buses/Trains per day (both directions): 3054+ per day

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	2670	384	3054
Monday-Friday	0700-1000	630	96	726
Monday-Friday	1600-1900	655	96	751
Saturday	0700-1900	2355	308	2663
Sunday	0700-1900	1385	176	1561

Is site associated with a travel plan: No
If not, are there any plans to implement a Travel Plan in the future: Yes
Is survey data available before the implementation of the Travel Plan: Yes
Is the location of the site hilly or flat: Flat
Urban Regeneration: No
Standard Assessment Methodology (SAM): Yes
Covid-19 Restrictions:

Local Traffic Calming Features

Speed limit (mph): N/A
Speed bumps: No
Speed cameras: No
Give way restrictions: No
Stopping restrictions: No
Bus lanes: No
20 mph roads: No

Gross floor area: 10300 sqm
Number of bedrooms: 154 BEDRMS

No. of developments for this Site: 1
No. of survey Days for this Site: 1

Comments:

This site is located at the Brighton seafront at the busy southern part of the city centre, it is off the A259, which heads east and west along the coast. Various local routes head towards various parts of the city.

The site has a single vehicle access to the garage parking area, and three separate door accesses.
The site is surrounded by various city centre development, with the Historic Lanes Quarter just to the north of the site.

Bus (or tram) site accessibility:

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
4. If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes
5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Brighton University	10	25
Brighton Marina	10	15
Seaford	9	60
Mile Oak	9	35

Rail accessibility:

7. Is there at least one railway station within 1 kilometre radius of the site?: Yes
8. If yes to question 7, is pedestrian access to the station satisfactory?: Yes
9. If yes to question 7, are there at least 2 stopping trains per hour (per direction between 0700 and 1900) with routes serving stations within a 10 kilometre radius (Mon-Sat): Yes
10. If yes to question 9, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Haywards Heath	6	18
Lewes	6	17
Shoreham by Sea	6	13

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

The individual bus services shown are just some of the most frequent services available.

Design features encouraging non-car modes

12. Pedestrians

The area surrounding the site has good pedestrian links with an established network of well lit footways. Signal crossings are available directly south of the site.

13. Pedal cycles

Just south of the site along Kings Road there is an off-road cycle route. There are also several cycle routes on roads within the surrounding area.

14. Public transport

The site can be accessed by a range of bus services from nearby bus stops. The nearest rail station is approximately 15 minute's walk away.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2019
Nearest Primary School	0.3 kilometres
Nearest Secondary School	1.7 kilometres
Nearest Local Shop/Corner Shop	0.1 kilometres
Nearest Main Supermarket	0.8 kilometres
Nearest Doctors Surgery	0.1 kilometres

Road Network Distance to Local Developments	
Nearest Hospital with Minor Injuries/A & E	1 kilometres
Nearest Sports/Leisure Centre	2.2 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00085586
Number of people employed within Census Output Area/Data Zone	229
Number of households within Census Output Area/Data Zone	189
Number of people living within Census Output Area/Data Zone	392
Area of Census Output Area (hectares)	13.56
Population density within Census Output Area (per hectare)	29.00

DEVELOPMENT DETAILS 01

Site Reference:	BH-06-A-01 MULTI-MODAL Site
Trade name:	THE OLD SHIP HOTEL
Site area (h/a):	0.34
Gross floor area (sqm)	10300
GFA not in use (sqm)	0
Open since	1650
Total Employees	125
Full Time Employees	59
Part Time Employees	66
Approximate % of total employees working standard 9-5 hours or similar	8%
Approximate % of total employees working from home (any amount)	%
GFA per employee	82.400
Name of nearest site	HOTEL DU VIN
Distance to nearest similar site	0.1 Km
OPENING TIMES (24 Hour format)	
Mon to Thurs	00:00 to 24:00
Friday	00:00 to 24:00
Saturday	00:00 to 24:00
Sunday	00:00 to 24:00

Comments:

There are facilities for conferences and functions at this hotel, with the building dating back to 1650. Renovations were undertaken at the hotel during 2000.

The hotel consists of 5 storeys, and has a restaurant with 170 seats. Other facilities include a bar, beauty and fitness facilities, gift shops, a swimming pool, a gym and other sports facilities, 24 hour room service, dry cleaning, and a concierge service.

On the day of the survey 3 events were taking place between the hours of 0800 and 1730.

At the time of this survey there was no active travel plan in operation at this site, but there was a framework travel plan in support of a proposed redevelopment of the hotel.

Total no. of parking spaces:	30
Parking Spaces Per 100m2 GFA:	0.291
Parking Spaces Per Bedroom:	0.195

Number of spaces	
Employee	0
Disabled	0
Visitor/Customer	30
OGV parking bays	0
OGV loading bays	0
Cycle racks	0
Parent & Toddler	0
Motorcycle spaces	0
Electric Vehicle Charging Bays	0

Parking charges	Yes
-----------------	-----

Details of fees and conditions of the site car park

There is a £25 overnight charge for parking at the hotel.

Comments about the management of the site car park, along with enforcement measures

Parking attendants take the owners' keys. There is a barrier across the garage entrance, with the garage being open between 0700 and 2000, and shut overnight.

Site parking surface or non-surface (multi-storey/underground) Surface

General Comments on Parking

The 30 parking spaces is an approximation, as parking takes place in an unmarked garage area at the site.

Most servicing vehicle parking takes place outside the site.

Off-site on-street parking is only available outside CPZ times (which are 0900-2000) or in pay and display bays on Black Lion Street/Prince Albert Street.

There are 8 public car parks within a 15 minute walk of the hotel, with parking costs varying from £2 to £6 per hour.

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)	Yes
off-site (on-street, in designated loading/servicing bays)	Yes
off-site (in restricted areas e.g. double yellow lines)	Yes

Off-Site parking details

Is there off-site parking available	No
Off-Site parking included in the counts	Yes
Free On-Street parking available nearby	No
If prepared to pay, easy to find somewhere to park off-site all day	

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)	Yes, Most Of The Area
Permitted on-street parking for non-residents available within this CPZ	Yes, All Day
If yes, time limited for non-residents	Y
Charges for non-residents parking if permitted	YS
Average charge per hour	360
Maximum parking duration	120



Off-Street parking	
Off-Street parking available	Yes, Public Off-Street Parking is Available
Approx. available spaces	3000
Parking located within a control parking zone (CPZ)	Yes
Charges for this Off-Street parking	Yes, All Day
Charge amount	200
Charge period	Hour

Park & Ride
Park & Ride Type Facility providing relevant means of accessing the site No

On-Site parking

Site reference: BH-06-A-01 Survey date: 16/10/2019 Day of week: Wednesday

Multi-Modal survey site

Vehicles Surveyed:

Survey type:

AM weather:

PM weather:

Initial car park occupancy:

Total Vehicles

Manual Count

Cold and Windy

Cold and Clear

Final car park occupancy:

Total People to Total Vehicles ratio (all time periods and directions): 3.93

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity: 6.67% (30 On-Site Spaces)

Data proportions in %

Motor cars 39

Light goods 16

Motor cycles 2

OGV (1) 5

Public Service 1

OGV (2) 0

Taxis 37

Servicing Vehicles count recorded Yes

Servicing/Standard Vehicle percentages			
	Vehicles	Servicing %	Standard %
OGV (1)	10	100	0
OGV (2)			
Light Goods	24	108	-8
Motor Car	71	0	100
Motor Cycle	3	67	33

Time	Arr 90	Dep 88	Totals 178	Parking Accum
0:00-1:00				
1:00-2:00				
2:00-3:00				
3:00-4:00				
4:00-5:00				
5:00-6:00				
6:00-7:00	3	2	5	(1)
7:00-8:00	14	9	23	(6)
8:00-9:00	6	7	13	(5)
9:00-10:00	8	8	16	(5)
10:00-11:00	4	10	14	(-1)
11:00-12:00	3	5	8	(-3)
12:00-13:00	5	6	11	(-4)
13:00-14:00	5	7	12	(-6)
14:00-15:00	7	4	11	(-3)
15:00-16:00	6	4	10	(-1)
16:00-17:00	11	7	18	(3)
17:00-18:00	4	6	10	(1)
18:00-19:00	9	8	17	(2)
19:00-20:00	2	3	5	(1)
20:00-21:00	2	1	3	(2)
21:00-22:00	1	1	2	(2)
22:00-23:00				
23:00-24:00				

Comments

On the day of the survey there was an issue with the hotel's water system, which meant that some guests were transferred to other hotels whilst others remained at this hotel.

Site reference: BH-06-A-01
Multi-Modal survey site
People Surveyed:

Survey date: 16/10/2019

Day of week: Wednesday

Total People

Time	Arr 306	Dep 393	Totals 699	Accumulation
0:00-1:00				
1:00-2:00				
2:00-3:00				
3:00-4:00				
4:00-5:00				
5:00-6:00				
6:00-7:00	11	6	17	(5)
7:00-8:00	24	16	40	(13)
8:00-9:00	22	57	79	(-22)
9:00-10:00	21	24	45	(-25)
10:00-11:00	14	31	45	(-42)
11:00-12:00	10	22	32	(-54)
12:00-13:00	24	18	42	(-48)
13:00-14:00	15	23	38	(-56)
14:00-15:00	21	24	45	(-59)
15:00-16:00	28	23	51	(-54)
16:00-17:00	18	32	50	(-68)
17:00-18:00	21	27	48	(-74)
18:00-19:00	24	48	72	(-98)
19:00-20:00	20	22	42	(-100)
20:00-21:00	17	13	30	(-96)
21:00-22:00	16	7	23	(-87)
22:00-23:00				
23:00-24:00				

Site reference: BH-06-A-01 Survey date: 16/10/2019 Day of week: Wednesday
Multi-Modal survey site
Vehicles Surveyed: OGVs

Data proportions in % OGV (1) 5 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 5	Dep 5	Totals 10	Accumulation
0:00-1:00				
1:00-2:00				
2:00-3:00				
3:00-4:00				
4:00-5:00				
5:00-6:00				
6:00-7:00	0	0	0	(0)
7:00-8:00	0	0	0	(0)
8:00-9:00	2	2	4	(0)
9:00-10:00	1	1	2	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	2	2	4	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00				
23:00-24:00				

Site reference: BH-06-A-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 16/10/2019

Day of week: Wednesday

PSVs

Time	Arr 1	Dep 1	Totals 2	Accumulation
0:00-1:00				
1:00-2:00				
2:00-3:00				
3:00-4:00				
4:00-5:00				
5:00-6:00				
6:00-7:00	0	0	0	(0)
7:00-8:00	1	0	1	(1)
8:00-9:00	0	1	1	(0)
9:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00				
23:00-24:00				

Site reference: BH-06-A-01
Multi-Modal survey site
People Surveyed:

Survey date: 16/10/2019

Day of week: Wednesday

Cyclists

Time	Arr 5	Dep 5	Totals 10	Accumulation
0:00-1:00				
1:00-2:00				
2:00-3:00				
3:00-4:00				
4:00-5:00				
5:00-6:00				
6:00-7:00	0	0	0	(0)
7:00-8:00	2	0	2	(2)
8:00-9:00	0	0	0	(2)
9:00-10:00	0	0	0	(2)
10:00-11:00	0	0	0	(2)
11:00-12:00	1	0	1	(3)
12:00-13:00	0	0	0	(3)
13:00-14:00	0	0	0	(3)
14:00-15:00	0	0	0	(3)
15:00-16:00	1	1	2	(3)
16:00-17:00	0	2	2	(1)
17:00-18:00	0	1	1	(0)
18:00-19:00	1	1	2	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00				
23:00-24:00				

Site reference: BH-06-A-01
Multi-Modal survey site
People Surveyed:

Survey date: 16/10/2019

Day of week: Wednesday

Vehicle Occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants
Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	1	2	3	4	5	6	7	Arr 84	Avg Per Veh 1.3	1	2	3	4	5	6	7	Dep 106	Avg Per Veh 1.5	Totals 190	Avg Per Veh 67.9	Accum
0:00-1:00																					
1:00-2:00																					
2:00-3:00																					
3:00-4:00																					
4:00-5:00																					
5:00-6:00																					
6:00-7:00	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	1	3	1	(-1)
7:00-8:00	8	0	0	0	0	0	0	8	1	7	1	0	0	0	0	0	9	1.1	17	1.0	(-2)
8:00-9:00	4	0	0	0	0	0	0	4	1	5	0	0	1	0	0	0	9	1.5	13	1.2	(-7)
9:00-10:00	4	0	0	0	0	0	0	4	1	7	0	1	0	0	0	0	10	1.2	14	1.1	(-13)
10:00-11:00	3	0	0	0	0	0	0	3	1	2	7	0	0	0	0	0	16	1.8	19	1.4	(-26)
11:00-12:00	2	1	0	0	0	0	0	4	1.3	2	2	0	1	0	0	0	10	2	14	1.6	(-32)
12:00-13:00	3	2	0	0	0	0	0	7	1.4	3	1	1	0	0	0	0	8	1.6	15	1.5	(-33)
13:00-14:00	2	2	0	0	0	0	0	6	1.5	3	2	0	0	0	0	0	7	1.4	13	1.4	(-34)
14:00-15:00	5	0	1	0	0	0	0	8	1.3	0	1	0	0	0	0	0	2	2	10	1.6	(-28)
15:00-16:00	2	4	0	0	0	0	0	10	1.7	2	0	0	0	0	0	0	2	1	12	1.4	(-20)
16:00-17:00	4	2	0	1	0	0	0	12	1.7	5	2	0	0	0	0	0	9	1.3	21	1.5	(-17)
17:00-18:00	1	2	0	0	0	0	0	5	1.7	6	0	0	0	0	0	0	6	1	11	1.4	(-18)
18:00-19:00	5	1	0	0	0	0	0	7	1.2	4	0	1	1	0	0	0	11	1.8	18	1.5	(-22)
19:00-20:00	1	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	5	1.7	6	1.4	(-26)
20:00-21:00	1	1	0	0	0	0	0	3	1.5	0	0	0	0	0	0	0	0	0	3	0.8	(-23)
21:00-22:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0.5	(-22)
22:00-23:00																					
23:00-24:00																					
Total	47	15	1	1	0	0	0			49	18	3	3	0	0	0					

Site reference: BH-06-A-01
Multi-Modal survey site
People Surveyed:

Survey date: 16/10/2019
Pedestrians

Day of week: Wednesday

Time	Arr 169	Dep 220	Totals 389	Accumulation
0:00-1:00				
1:00-2:00				
2:00-3:00				
3:00-4:00				
4:00-5:00				
5:00-6:00				
6:00-7:00	3	0	3	(3)
7:00-8:00	4	7	11	(0)
8:00-9:00	10	11	21	(-1)
9:00-10:00	16	14	30	(1)
10:00-11:00	10	15	25	(-4)
11:00-12:00	4	12	16	(-12)
12:00-13:00	12	8	20	(-8)
13:00-14:00	3	14	17	(-19)
14:00-15:00	13	21	34	(-27)
15:00-16:00	17	15	32	(-25)
16:00-17:00	4	18	22	(-39)
17:00-18:00	15	20	35	(-44)
18:00-19:00	15	33	48	(-62)
19:00-20:00	17	13	30	(-58)
20:00-21:00	12	13	25	(-59)
21:00-22:00	14	6	20	(-51)
22:00-23:00				
23:00-24:00				

Site reference: BH-06-A-01
Multi-Modal survey site
People Surveyed:

Survey date: 16/10/2019
Public Transport Users

Day of week: Wednesday

Time	Arr 48	Dep 62	Totals 110	Accumulation
0:00-1:00				
1:00-2:00				
2:00-3:00				
3:00-4:00				
4:00-5:00				
5:00-6:00				
6:00-7:00	7	4	11	(3)
7:00-8:00	10	0	10	(13)
8:00-9:00	8	37	45	(-16)
9:00-10:00	1	0	1	(-15)
10:00-11:00	1	0	1	(-14)
11:00-12:00	1	0	1	(-13)
12:00-13:00	5	2	7	(-10)
13:00-14:00	6	2	8	(-6)
14:00-15:00	0	1	1	(-7)
15:00-16:00	0	5	5	(-12)
16:00-17:00	2	3	5	(-13)
17:00-18:00	1	0	1	(-12)
18:00-19:00	1	3	4	(-14)
19:00-20:00	2	4	6	(-16)
20:00-21:00	2	0	2	(-14)
21:00-22:00	1	1	2	(-14)
22:00-23:00				
23:00-24:00				

Site reference: BH-06-A-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 16/10/2019
Bus/Tram Passengers

Day of week: Wednesday

Time	Arr 26	Dep 19	Totals 45	Accumulation
0:00-1:00				
1:00-2:00				
2:00-3:00				
3:00-4:00				
4:00-5:00				
5:00-6:00				
6:00-7:00	7	3	10	(4)
7:00-8:00	8	0	8	(12)
8:00-9:00	4	1	5	(15)
9:00-10:00	1	0	1	(16)
10:00-11:00	0	0	0	(16)
11:00-12:00	1	0	1	(17)
12:00-13:00	0	0	0	(17)
13:00-14:00	1	0	1	(18)
14:00-15:00	0	1	1	(17)
15:00-16:00	0	4	4	(13)
16:00-17:00	0	3	3	(10)
17:00-18:00	1	0	1	(11)
18:00-19:00	1	2	3	(10)
19:00-20:00	0	4	4	(6)
20:00-21:00	2	0	2	(8)
21:00-22:00	0	1	1	(7)
22:00-23:00				
23:00-24:00				

Site reference: BH-06-A-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 16/10/2019

Day of week: Wednesday

Coach Passengers

Time	Arr 1	Dep 34	Totals 35	Accumulation
0:00-1:00				
1:00-2:00				
2:00-3:00				
3:00-4:00				
4:00-5:00				
5:00-6:00				
6:00-7:00	0	0	0	(0)
7:00-8:00	1	0	1	(1)
8:00-9:00	0	34	34	(-33)
9:00-10:00	0	0	0	(-33)
10:00-11:00	0	0	0	(-33)
11:00-12:00	0	0	0	(-33)
12:00-13:00	0	0	0	(-33)
13:00-14:00	0	0	0	(-33)
14:00-15:00	0	0	0	(-33)
15:00-16:00	0	0	0	(-33)
16:00-17:00	0	0	0	(-33)
17:00-18:00	0	0	0	(-33)
18:00-19:00	0	0	0	(-33)
19:00-20:00	0	0	0	(-33)
20:00-21:00	0	0	0	(-33)
21:00-22:00	0	0	0	(-33)
22:00-23:00				
23:00-24:00				

Site reference: BH-06-A-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 16/10/2019

Day of week: Wednesday

Total Rail Passengers

Time	Arr 21	Dep 9	Totals 30	Accumulation
0:00-1:00				
1:00-2:00				
2:00-3:00				
3:00-4:00				
4:00-5:00				
5:00-6:00				
6:00-7:00	0	1	1	(-1)
7:00-8:00	1	0	1	(0)
8:00-9:00	4	2	6	(2)
9:00-10:00	0	0	0	(2)
10:00-11:00	1	0	1	(3)
11:00-12:00	0	0	0	(3)
12:00-13:00	5	2	7	(6)
13:00-14:00	5	2	7	(9)
14:00-15:00	0	0	0	(9)
15:00-16:00	0	1	1	(8)
16:00-17:00	2	0	2	(10)
17:00-18:00	0	0	0	(10)
18:00-19:00	0	1	1	(9)
19:00-20:00	2	0	2	(11)
20:00-21:00	0	0	0	(11)
21:00-22:00	1	0	1	(12)
22:00-23:00				
23:00-24:00				

Site reference: BH-06-A-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 16/10/2019

Day of week: Wednesday

Taxis

Time	Arr 34	Dep 34	Totals 68	Accumulation
0:00-1:00				
1:00-2:00				
2:00-3:00				
3:00-4:00				
4:00-5:00				
5:00-6:00				
6:00-7:00	2	2	4	(0)
7:00-8:00	5	5	10	(0)
8:00-9:00	2	2	4	(0)
9:00-10:00	4	4	8	(0)
10:00-11:00	2	2	4	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	1	1	2	(0)
13:00-14:00	3	3	6	(0)
14:00-15:00	3	3	6	(0)
15:00-16:00	2	2	4	(0)
16:00-17:00	4	4	8	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	4	4	8	(0)
19:00-20:00	1	1	2	(0)
20:00-21:00	1	1	2	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00				
23:00-24:00				

Site reference: BH-06-A-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 16/10/2019

Day of week: Wednesday

Cars

Time	Arr 36	Dep 35	Totals 71	Accumulation
0:00-1:00				
1:00-2:00				
2:00-3:00				
3:00-4:00				
4:00-5:00				
5:00-6:00				
6:00-7:00	1	0	1	(1)
7:00-8:00	4	3	7	(2)
8:00-9:00	0	2	2	(0)
9:00-10:00	1	2	3	(-1)
10:00-11:00	1	7	8	(-7)
11:00-12:00	3	5	8	(-9)
12:00-13:00	1	2	3	(-10)
13:00-14:00	1	3	4	(-12)
14:00-15:00	4	1	5	(-9)
15:00-16:00	3	0	3	(-6)
16:00-17:00	6	2	8	(-2)
17:00-18:00	4	5	9	(-3)
18:00-19:00	5	1	6	(1)
19:00-20:00	0	1	1	(0)
20:00-21:00	1	0	1	(1)
21:00-22:00	1	1	2	(1)
22:00-23:00				
23:00-24:00				

Site reference: BH-06-A-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 16/10/2019

Day of week: Wednesday

LGVs

Time	Arr 12	Dep 12	Totals 24	Accumulation
0:00-1:00				
1:00-2:00				
2:00-3:00				
3:00-4:00				
4:00-5:00				
5:00-6:00				
6:00-7:00	0	0	0	(0)
7:00-8:00	4	1	5	(3)
8:00-9:00	2	0	2	(5)
9:00-10:00	1	1	2	(5)
10:00-11:00	1	1	2	(5)
11:00-12:00	0	0	0	(5)
12:00-13:00	1	1	2	(5)
13:00-14:00	1	1	2	(5)
14:00-15:00	0	0	0	(5)
15:00-16:00	1	2	3	(4)
16:00-17:00	1	1	2	(4)
17:00-18:00	0	1	1	(3)
18:00-19:00	0	3	3	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00				
23:00-24:00				

Site reference: BH-06-A-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 16/10/2019

Day of week: Wednesday

Motorcycles

Time	Arr 2	Dep 1	Totals 3	Accumulation
0:00-1:00				
1:00-2:00				
2:00-3:00				
3:00-4:00				
4:00-5:00				
5:00-6:00				
6:00-7:00	0	0	0	(0)
7:00-8:00	0	0	0	(0)
8:00-9:00	0	0	0	(0)
9:00-10:00	1	0	1	(1)
10:00-11:00	0	0	0	(1)
11:00-12:00	0	0	0	(1)
12:00-13:00	0	0	0	(1)
13:00-14:00	0	0	0	(1)
14:00-15:00	0	0	0	(1)
15:00-16:00	0	0	0	(1)
16:00-17:00	0	0	0	(1)
17:00-18:00	0	0	0	(1)
18:00-19:00	0	0	0	(1)
19:00-20:00	1	1	2	(1)
20:00-21:00	0	0	0	(1)
21:00-22:00	0	0	0	(1)
22:00-23:00				
23:00-24:00				

Site reference: BH-06-A-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 16/10/2019
Servicing Vehicles

Day of week: Wednesday

Time	Arr 19	Dep 19	Totals 38	Accumulation
0:00-1:00				
1:00-2:00				
2:00-3:00				
3:00-4:00				
4:00-5:00				
5:00-6:00				
6:00-7:00	0	0	0	(0)
7:00-8:00	5	2	7	(3)
8:00-9:00	4	2	6	(5)
9:00-10:00	2	2	4	(5)
10:00-11:00	1	1	2	(5)
11:00-12:00	0	0	0	(5)
12:00-13:00	3	3	6	(5)
13:00-14:00	1	1	2	(5)
14:00-15:00	0	0	0	(5)
15:00-16:00	1	2	3	(4)
16:00-17:00	1	1	2	(4)
17:00-18:00	0	1	1	(3)
18:00-19:00	0	3	3	(0)
19:00-20:00	1	1	2	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00				
23:00-24:00				

