

CIS TOWER, MILLER STREET TRANSPORT STATEMENT

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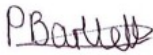
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Appendices

Appendix A – Site Layout Plans
Appendix B – TRICS Outputs

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Devonshire (CIS Tower) Ltd to provide traffic and transportation advice in relation to the proposed refurbishment of CIS Tower, in the area known as NOMA in Manchester City Centre.
- 1.1.2 The Grade II Listed CIS Tower (Co-operative Insurance Society) is located on Miller Street, built between 1959-62. The building was designed as the headquarters of the Co-operative Insurance Society, comprising of 25 floors and three basement levels together with an atrium and an outdoor plaza. It remained in continuous use as an office building from its construction until 2020, largely occupied by Co-operative Group staff. It has been unoccupied since 2020.
- 1.1.3 Curtins has worked on a previous iteration of the scheme which secured planning consent for a proposed refurbishment in March 2020 (MCC Planning Reference: 126118/FO/2020 and LBC 126119/LO/2020) which stated the following development proposal:

“Listed Building Consent for wholesale internal and external refurbishment of the building for office accommodation on level 1-25 (to include demolition of existing recreational space on the fifth floor, refurbishment of single glazed façade; replacement of solar panels on the service tower; creation of new entrances on Dantzic Street and on the eastern elevation of the building; and works associated within the construction of a 3-storey extension to the Podium for additional office accommodation (Use Class B1) provision of cycle storage, showers and refuse areas; alongside external plant and plant screen at roof level) and removal of external signage and associated works.”

- 1.1.4 Curtins involvement at that time included the preparation of a detailed Transport Statement, Travel Plan and Waste Management Strategy. Curtins therefore has an excellent understanding of the site and the key issues/opportunities.
- 1.1.5 The description of development as stated on the application form for Full Planning Permission is as follows:

Planning permission for internal and external refurbishment of the CIS Tower for office accommodation on floors 1-23 (Use Class E c)); change of use to floor 24 and 25 from Use Class E c) (office) to Use Class E b) (F&B); change of use to basement and ground floor from Class E c) (office) to mixed uses (Use Class E a) (retail)/ Use Class E d) (gym) / Use Class E b) (F&B) / Sui generis (leisure); refurbishment of the external facade including replacement of the existing single glazed façade system and replacement of strip of solar panels on the service tower; removal of existing recreational space on the fifth floor and plan to facilitate the construction of a 3-storey extension to the Podium (Use Class Ec)) external alterations to ground floor façade including an alteration to the ground floor entrance lobby; creation of new entrances on Dantzic Street and on eastern elevation; hard landscaping and planting;

removal of external signage; creation of 2x DDA parking spaces; new rooftop plant and screening at level 8; and other associated works.

- 1.1.6 The description of development as stated on the application form for Listed Building Consent is as follows:

Listed Building Consent for the wholesale internal and external refurbishment, refurbishment of the external facade including replacement of the existing single glazed façade system and replacement of strip of solar panels on the service tower; removal of existing recreational space on the fifth floor and plant to facilitate the construction of a 3-storey extension to the Podium; external alterations to ground floor façade including an alteration to the ground floor entrance lobby; creation of new entrances on Dantzic Street and eastern elevation; alternations to the existing public realm; new rooftop plant and screening at level 8; hard landscaping and planting; removal of external signage; and associated works.

- 1.1.7 The proposed ground floor and mezzanine level layout plans are included in **Appendix A**.

1.2 Purpose of the Report

- 1.2.1 This Transport Statement (TS) has been prepared to inform Highway Officers at Manchester City Council (MCC) and Transport for Greater Manchester (TfGM) with regard to the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

1.3 Scope of the Report

Scoping Discussions

- 1.3.1 Pre-application advice was sought from MCC regarding the development proposals. In order to assist with these discussions a scoping email was issued by Curtins in December 2024 which included the following information:

- Details on the existing building uses and floor area.
- Planning history regarding Curtins involvement on a previous iteration of the scheme which secured consent for a proposed refurbishment in March 2020 (MCC Planning Reference: 126118/FO/2020).
- Confirming the site is being assessed under Building Research Establishment Environmental Assessment Method (BREEAM) standards and is to be supported by a BREEAM compliant Transport Statement (and Travel Plan).
- Information regarding existing and proposed vehicular access.
- Proposed servicing details.
- Information regarding pedestrian and cycle access, and cycle parking provisions.
- Information regarding disabled car parking provisions.
- Scope of proposed the Transport Statement, which is as follows:
 - Relevant development details;

- An audit of accessibility by all modes of travel including walking, cycling, and public transport;
- A review of highway safety within the vicinity of the site for the most recent five years;
- Relevant vehicle tracking drawings to demonstrate the proposed access and servicing arrangements;
- Details of proposed car parking arrangements and justification for the provision;
- Assessment of potential highway impact; and,
- A review of the relevant local and national transport planning policy.
- Confirmation that the Transport Statement will also be supported by a Travel Plan and Waste Management Strategy.

1.3.2 MCC responded in January 2025 and confirmed acceptance of the majority of the key parts of the scoping email and set out some additional requirements that have been duly considered within the planning documentation. The response also included comments from TfGM which are welcomed. Curtins responded to TfGM on some additional matters, including confirmation on the intended scope of the Transport Statement, and has been in dialogue with MCC's Highway Officers on the lead up to planning submission.

1.3.3 The proposed development is being assessed under Building Research Establishment Environmental Assessment Method (BREEAM) 2023 standards BREEAM UK NC V6.1) and is supported by a BREEAM compliant Transport Statement (and an Interim Travel Plan). These documents have been used to influence the design of the site through RIBA Stage 2, and this site-specific Transport Statement also seeks to demonstrate compliance by obtaining several credits.

1.3.4 The assessment categories pertaining to traffic and transport, the relevant sections where they are provided, together with credits they obtain, are summarised in **Table 1.1** below:

BREEAM Category	Description	Signposts	No. of Credits
Tra 01	<u>Transport Assessment and Travel Plan:</u> 1. No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form. 2. The site-specific travel assessment (or statement) shall cover as a minimum: • If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities; • Predicted travel patterns and transport impact of future building or site users;	This document And (TP 080168-CUR-00-XX-XX- T-TP-00003_ITP) N/A (see Section 2.2) Section 5 of this document and Section 5 of TP	2

BREEAM Category	Description	Signposts	No. of Credits
	- Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors; - Reporting of the number and type of existing accessible amenities within 500m of the site; - Disabled access accounting for varying levels and types of disability, including visual impairment; - Calculation of the existing public transport Accessibility Index (AI); and - Current facilities for cyclists. 3. Following a transport assessment (in accordance with the requirements set out in criteria 2), develop a site-specific travel plan that provides a long-term management strategy which encourages more sustainable travel. The travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the building's operation. 4. If the occupier is known, involve them in the development of the travel plan. 5. Demonstrate that the travel plan will be implemented and supported by the building's management in operation.	Section 4 Section 4 Section 4 Section 4 Section 2 (TP 080168-CUR-00-XX-XX- T-TP-00003_ITP) Yes Section 5 of TP 080168-CUR-00-XX-XX- T-TP-00003_ITP	
Tra 02	<u>Sustainable Transport Measures:</u> 1. Prerequisite: Achieve criteria 3–5 in the Tra 01 Transport Assessment and Travel Plan credit. 2. Identify the sustainable transport measures as per Table 7.4 in BREEAM guidance. The existing AI calculated in Tra 01 ≥ 8;	This document Section 4	Points: 1
	- Demonstrate an increase over the existing Accessibility Index through negotiation with local bus, train or tram companies to increase the frequency of the local service provision for the development; OR - Demonstrate an increase over the existing Accessibility Index. This could be through provision of a diverted bus route, a new or enhanced bus stop, or other similar solutions; OR - Provide a dedicated service, such as a bus route or service.	Not achieved, not required considering existing site's excellent accessibility	0

BREEAM Category	Description	Signposts	No. of Credits
	Provide a public transport information system in a publicly accessible area, to allow building users access to up-to-date information on the available public transport and transport infrastructure. This may include signposting to public transport, cycling, walking infrastructure or local amenities;	Not achieved, not required considering existing site's excellent accessibility and proximity to local public transport hubs	0
	Provide electric recharging stations of a minimum of 3kW for at least 10% of the total car parking capacity for the development;	No car parking proposed	0
	Set up a car sharing group or facility to facilitate and encourage building users to car share; AND		
	Raise awareness of the sharing scheme with marketing and communication materials; AND		
	Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development; AND	No car parking proposed. However, Section 4 of the Travel Plan promotes car sharing	0
	Locate priority parking spaces nearest the development entrance used by the sharing scheme participants.		
	During preparation of the brief, the design team consults with the local authority (LA) on the state of the local cycling network and public accessible pedestrian routes, to focus on whichever the LA deems most relevant to the project, and how to improve it; AND		
	Agree and implement one proposition chosen with the local authority. The proposition supported by the development is additional to existing local plans and has a significant impact on the local cycling network or on pedestrian routes open to the public.	Design Team to consult with LHA during the project to identify accessible pedestrian/cycle routes surrounding	TBC
	Install compliant cycle storage spaces to meet the minimum levels set out in Table 7.5 (1 space per 10 staff and 1 space per 10 visitors, a minimum of one compliant space is required);	Covered Cycle Storage for 352 spaces	1
	Existing amenities: At least three existing accessible amenities are present;	N/A (see Section 2.2)	0

BREEAM Category	Description	Signposts	No. of Credits
	Enhanced amenities: - Ensure a minimum of one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided; OR - Ensure a more than one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided.	Provision of retail and leisure facilities at ground floor level	1
	Implement one site-specific improvement measure, not covered by the options already listed in this issue, in line with the recommendations of the Travel Plan. Submit this for review by BRE.	Section 4 of TP (080168-CUR-00-XX-XX-T-TP-00003_ITP)	1
	3. Award credits according to the existing Accessible Index (AI) of the project, and the total number of points achieved for the options implemented, see Table 7.3 of BREEAM guidance.	GMAL: 66.17 Points achieved under criteria 3: 8	8
Total Transport Credits Obtained			10

Table 1.1 – BREEAM Credits Targeted

1.3.5 Other relevant considerations in a BREEAM-compliant report include the following, with the compliance of the proposed development to these considerations outlined next to the criteria:

- **Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas** – Pleasant pedestrian environments will be delivered within the site as part of proposed development, public transport waiting areas will not be delivered within the site due to existing infrastructure that is already available across surrounding area;
- **Restrictions or charging for car parking** – The proposed development will be car free.
- **Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes** – Direct routes, appropriate surfaces, lighting and signposting will be delivered within the site as part of proposed development.
- **Provision of suitable taxi drop-off or waiting areas** – Drop-off areas are available in the vicinity of the site (given the site location in Manchester city centre).
- **Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, e.g. community centre)** – Not applicable as development is located within Manchester city centre.

1.4 Structure of the Report

- 1.4.1 Following on from this introduction, **Section 2** of this report considers the site location and existing situation. **Section 2** also contains a review of the Personal Injury Accident records within the vicinity of the site.
- 1.4.2 **Section 3** gives an overview of the development proposals including details on proposed access, car parking, and a servicing and waste strategy.
- 1.4.3 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.
- 1.4.4 **Section 5** considers the traffic generation of the proposals.
- 1.4.5 **Section 6** provides an assessment of highway impact (including the impact on public parking provision) in light of the forecasted development traffic.
- 1.4.6 **Section 7** summarises key national and local transport planning policy, and **Section 8** provides a report summary and conclusion.

2.0 Site Location and Highway Layout

2.1 Site location

2.1.1 The Co-Operative Insurance Society (CIS) Chief Office (currently known simply as CIS Tower) was built between 1959-62. CIS Tower was the largest office block to be built since the war, reaching 25 floors in height. This building has since become one of most recognisable landmarks to the north of Manchester City Centre.

2.1.2 Located opposite the new Co-op Headquarters in the north of Manchester City Centre, the site is bound by a private surface car park to the west, Hanover Street to the south, Dantzic Street to the east, and Miller Street / Ring Road to the north.

2.1.3 **Figure 2.1** shows the location of the site in relation to the surrounding highway network:

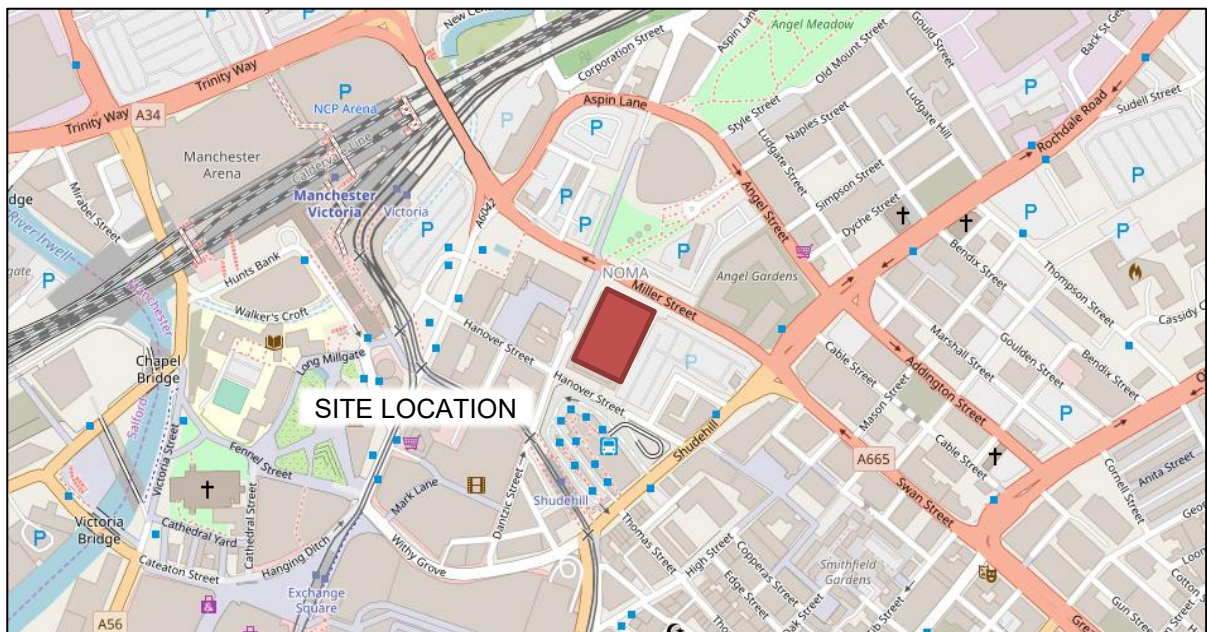


Figure 2.1 – Location Plan in Relation to the Local Highway Network.

2.2 Existing Use

2.2.1 CIS Tower is currently vacant and comprises a ground floor and 25 storeys over a Gross Internal Area (GIA) of c.36,100m². The main use of the building is office use (Use Class E c)). Ancillary to the main uses there are three levels of basement including canteen / kitchen, gym, archive and plant.

2.3 Existing Access Arrangements

Vehicular Access

2.3.1 There are two vehicular access points to the existing CIS Tower. Access to the existing car park at the upper ground floor is provided off Hanover Street. A second access for deliveries is provided at lower ground floor off Dantzic Street. Both accesses are provided with roller shutter gates.

Pedestrian Access

- 2.3.2 The main pedestrian access to the building is provided via revolving doors located along Miller Street. There is a secondary access provided off Dantzic Street, although this access is mainly used for servicing purposes.

2.4 Surrounding Highway Network***Hanover Street***

- 2.4.1 Forming the southern boundary of the site, Hanover Street commences at the entrance to the Manchester Victoria Station Car Park and continues for a length of circa 300m towards the south-east where it terminates at a signalised junction with Shudehill.
- 2.4.2 The road comprises a single carriageway with a maximum width of 7m. In the immediate vicinity of the site between the four-arm junction with Corporation Street and the four-arm junction with Dantzic Street, Hanover Street narrows to approximately 4m, although there is a loading bay adjacent to Sadler's Yard. The remainder of Hanover Street also serves as an access into several car parks to the east of the site including the Manchester Printworks Multi-Storey Car Park (MSCP) and other surface car parks.
- 2.4.3 There are wide footways of circa 3m on both sides of the road, complete with dropped kerbs and tactile paving, along with a signalised crossing at the junction with Shudehill. Hanover Street is also well-lit with street lighting present at regular intervals. There is also cycle provision in the form of cycle markings on the road at regular intervals, and an advanced cycle stop lane at the signalised junction with Shudehill.
- 2.4.4 The road is subject to a speed limit of 20mph and has TROs in the form of double yellow lines along most of the road. Hanover Street is within Zone 2 of Manchester City Centre's Controlled Parking Zone (CPZ) and has 10 on-street parking bays towards the east of the site. The parking charges and times apply to these bays from Mondays to Sundays between 08:00 and 20:00, with no charge for parking on a Bank Holiday. The maximum stay time in this zone is 2 hours, however parking between 20:00 and 08:00 the next day is free (subject to parking restrictions).

A665 Miller Street / Ring Road

- 2.4.5 The A665 Miller Street runs along the north of the proposed refurbishment at the CIS Tower. The Ring Road comprises a two-lane carriageway, and forms part of the arterial route circling the city centre. The A665 Ring Road commences at a signalised junction with the A665 Cheetham Hill Road near the Green Quarter (north-west of the site) and continues for a length of circa 2.3km towards the south-east of Manchester city centre, terminating at the Pin Mill Brow (a fork in the road where it diverges into the A635 Ring Road or A665 Chancellor Lane) in Ardwick.

- 2.4.6 Miller Street comprises approximately 300m of this whole length and is one-way in a westerly direction. The highway extends for approximately 300m between a signalised junction with Rochdale Road, Shudehill and Swan Street in the east, to a signalised junction with Cheetham Hill Road and Corporation Street in the west. Both signalised junctions have pedestrian crossing facilities, complete with dropped kerbs and tactile paving.
- 2.4.7 The carriageway along Miller Street itself is typically 8m wide and has up to three lanes. There are well-maintained footways on both sides of the carriageway which are approximately 3m in width. The road is well-lit with street lighting.
- 2.4.8 There is also a Toucan crossing facility located adjacent to Dantzic Street, which is complete with dropped kerbs and tactile paving. Most of the junctions along the A665 also have signalised crossing points, pedestrian refuge islands and advanced cycle stop lanes to facilitate pedestrian and cycle movement in a safe manner.
- 2.4.9 In the vicinity of the site, the A665 is subject to TROs in the form of single and double yellow parking restrictions throughout its entire length. There are also “Slow” markings on the road to enforce the speed limit of 30mph.

Dantzic Street

- 2.4.10 Towards the west of the site, Dantzic Street commences at a junction with Shudehill south-east of the site and extends for a length of circa 300m towards the north until it terminates perpendicular to the A665 Miller Street / Ring Road Toucan crossing. From its southern terminus, the road is one-way in a north-bound direction for approximately 200m until the priority junction with Hanover Street. At its northern terminus, Dantzic Street is a cul-de-sac where cars are unable to egress onto the Ring Road.
- 2.4.11 The average width of Dantzic Street is 6m, however the road widens to approximately 10m towards its northern terminus to accommodate loading bays and vehicular turning. There are wide footways with an average width of 5m along both sides of the road, which doubles as a shared cycle/pedestrian footway in the vicinity of the Toucan crossing along Miller Street.
- 2.4.12 The footways are complete with dropped kerbs and tactile paving, and the road is also well lit with street lighting at regular intervals. There is also a signal-controlled crossing point and a yellow box junction along Dantzic Street where it intersects with the Metrolink tram lines between Shudehill and Manchester Victoria.
- 2.4.13 The road is subject to a speed limit of 20mph and is also within Zone 2 of Manchester City Centre’s CPZ, with 11 pay-and-display parking bays (5 of which are disabled parking bays) along its length. Dantzic Street comprises several loading bays in the vicinity of the Manchester Printworks building, whereas the remainder of the road comprises TROs in the form of double yellow lines.

2.5 Access for Mobility and Visually Impaired Users (BREEAM)

- 2.5.1 The site benefits from its city centre location and recent improvements to the adjacent NOMA public realm development. There are a number of existing features which ensure safe, convenient and aided access for those site users who have young children, and those who are disabled and / or visually impaired.
- 2.5.2 Dropped kerbs and tactile paving are present at every crossing place in the vicinity of the site, including at signalised pedestrian crossing points.
- 2.5.3 Accessible and convenient access to the building for mobility impaired users is provided via a ramp off Dantzic Street.

2.6 Highway Safety

- 2.6.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the TfGM reported road accidents website for the most recent five years at the time of writing. The details of the search are contained in **Figure 2.2**, and a breakdown of the information is contained in

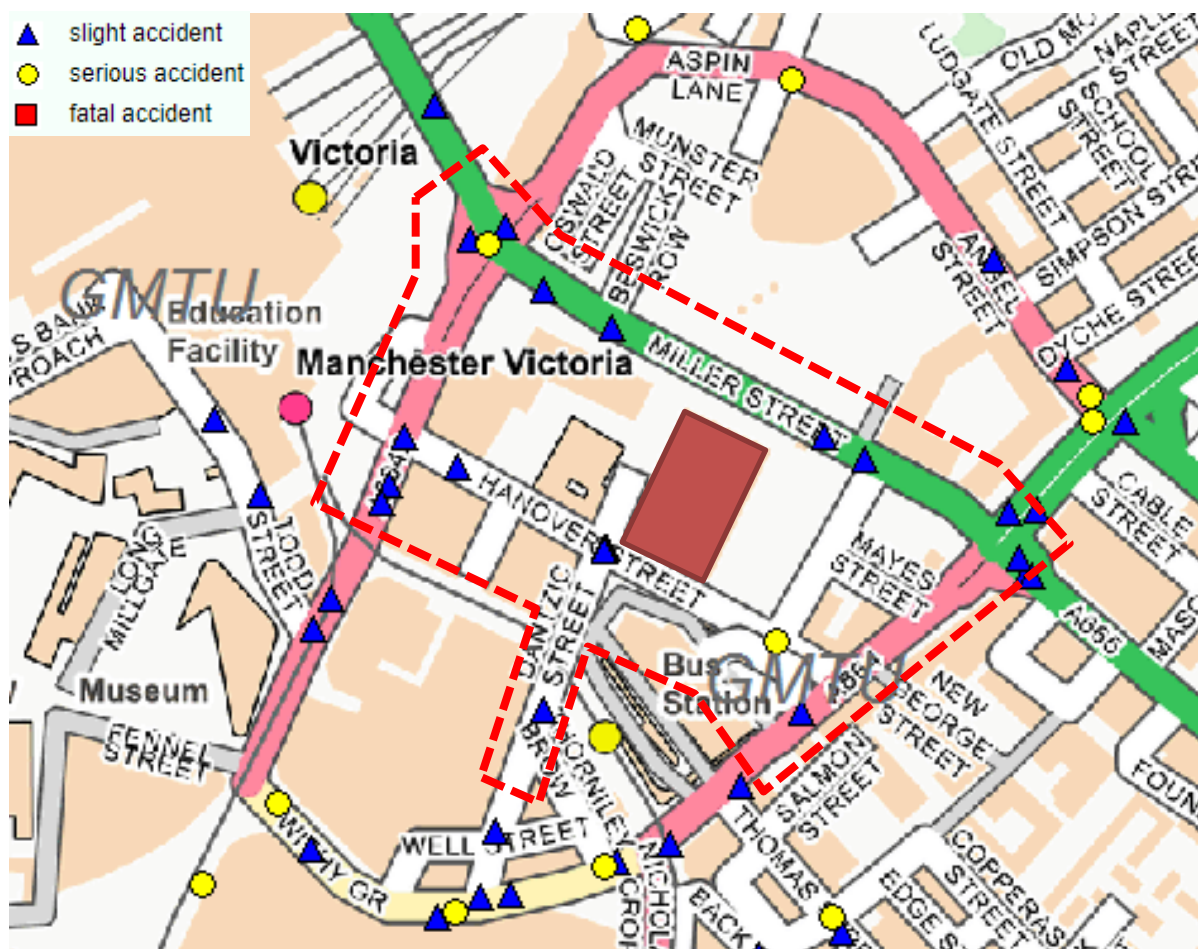


Table 2.1:

Figure 2.2 – Extents of PIA Search Area

Junction/Link	Slight	Serious	Fatal	Totals
Miller Street / Corporation Street junction	2	1	0	3
Miller Street	3	0	0	3
Miller Street / Riga Street	1	0	0	1
Miller Street / Rochdale Road	4	0	0	4
Hanover Street / Dantzic Street junction	2	0	0	1
Corporation Street	2	0	0	2
Dantzic Street junction	1	0	0	1
Hanover Street / Riga Street	0	1	0	1
Shudehill	1	0	0	1
Totals	16	2	0	18

Table 2.1 – Personal Injury Accident Data Summary

- 2.6.2 There has been a total of 18 accidents in the latest five-year period available, comprising 16 'slight' and 2 'serious' incidents. There are no fatal incidents recorded in the vicinity of the site.
- 2.6.3 The location, frequency and number of accidents does not suggest an existing or unusual safety issue that would be exacerbated by development at the site. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed refurbishment at the CIS Tower..

3.0 Development Proposals

3.1 Overview of Proposals

3.1.1 The most recent schedule of accommodation for the building can be summarised as follows:

- Offices (basement up to 23rd floor) – 30,855m² (32,483m² when including office amenity/gym)
- Leisure units (Basement and Ground Floor) – 3,410m²
- Retail Units (ground floor and basement) – 851m²
- Restaurant units (level 24-25) 1,772m²

3.1.2 At ground floor mezzanine level management offices, loading area, refuse, generator room, dockmasters office are proposed. The latest layout plans are included in **Appendix A**.

3.2 Proposed Access

Vehicular Access

3.2.1 There will be no vehicular access directly into the building as there is no proposed parking provision.

3.2.2 The existing vehicular access via a ramp off Hanover Street will be retained exclusively to transport waste bins to the collection point, located at the new proposed loading bay.

Pedestrian Access Facilities and Cycle Access

3.2.3 Pedestrian access to the building's main entrance would be retained off Miller Street. This access would lead pedestrians through the reception space and to the stairs and lifts. Additional revolving doors are proposed as part of the development, including a new set off Dantzig Street. This new access of Dantzig Street will enhance pedestrian connectivity with Sadler's Yard and Victoria Station.

3.2.4 The retail and leisure uses at the ground floor will be accessed via independent access points off Miller Street and Dantzig Street.

3.2.5 Mobility and visually impaired users will benefit from the existing accessible ramp located along Dantzig Street.

3.2.6 Cyclists would gain access to the secure bicycle store via a gated access off Dantzig Street. This access will be provided at the current vehicular access to the existing bin store.

3.3 Parking

Car Parking

- 3.3.1 The site benefits from a city centre location and as such, it is considered the site is highly accessible by sustainable modes of transportation. It is proposed that the development would not provide any car parking spaces, with the exception of two disabled bays on Dantzic Street for accessible users. The positioning of the disabled parking bays was discussed and agreed with MCC during the pre-application stage.
- 3.3.2 Reference should be made to Curtins drawings 085999-CUR-XX-XX-D-T-75004 and 085999-CUR-XX-XX-D-T-05002 which detail the dimensions of the proposed disabled parking bays and vehicle tracking of a car accessing the bays.

Cycle Parking

- 3.3.3 Secure and sheltered cycle parking for 352 bicycles would be provided at ground floor level (in accordance with the associated BREEAM requirements). This greatly exceeds MCC's citywide requirements for 1 space per 200m² GFA for office uses (equating to 197 spaces for 33,386m² GFA).
- 3.3.4 This is one of the many initiatives to encourage more employees to travel by sustainable modes (in addition to other measures outlined in the accompanying Travel Plan (**Document Reference 085999-CUR-00-XX-T-TP-00003**)).
- 3.3.5 Future users of the proposed cycle parking will benefit from changing facilities, complete with lockers and showers (in accordance with the associated BREEAM requirements).
- 3.3.6 A total of 14 existing Sheffield stands are available for visitor use along Dantzic Street. These spaces are located at ground level to the west of the CIS Tower within the existing public realm. There are also 8no Sheffield stands proposed within former service access road for retail staff usage.

Disabled Car Parking

- 3.3.7 In addition to the two disabled bays proposed on Dantzic Street for accessible users. There is existing on-street pay-and-display parking provision and five disabled parking bays along the eastern side of Dantzic Street, south of the site. Two of these disabled bays are located adjacent to the site, on the corner of Dantzic Street/Hannover Street as shown on **Figure 3.1** below:



Figure 3.1 – Existing Disabled Bays Located on the corner of Dantzic Street/Hannover Street

3.4 Servicing

- 3.4.1 Waste will be collected from a new loading bay proposed along Hanover Street as part of this development, to the south of the site. **Drawing 073415-CUR-00-XX-DR-TP-75001** provides details of the proposed loading bay. This proposed loading bay has been agreed in principle with MCC Highways Officers as part of the previous scheme.
- 3.4.2 **Drawing 073415-CUR-00-XX-DR-TP-05001** provides the swept path analysis of a refuse vehicle accessing the proposed collection point.
- 3.4.3 More details on the waste collection schedule and number of bins proposed are provided in a Waste Management Strategy prepared by Curtins (**Document Reference 085999-CUR-00-XX-T-TP-00004**).
- 3.4.4 Fire vehicles are envisaged to access the surroundings of the building in a similar fashion to the existing proceedings.

4.0 Accessibility by Sustainable Modes of Transport

4.1 Introduction

- 4.1.1 A key element of national, regional, and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 4.1.2 The accessibility of the proposed change of use is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Accessibility by Cycle; and
 - Accessibility by Public Transport

4.2 Pedestrian Accessibility

- 4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution for Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this residential planning application. These are reproduced in **Table 4.1**.

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

Table 4.1 – Accident Data Collision Data Summary

- 4.2.2 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 085999-CUR-00-XX-DR-TP-06003** shows distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips; which are considered a good approximation for trips associated with the development.
- 4.2.3 Guidance from the Building Research Establishment Environmental Assessment Method (BREEAM) UK New Construction V6.1 standards states that Transport Assessments and Travel Plans should include reporting on the number and type of amenities within 500m of the site (based on current Tra 02 criteria) to obtain credits. The number and type of existing accessible amenities within 500m of the site can be summarised in **Table 4.2** below:

No.	Amenity	BREEAM Criteria / Type	Proximity to Site (m)
1	Dantzic Street	Appropriate Food Outlet	60m
2	Zeno Health Club	Leisure Facility	95m
3	Hanover Street	Appropriate Food Outlet	170m
4	Victoria Station Approach	Appropriate Food Outlet	330m
5	Altogether Otherwise	Community Facility	200m
6	ATM (Best One Shudehill M4 4AN)	Access to cash	250m
7	Post Office Shudehill	Publicly Available Postal Facility	300m
8	St Michael's Flags & Angel Meadow Park	Access to an outdoor open space	345m
9	Chetham's School of Music	Child Care facility or school	450m
10	Arndale Market	Appropriate Food Outlet/Leisure Facility	400m

Table 4.2 – Number and Type of Existing Accessible Amenities within 500m of the Site.

- 4.2.4 Given the site is located within Manchester City Centre, it is therefore benefitted by existing pedestrian facilities that are generally of a high standard. Pedestrians will be able to access the variety of amenities in the immediate vicinity of the site. It is therefore considered from a pedestrian accessibility perspective, that the development location is highly suitable.
- 4.2.5 The Manchester Victoria rail / tram station and Shudehill tram / bus station are within the desirable 500m walking catchment of the site at 450m west and 200m south respectively. These locations allow for easy access for future employees of the site which commute to work from Greater Manchester and beyond.
- 4.2.6 Within this catchment area, there are a number of residential properties such as those within the Green Quarter (approximately 500m north-west of the site) and apartments fronting Rochdale Road at approximately 500m north-east of the site. There are also committed developments in the immediate vicinity of the site, such as Angel Gardens to the north-east of the site which is currently under construction.
- 4.2.7 Most notably, within 500m south of the site is the Printworks, the Northern Quarter and Arndale Centre. The Northern Quarter comprises many artisan cafes, bars and restaurants along with a vibrant nightlife, the Printworks contains leisure outlets, restaurants/bars, the Vue cinema and a Co-Op establishment, whereas the Arndale centre is one of the largest city-centre shopping malls in Europe and houses over 200 shops as well as several food and drink establishments.

- 4.2.8 Within the wider 1,000m – 2,000m catchments, there are a great number of residential properties in all directions. Additional leisure, food, retail, employment, high street banks, health clubs, and convenience stores are accessible along Market Street, St Ann's Square, and Piccadilly Gardens. The vast majority of Manchester city centre is within a 2,000m walk of the site.
- 4.2.9 In addition to the above, the development includes ancillary retail and food / drink uses at ground floor level, which are within immediate reach of end users.
- 4.2.10 The surrounding roads have footways available for pedestrian use, and the carriageways are well lit by street lighting. In the immediate vicinity of the site, there are several signalised crossing points, pedestrian refuge islands, dropped kerbs and tactile paving to aid pedestrians. There is already a high pedestrian footfall in the area, and so high-quality pedestrian facilities exist. The site is considered highly accessible by foot.

4.3 Access for Mobility and Visually Impaired Users

- 4.3.1 The site benefits from its city centre location and recent improvements to the adjacent NOMA public realm development. There are a number of existing features which ensure safe, convenient and aided access for those site users who have young children, and those who are disabled and / or visually impaired.
- 4.3.2 Dropped kerbs and tactile paving are present at every crossing place in the vicinity of the site, including at signalised pedestrian crossing points.
- 4.3.3 Accessible and convenient access to the building for mobility impaired users is provided via a ramp off Dantzic Street.

4.4 Cycle Accessibility

- 4.4.1 In order to assist in assessing the accessibility of the site by cycle, **Plan 085999-CUR-00-XX-DR-TP-06004** presents an 8km cycle catchment for the site. The 8km cycling distance refers to a recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009).
- 4.4.2 The 8km catchment encompasses all of Manchester City Centre including all major transport links, shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship. The catchment also extends as far as Heaton Park to the north, Fairfield to the east, Fallowfield to the south, and Old Trafford to the west.

4.4.3 Existing cycle infrastructure on Corporation Street and Dantzic Street allows cycle access into Manchester City Centre, with direct access to Manchester Victoria Station and the Printworks. All major train and bus stations within Manchester city centre are within 8km of the site and are accessible following Sustrans cycle routes.

4.4.4 The local cycle network within the vicinity of the site is reproduced in **Figure 4.1** below:

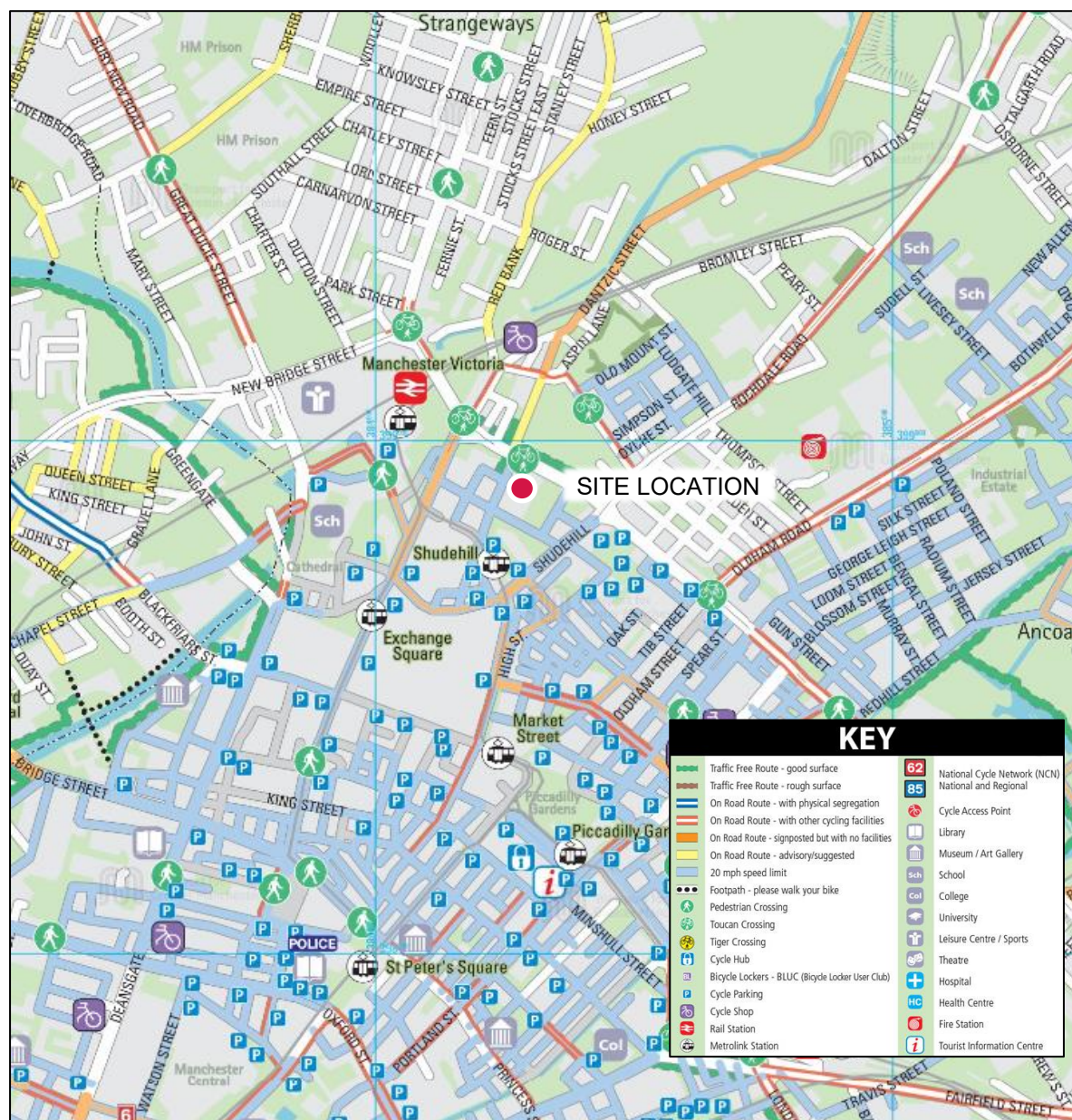


Figure 4.1 – Local Cycle Network

4.4.5 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named "Bee Network". The 'Bee Network' are signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. The site is in close proximity to the confirmed 'Bee Network' in Manchester City Centre, allowing future site users to benefit from the public realm improvements for better safety and quality of commute.

- 4.4.6 There are two national cycle routes within proximity of the site. National Cycle Route 6 to the south can be accessed from the development area by series of on-road cycle routes along Dantzic Street then Fountain Street and onto the A6143. Route 6 passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, Derby, Nottingham, Worksop, Sheffield, Manchester, Blackburn, Preston, Lancaster, Kendal and Windermere, and will connect London and Threlkeld in Cumbria when complete.
- 4.4.7 National Cycle Route 66 to the east can be accessed by on road local cycle routes running through the Northern Quarter. It runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley and Kingston upon Hull.

4.5 Public Transport Accessibility

- 4.5.1 The site is well situated to take advantage of existing public transport infrastructure within Manchester city centre. **Plan 085999-CUR-00-XX-DR-TP-06005** demonstrates the areas accessible via public transport within 20, 40 and 60 minutes of the site. Accessibility by bus, rail and Metrolink are considered further below.
- 4.5.2 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.
- 4.5.3 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility and level 1 a low level of accessibility. The site is located in an area with a GMAL rating of 8 – the highest accessibility level – and is considered very well situated to take advantage of existing public transport infrastructure within central Manchester.

Bus Accessibility

- 4.5.4 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400m from a new development.
- 4.5.5 There are a number of bus stops comfortably within 400m walk of the site, with the closest being located along the Shudehill Interchange (c.200m south of the site), Corporation Street (c.300m west of the site), and the Victoria Station Approach (c.500m to the west of the site). A summary of the buses that serve all of these stops are provided in **Tables 4.3**.

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun / Hols
Bus Services from Corporation Street				
135	Manchester City Centre - Cheetham Hill - Whitefield - Bury	10 mins	10 mins	10 mins
41	Sale - Sale Moor - Cheetham Hill - Bowker Vale - Middleton	20 mins	20 mins	30 mins
Bus Services from Shudehill Interchange				
2 (free bus)	Manchester City Centre - Shudehill circular	10 mins	10 mins	10 mins
8	Shudehill - Salford - Pendlebury - Farnworth - Bolton	15 mins	15 mins	20 mins
10	Shudehill - Salford - Seedley - Eccles - Brookhouse Estate	10 mins	15 mins	20 mins
59	Manchester City Centre - Chadderton - Oldham - Oldham Mumps	10 mins	10 mins	30 mins
67	Shudehill - Salford - Eccles - Irlam - Glaze Estate	15 mins	15 mins	30 mins
67a	Shudehill - Salford - Eccles - Irlam - Glaze Estate	15 mins	No service	30 mins
93	Shudehill - Salford - Charlestown - Carr Clough	20 mins	20 mins	30 mins
97	Shudehill - Salford - Lower Broughton - Hollins - Bury	20 mins	20 mins	20 mins
98	Shudehill - Salford - Seddons Farm Estate - Elton - Bury	20 mins	20 mins	30 mins
99	Shudehill - Salford - Prestwich - Prestwich Hospital	30 mins	30 mins	No service
100	Shudehill - Salford - The Trafford Centre - Warrington	15 mins	15 mins	10 mins
17	Shudehill - Middleton - Trub - Rochdale - Bamford - Norden	10 mins	10 mins	15 mins
17a	Shudehill - Blackley - Middleton - Stakehill - Rochdale	04:55 daily	No service	No service

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun / Hols
Bus Services from Corporation Street				
18	Langley - Middleton - Blackley - Manchester Royal Infirmary	30 mins	30 mins	30 mins
33	Shudehill - Manchester City Centre - Eccles - Worsley	30 mins	30 mins	60 mins
56	Shudehill - Higher Blackley - Higher Crumpsall circular	20 mins	60 mins	No service
156	Shudehill - Higher Crumpsall - Higher Blackley - Middleton	30 mins	30 mins	60 mins

Table 4.3 – A Summary of Bus Services within the vicinity of the Site

4.5.6 The above services primarily link the site to Greater Manchester. Shudehill Interchange also has bus and coach services that run to all areas of Manchester and further afield. For example, services from Shudehill provide access to:

- Accrington;
- Birmingham;
- Burnley;
- Coventry;
- Glasgow;
- Liverpool;
- Preston;
- Prestwich; and
- Skipton.

- 4.5.7 Furthermore, the site is situated within a 200m walking distance to Shudehill Interchange, which is one of the calling points of the number 2 Manchester free bus route. The free bus is a service providing direct access to the Deansgate and Oxford Road railway stations along with key city centre locations. The free bus frequencies are detailed in **Table 4.4**:

Free Bus Service		Peak Frequency		
		Weekday	Saturdays	Sun/Hols
1	Piccadilly – Piccadilly Gardens – Chinatown – Market Street – Deansgate – Opera House – Albert Square – New York Street – Central Coach Station circular	07:00 – 22:00 Every 10 mins (Every 15 mins after 18:30)	08:30 – 22:00 Every 10 mins (Every 15 mins after 18:30)	09:30 – 18:00 Every 12 mins
2	Piccadilly – Oxford Road – Deansgate – Manchester Victoria – Shudehill – Northern Quarter circular	06:30 – 22:00 Every 10 mins (Every 15 mins after 18:30)		
2 (peak only)	Piccadilly – Oxford Road – Deansgate – Salford Central – Manchester Victoria – Shudehill – Northern Quarter circular	06:30 – 09:10 and 16:00 – 18:30	-	-

Table 4.4 – Free Bus Services

- 4.5.8 Overall, the site is well served by bus. The site also benefits from the free bus service.

Rail Accessibility

- 4.5.9 The closest Rail Station to the development is Manchester Victoria, located approximately 500m west of the proposed refurbishment at the CIS Tower. **Table 4.5** shows the frequencies of regular trains that run from Manchester Victoria Train Station:

Destination	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
Newcastle	1	1	1
Leeds	2	2	1-2
Liverpool Lime Street	2	2	1-2
Huddersfield	3/4	3/4	2-3
Blackburn	2	2	1
Bradford	1-2	1-2	1
Blackpool	-	-	1
Halifax	1-2	1-2	1
Rochdale	3-4	3-4	2-3
Southport	1	1	1
Wigan	2	2	1-2
York	1-2	1-2	1

Table 4.5 – Summary of Rail Services calling at Victoria

- 4.5.10 The trains that service Victoria Rail Station run regularly 7 days a week from a number of different locations within the Northwest; this provides frequent access for users of the site. More locally the above services provide access to residential areas such as Ashton-under-Lyne, Salford, Eccles and Rochdale.

4.5.11 Journey times have also been reduced and improved following the Ordsall Chord bridge which was completed in 2017 and links Manchester's three main railway stations (Victoria, Oxford Road and Piccadilly) to allow more trains to run across the whole of the north.

4.5.12 It is considered the site is highly accessible via rail.

Metrolink (Light Rail) Accessibility

4.5.13 **Figure 4.2** below shows the Greater Manchester Metrolink network:

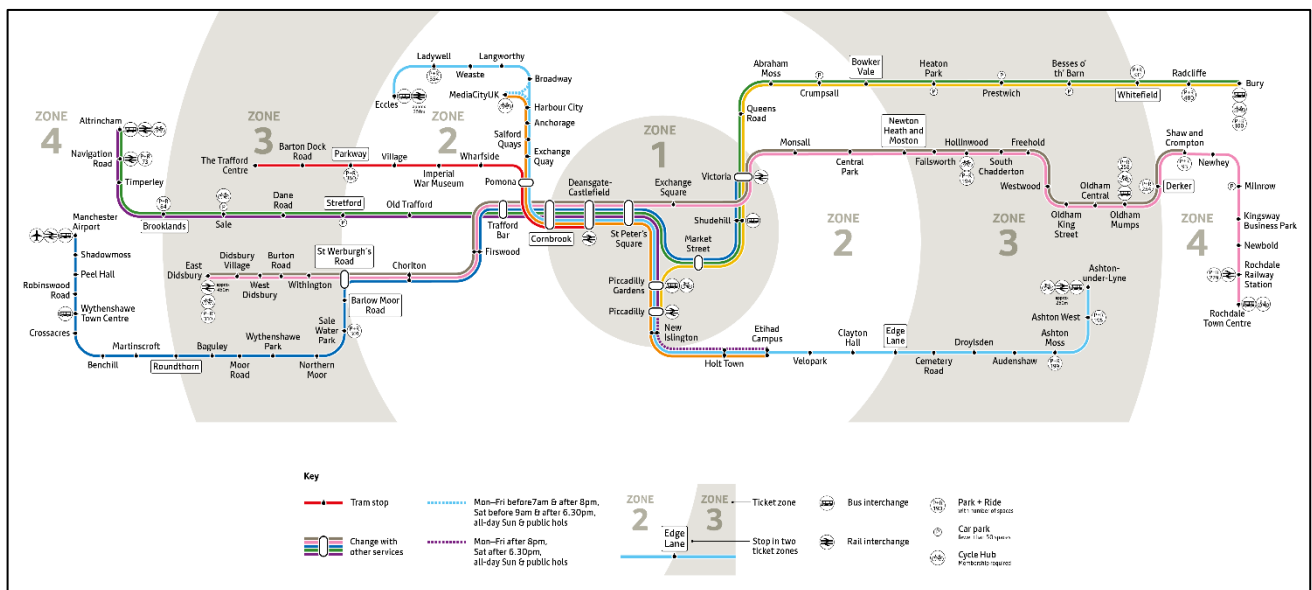


Figure 4.2 – Greater Manchester Metrolink Network

(Source: TfGM, 2024)

4.5.14 The nearest Metrolink stops are Shudehill and Victoria, located approximately a 200m and 500m walk from the site respectively.

4.5.15 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, every 24 minutes between 00:00 – 01:00 on Fridays and Saturdays, and every 15 minutes between 07:00 – 00:00 on Sundays. Some lines only operate during peak hours to meet increased demand.

4.5.16 The start and end times for the specific stops that staff and visitors wish to call at will change over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: <https://tfgm.com/public-transport/tram/tram-times>.

4.5.17 Users can change at Piccadilly Gardens, St Peter's Square or Cornbrook stations to access additional services to Ashton-under-Lyne, Eccles, and Media City UK. It is considered the site is highly accessible by Metrolink (light rail).

BREEAM Public Transport Accessibility Index (AI)

- 4.5.18 Guidance from the BREEAM UK New Construction 2018 consultation also states that Transport Assessments and Travel Plans should include reporting on the public transport accessibility (i.e. Tra 01 – proximity to train, bus etc. stops and frequency of services) to obtain credits. This includes calculation of the Accessibility Index (AI) of the site.
- 4.5.19 The methodology for calculating the AI uses Transport for London's Public Transport Accessibility Level (PTAL) method, itself based on a methodology developed in 1992 by the London Borough of Hammersmith and Fulham. The GMAL Methodology is also derived from the PTAL approach but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.
- 4.5.20 Based on previous experience and guidance from the BREEAM Knowledge Base, it is considered that GMAL index scores can be used interchangeably as the AI of the site to demonstrate compliance against BREEAM.
- 4.5.21 The site is located in an area with a GMAL rating of 8 as mentioned earlier, which is the highest accessibility level, and has a further GMAL index score of 66.17. This is understood to be the AI of the site.
- 4.5.22 It can be observed that the site's AI of 66.17 suggests that the site has an excellent level of public transport accessibility in relation to BREEAM.

4.6 Summary

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

5.0 Forecasted Trip Generation

5.1 Introduction

- 5.1.1 The following section contains trip generation analysis based on the proposed refurbishment at the CIS Tower during the weekday AM and PM peak hours.
- 5.1.2 In order to undertake the assessment, the TRICS database has been used. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed refurbishment at the CIS Tower. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK, including hotel land uses.

5.2 Extant Trip Generation

- 5.2.1 The main extant use of the building can be classified as 28,125m² of commercial office premises (Use Class E c)). At basement level there are medical and gym facilities, occupying a total of 3,977m². For calculation purposes, these facilities are considered to be ancillary to the existing office use.
- 5.2.2 The level of trips generated by the extant planning uses of the site have been estimated using the multi-modal peak hour trip rates utilised as part of the 126119/LO/2020/126118/FO/2020 consents, obtained from surveys of sites of a similar size and nature. The full search criteria used in the TRICS database are presented in **Appendix B. Table 5.1** below summarises this. All trip rates are per 100m² GFA:

TRICS	Average TRICS Trip Rates AM (08:00 – 09:00)				Average TRICS Trip Rates PM (17:00 – 18:00)			
	Arrive	Depart	Total	Modal Split (%)	Arrive	Depart	Total	Modal Split (%)
Vehicles	0.593	0.071	0.664	46%	0.049	0.567	0.616	59%
Cyclists	0.066	0.000	0.066	5%	0.000	0.053	0.053	5%
Pedestrians	0.290	0.035	0.325	23%	0.000	0.053	0.053	5%
Public Transport	0.375	0.007	0.382	27%	0.003	0.317	0.32	31%

Table 5.1 – Extant Multi-Modal Trip Rates and Split

- 5.2.3 From **Table 5.1** above, the total number of trips currently generated can be found. This is provided in **Table 5.2**:

28,125 sqm GFA	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	167	20	187	14	159	173
Cyclists	19	0	19	0	15	15
Pedestrians	82	10	92	0	15	15
Public Transport	106	2	108	1	89	90

Table 5.2 – Extant Trip Generation

5.2.4 The number of vehicle trips generated by the extant planning uses could equate to 187 and 173 two-way movements respectively in the normal AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00). However, parking spaces in the building are limited, so usage could be less than this.

5.3 Forecasted Trip Generation

5.3.1 The proposed refurbishment at the CIS Tower comprises four elements with trip generating potential:

- Offices (basement up to 23rd floor) – 30,855m² (32,483m² when including office amenity/gym)
- Leisure units (Basement and Ground Floor) – 3,410m²
- Retail Units (ground floor and basement) – 851m²
- Restaurant units (level 24-25) 1,772m²

5.3.2 As with the extant uses, the retail, leisure, and restaurant uses would be ancillary to the primary office uses and form a minor part of the development traffic. It is considered that the vast majority of trips to these elements will be either linked trips as employees visit shops before work, attend events after work or pass-by trips as other people travel by the site on an alternative trip to the city centre. Therefore, it is assumed that these elements would not attract a significant level of additional trips.

5.3.3 The level of trips generated by the proposed office uses of the site have been estimated using modal splits and trip rates similar to that of **Table 5.1** and are summarised in **Table 5.3** below:

33,386 sqm GFA	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	193	23	216	16	184	200
Cyclists	21	0	21	0	17	17
Pedestrians	94	11	106	0	17	17
Public Transport	122	2	124	1	103	104

Table 5.3 – Proposed Trip Generation

5.3.4 The number of vehicle trips generated by the proposed refurbishment at the CIS Tower could equate to 223 and 207 two-way movements in the typical AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00) respectively.

5.4 Net Vehicular Site Impact

5.4.1 The following **Table 5.4** indicates the net vehicular impact of the proposed site.

Transportation Method	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Existing Trip Generation						
Vehicles	167	20	<u>187</u>	14	159	<u>173</u>
Cyclists	19	0	19	0	15	15
Pedestrians	82	10	92	0	15	15
Public Transport	106	2	108	1	89	90
Proposed Proposed Refurbishment at the CIS Tower Trip Generation						
Vehicles	193	23	216	16	184	200
Cyclists	21	0	21	0	17	17
Pedestrians	94	11	106	0	17	17
Public Transport	122	2	124	1	103	104
Net Site Impact						
Vehicles	26	3	<u>29</u>	2	25	<u>27</u>
Cyclists	2	0	2	0	2	2
Pedestrians	12	1	14	0	2	2
Public Transport	16	0	16	0	14	14

Table 5.4 – Net Vehicular Site Impact

- 5.4.2 The proposed refurbishment at the CIS Tower could result in a small increase of 29 two-way vehicular trip in the AM peak and 27 two-way trips during the PM peak. There would also be a slight increase in pedestrian footfall and public transport users. This is expected of a development of this nature, especially due to the similarity of the extant and proposed planning uses.
- 5.4.3 However, due to the location, the accessible nature of the proposed refurbishment at the CIS Tower, and the lack of on-site parking, the above is a worst-case assessment as less people would be motivated to travel by car. It is anticipated that the vast majority of trips would be made by public transport, bicycle or on foot as the proposals comprise no car parking provision and high cycle parking provision.
- 5.4.4 On this basis, Curtins do not believe that capacity assessments are required, and that the highway network would not experience any adverse traffic impact resulting from the proposed refurbishment at the CIS Tower.

6.0 Highway Impact

6.1 Introduction

- 6.1.1 Notwithstanding the previous section, this section of the report demonstrates the likely highway impact associated with the development proposals with a particular focus on car parking.

6.2 Highway Impact

Local Highway Network

- 6.2.1 **Section 5** demonstrated that there could be a small increase in traffic in the AM and PM peak periods as a result of the proposed refurbishment at the CIS Tower, albeit this would not have a detrimental impact on the local highway network.

Car Parking Demand

- 6.2.2 It is not envisaged a significant number of end users will commute to the site by car, particularly considering the following:
- High levels of existing accessibility associated with the site, as demonstrated in **Section 4** of this report;
 - Natural parking provision constraints (i.e. no site spaces provided) and associated costs with alternative parking; and
 - A full Travel Plan will be developed (an Interim Travel Plan has been provided to support the application, **Document Reference: 085999-CUR-XX-XX-T-TP-00003**), which would contain initiatives that facilitate sustainable travel.
- 6.2.3 Nevertheless, a review of nearby public car parks and associated provision has been undertaken in order to understand parking levels in the surrounding area. There are many publicly available car parks situated within a 750m walking catchment, equating to a walking time of approximately 15 minutes when walking at an average speed of 1.2m/s. Nearby car parking is summarised in **Table 6.1**:

Car Park	Car Park Location	Approximate Walking Distance from Site	Approximate Number of Spaces
1	6 Hanover Street RCP	25m	145
2	Miller Street	120m	56
3	Shudehill RCP	150m	84
4	25 Rochdale Road	180m	90
5	Hatter Street	200m	24
6	Printworks APCOA	250m	777
7	Dantzic Street	300m	18
8	Thompson Street	400m	68
9	Arndale NCP	400m	1,383

Car Park	Car Park Location	Approximate Walking Distance from Site	Approximate Number of Spaces
10	25 Addington Street	400m	60
11	Cross Keys Street	400m	70
12	Goulden Street	450m	20
13	Goulden Street ECP	450m	32
14	Trinity Way	450m	80
15	Rochdale Road TCP	500m	15
16	87 Rochdale Road	500m	100
17	Northern Quarter	550m	700
18	Rochdale Road SIP	550m	42
19	Park Street	550m	87
20	Red Bank	600m	300
21	Dutton Street	600m	161
22	Manchester Arena NCP	650m	958
Total:			5,270

Table 6.1 – Existing Off-site Car Parking Provision

6.2.4 The above table demonstrates 22 car parks were found within 12 min walk of the site, providing car parking provision for approximately 5,270 vehicles. Of this parking provision, approximately 3,022 spaces are within 500m (8 minutes) walk. It is therefore considered there is adequate opportunity for off-site parking should future users chose to commute by car.

6.2.5 It is considered the proposals would have an insignificant effect on the car parking provision across the 700m catchment, and throughout Manchester city centre.

TROs and Existing On-Street Parking

6.2.6 Section 2.4 above details the existing TROs surrounding the site and demonstrates that car parking in the area is well controlled by:

- Double yellow lines restricting on-street parking along key highways;
- Parking zones to control on-street parking; and
- Private car parks.

6.2.7 This compliments the proposed zero parking provision, and is effective way of reducing travel by private car.

6.2.8 The site is within Zone 2 of Manchester City Centre's Controlled Parking Zone (CPZ), where the pay-and-display parking charges of up to £5.80 for a maximum stay of two hours is applicable on Mondays to Sundays between 08:00 and 20:00. Parking between 20:00 and 08:00 would then be free (subject to parking restrictions).

6.2.9 On-street parking bays in the vicinity of the site can be found at the following roads:

- Hanover Street – 9 bays;
- Corporation Street – 11 bays;
- Dantzic Street – 5 bays;
- Riga Street – 16 bays;
- Mayes Street – 6 bays;
- Victoria Station Approach – 3 bays; and
- Thomas Street – 24 bays.

6.2.10 However, due to the short length of stay for on-street parking bays, it is predicted that these facilities would more likely be used by visitors to the site instead of employees.

Car Club

6.2.11 It is acknowledged that many employees that do not own a car may require the use of a car on certain occasions. The Enterprise Car Club offers a cost-effective, hassle-free and greener alternative to car ownership and traditional vehicle hire in Manchester. The car club allows users to view the availability of cars at designated parking bays throughout the city via a mobile application, where they can unlock and start driving their selected car on the spot.

6.2.12 The nearest Car Club bay is located at 104 High Street, M4 1BD, which is an approximate 350m walking distance (6 minutes' walk) towards the south-east of the site. Cars can be reserved by the hour, day or even longer. The price of the journey depends upon the vehicle type, the duration of the reservation and the miles driven, but starts at around £6 an hour.

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

6.3 Highway Impact Summary

6.3.1 In summary the additional traffic from the proposed refurbishment at the CIS Tower would not have a significantly detrimental impact on the surrounding highway network. It is also considered the impact on car parking throughout the city centre would be insignificant.

7.0 Transport Planning Policy

7.1 Introduction

- 7.1.1 When developing scheme proposals, it is important to review the national and local transport related planning policies. This section aims to outline the key policies throughout relevant policy and guidance documents.

7.2 National Planning Policy Framework (2024)

- 7.2.1 The National Planning Policy Framework (NPPF) sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

- 7.2.2 Paragraph 11 states that:

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

- 7.2.3 For decision taking this means granting permission unless:

“...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies.”

- 7.2.4 Section 9 of the NPPF is entitled *Promoting Sustainable Transport* and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

“The planning system should actively manage patterns of growth ...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

- 7.2.5 The document emphasises the need for developments to offer a choice of sustainable modes of transport to *“reduce congestion and emissions and improve air quality and public health”* and provide *“safe and suitable access”* for all users.

- 7.2.6 Paragraph 115 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

- a) *“sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”

7.2.7 The development proposals have shown that safe and suitable access to the site will be achieved. Additionally, the site is located within a highly accessible area, and it is not anticipated that the proposals would result in any perceptible or material impacts on the highway network.

7.2.8 Paragraph 116 of the NPPF states that:

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

7.2.9 The actual trip generation at the site is likely to be less than forecast, due to the proposed levels of car parking. It is most likely that future site users would take advantage of the proximity to public transport links and amenities.

7.2.10 Paragraph 117 of the NPPF states that applications for development should:

- *“Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

7.2.11 The proposed development is situated in a highly accessible location. There is good walking and cycling infrastructure adjacent to the site, and the public transport network is accessible within short walking distance. The proposed development has been designed to promote active travel and sustainable transport.

7.2.12 The proposed development accords with the general principles of the NPPF.

7.3 Planning Practice Guidance (PPG)

7.3.1 In addition to the NPPF, Planning Practice Guidance (PPG) has been developed by the Department for Communities and Local Government (DCLG; now the DLUHC) in 2014. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

“Travel Plans, Transport Assessments and Statements can positively contribute to:

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads.”*

7.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Statement. It also clarifies the process for establishing a scope for what the documents should contain. The NPPG has been considered in the production of this TS.

7.3.3 As outlined above, this TS demonstrates that the site is highly accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals therefore apply the principles set out in the PPG and will seek to create a sustainable development and make a positive contribution to the local area.

7.4 Greater Manchester Transport Strategy 2040

7.4.1 In 2021, TfGM updated the 2040 Vision for Transport to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.

7.4.2 Under Policy 3, the Transport Strategy states that TfGM will “maintain a programme of interventions designed to encourage people to make sustainable journeys. We will support this through journey planning tools and information to encourage travel behaviour change and mode shift, and in order to make the most efficient use of available capacity (particularly during peak periods).” Such interventions comprise:

- *“Reducing the carbon and environmental cost of journeys;*

- *New ways of working which make the best use of the transport network;*
- *Maximising the benefit of new, integrated transport infrastructure and services;*
- *Delivering public health benefits through enabling more active travel;*
- *Supporting town and city centre economic vitality and sustainability;*
- *Improving access to key services and jobs;*
- *Maximising sustainable travel in new developments; and*
- *Becoming more resilient to disruption.”*

7.4.3 Under Policy 4, TfGM will also “work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network.” This will be in accordance with the principles of:

- *“Reducing the need to travel;*
- *Reducing the need to travel by car, and the distance travelled;*
- *Maximising accessibility by sustainable modes;*
- *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*
- *Maximising opportunities to provide additional public transport; and*
- *Designing to encourage active travel.”*

7.4.4 It is considered that the development proposals will not adversely impact the transport network, and instead would support the Transport Strategy by promoting opportunities for sustainable travel.

7.5 Manchester Core Strategy (2012 – 2027)

7.5.1 The Manchester Core Strategy promotes similar principles to the NPPF. It contains three specific “Transport” policies, comprising:

- Policy T1 – Sustainable Transport;
- Policy T2 – Accessible Areas of Opportunity and Need; and
- Policy T3 – Strategic Integration (Partially replaced by PfE Policy JP-C1 – see below).

7.5.2 Policy T1 focuses on sustainable transport and access for all. The accessibility of the site would encourage users of the proposed development to travel by sustainable modes.

7.5.3 Policy T2 of the Manchester Core Strategy states:

“The Council will actively manage the pattern of development to ensure that ... Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development.”

7.5.4 Policy T3 is in relation to strategic integration of developments with the sustainable transport network. The proposed development would not prejudice the implementation of any of the strategic integration projects.

7.5.5 **Section 4** above has demonstrated that the development will benefit from sustainable transport links within its surrounding area.

7.5.6 It has been clarified in this report that the proposed development aims to promote low carbon travel choices. The site is conveniently located to access local amenities within walking and cycling distance of the site, with public transport services available in the immediate vicinity.

7.6 Places for Everyone (PfE) Plan

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

7.6.2 Some Core Strategy policies have been partially replaced by Places for Everyone (PfE) policies. Any part of the policy that is not replaced remains part of Manchester's Core Strategy.

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

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

7.6.4 Transport Requirements of New Development states:

"We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

We will do this by:

Connectivity and Permeability

1. *Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C1 'An Integrated Network', including;*

- *Prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should:*
 - *be direct, safe and convenient;*
 - *connect to nearby facilities, employment areas, public transport stops; and*
 - *improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision;*
- *Ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability; and*
- *Ensuring that new development is connected visually and physically; within the site and to the surrounding built environment;*

2. *Ensure appropriate connectivity to the existing highway network;*

7.6.5 There would be many accesses into the site, some of which would be traffic-free (including the only links to Briscoe Lane), to maximise permeability.

Design

3. *Reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development;*
4. *Incorporating highway design at a human scale using street-based prescriptions such as those within Manual for Streets and/or any locally adopted design guidance, to ensure that highways do not dominate the development;*

Public Transport

5. *Ensuring (through funding improvements where appropriate) that the nearest public transport stops (both within and adjacent to the development site) are attractive to users in terms of seating, shelters, information and easy step-free access;*
6. *Subsidising new or amended public transport services where the development would otherwise have inadequate public transport access;*

7.6.6 The existing bus stops on Briscoe Lane are situated immediately along the site boundary, so walking distances will be minimal, especially for the majority of residents living in the flats. The site is also well connected by Metrolink, being within walking distance of two lines.

Parking Infrastructure

7. *Making adequate car parking provision, including for disabled drivers and passengers;*
8. *Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand;*
9. *Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing:*
 - *Showers, changing facilities and lockers for cyclists and walkers,*
 - *Pool or hire bikes for use by occupiers,*
 - *Information in advance about facilities to visitors.*
10. *Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces;*
11. *Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans;*
12. *Providing for overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where the development is likely to generate demand, and it is appropriate to the location;*

7.6.7 Parking provision, including for EVs and cycles, is detailed in **Section 3**.

Access and Servicing

13. *Providing designated pick-up/drop-off points for taxis and other demand-responsive transport services where appropriate, taking into account the potential increase in demand if car ownership falls;*
14. *Making appropriate provision for deliveries and servicing (including requiring Delivery and Servicing Plans for appropriate developments), in a way that:*
 - *meets road safety requirements,*
 - *reduces transport emissions and other environmental impacts,*

- *reduces traffic congestion, the number of vehicle movements and the need for repeat deliveries.*

Construction Management

15. *Ensuring Construction Management Plans are produced for developments, where appropriate, to mitigate construction logistics and environmental impacts including air quality and noise on the surrounding area and encourage sustainable deliveries;*

Transport Assessments

16. *Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network. Where a Transport Assessment is required, this should start with a vision of what the development/allocation is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Consultation should be undertaken, at pre-application stage, with the relevant local highway authorities to agree which committed developments / allocations and which potential transport interventions should be considered, with reference to Appendix D, as appropriate;*
17. *Planning applications which are required to be accompanied by a Transport Assessment will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan."*

7.7 Conclusions

- 7.7.1 Overall, it is concluded that the proposed development is in line with national and local transport policies and guidance. The site is located within an area which has a range of existing local facilities and plenty of sustainable travel choices within walking and cycling distance.

8.0 Summary and Conclusions

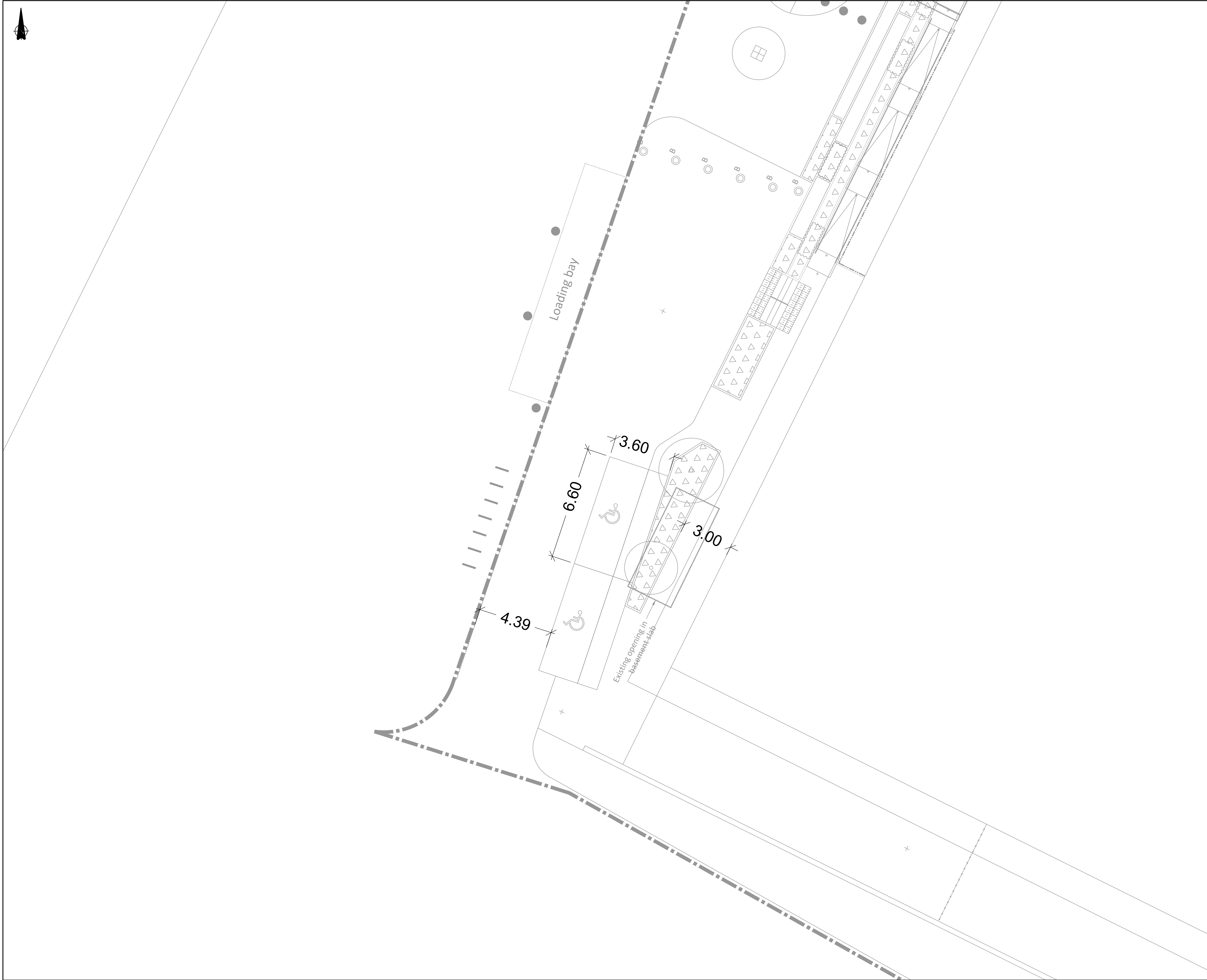
8.1 Summary

- 8.1.1 Curtins has been appointed on behalf of Devonshire (CIS Tower) Ltd to provide traffic and transportation advice in relation to the proposed refurbishment of CIS Tower, in the area known as NOMA in Manchester City Centre.
- 8.1.2 The most recent schedule of accommodation for the building can be summarised as follows:
- Offices (basement up to 23rd floor) – 30,855m² (32,483m² when including office amenity/gym)
 - Leisure units (Basement and Ground Floor) – 3,410m²
 - Retail Units (ground floor and basement) – 851m²
 - Restaurant units (level 24-25) 1,772m²
- 8.1.3 At ground floor mezzanine level management offices, loading area, refuse, generator room, dockmasters office are proposed.
- 8.1.4 Curtins has been appointed to prepare this Transport Statement to accompany the planning application for the proposals.
- 8.1.5 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. This demonstrates that the site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, with MCC cycle parking standards exceeded, and there are several public transport opportunities within acceptable walking distance of the site. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed refurbishment at the CIS Tower.
- 8.1.6 An appropriate TRICS assessment has been undertaken to establish the likely number of vehicular trips associated with the proposed refurbishment at the CIS Tower. It is not considered that the additional traffic from the proposed refurbishment at the CIS Tower would have a significantly detrimental impact on the surrounding highway network. Furthermore, the impact on car parking throughout the city centre would be insignificant.
- 8.1.7 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed refurbishment at the CIS Tower conforms with such policy.

8.2 Conclusions

- 8.2.1 From a traffic and transportation perspective there are no reasons why the development proposals should not be granted planning approval.

Drawings



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P02

UPDATED LAYOUT

09/04/25

HD

JA

Rev:

Description:

Date:

By:

Chkd:

Curtins

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Status:

PRELIMINARY

S0

Project:

CIS TOWER TP 2024

Orig Title:

DANTZIC STREET ARRANGEMENT
DIMENSION PLAN

Drawn By

HD

Designed By

HD

Checked By

DJ

Project No

085999

Date

25/03/19

Scales @ A1

1:100

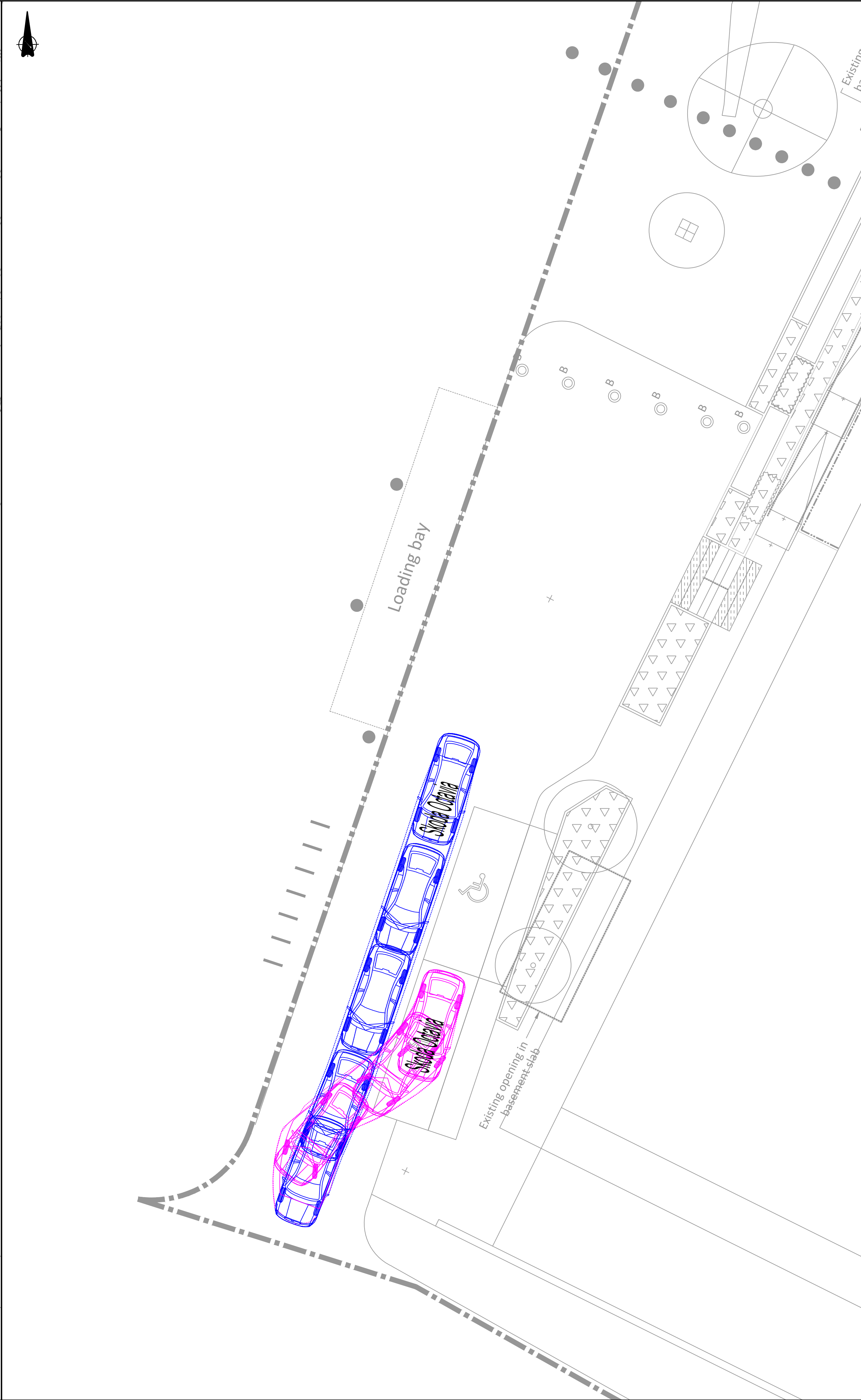
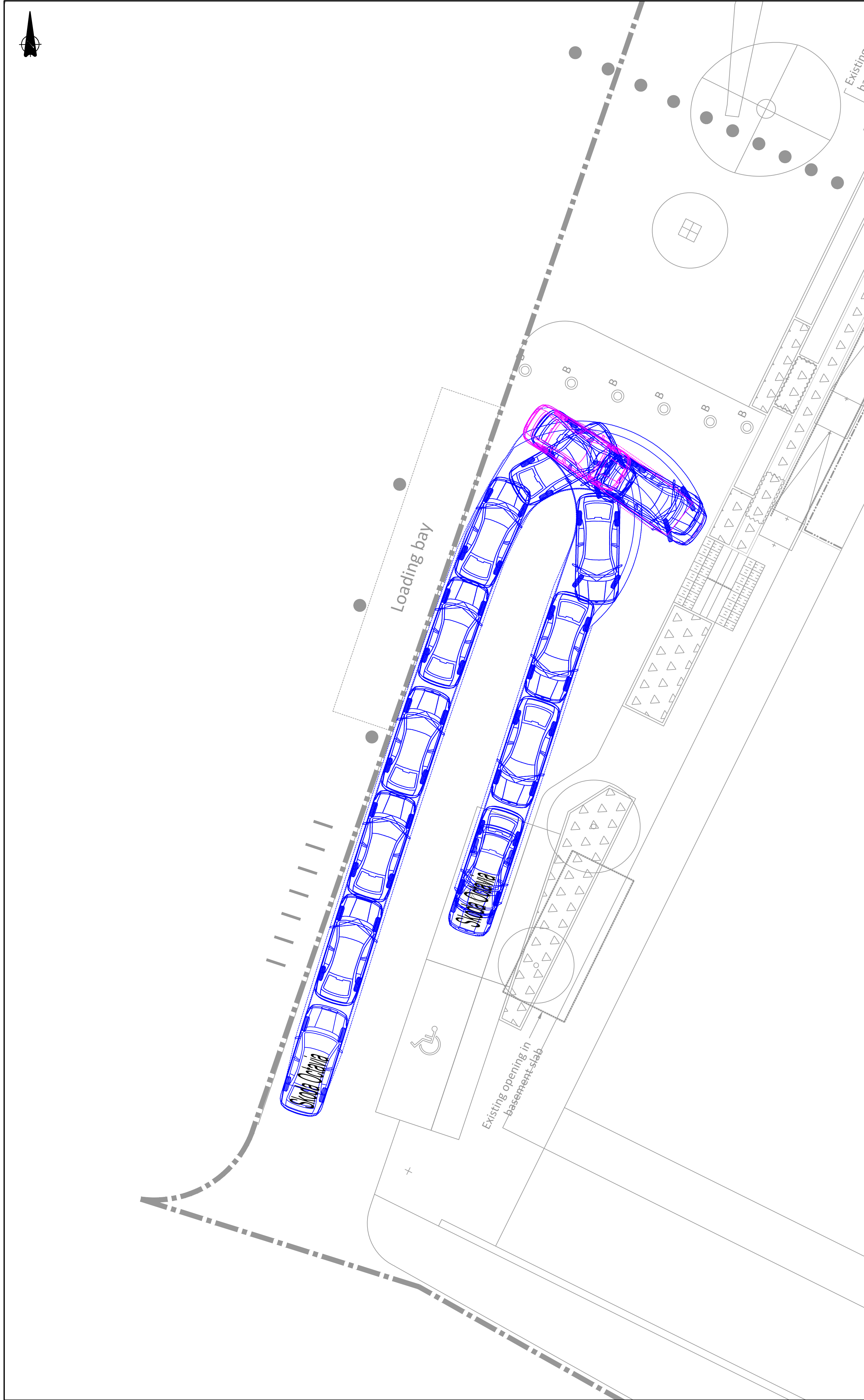
Project Code - Originator - Function - Spatial - Form - Discipline - Number

085999 - CUR - XX - XX - D - T - 75004

Revision

P02

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4. FOR GENERAL NOTES REFER TO DRAWING.

4000

1000

2000

4000

1000

2000

Overall Length

Overall Width

Overall Body Height

Min Body Height

Max Body Height

Min Body Width

Max Body Width

Min Body Depth

Max Body Depth

Min Body Radius

Max Body Radius

4.57m

1.83m

2.44m

1.83m

2.44m

1.83m

2.44m

1.83m

2.44m

1.83m

2.44m

Rev:

Updated Layout

09/04/25

HD

JA

Rev:

Description:

Date:

By:

Chkd:

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Status:

PRELIMINARY

S0

Project:

CIS TOWER TP 2024

Orig Title:

DANTZIC STREET ARRANGEMENT (DDA BAYS)

Drawn By

Designed By

Checked By

HD

HD

DJ

Project No

Date

Scales @ A1

085999

25/03/18

1:100

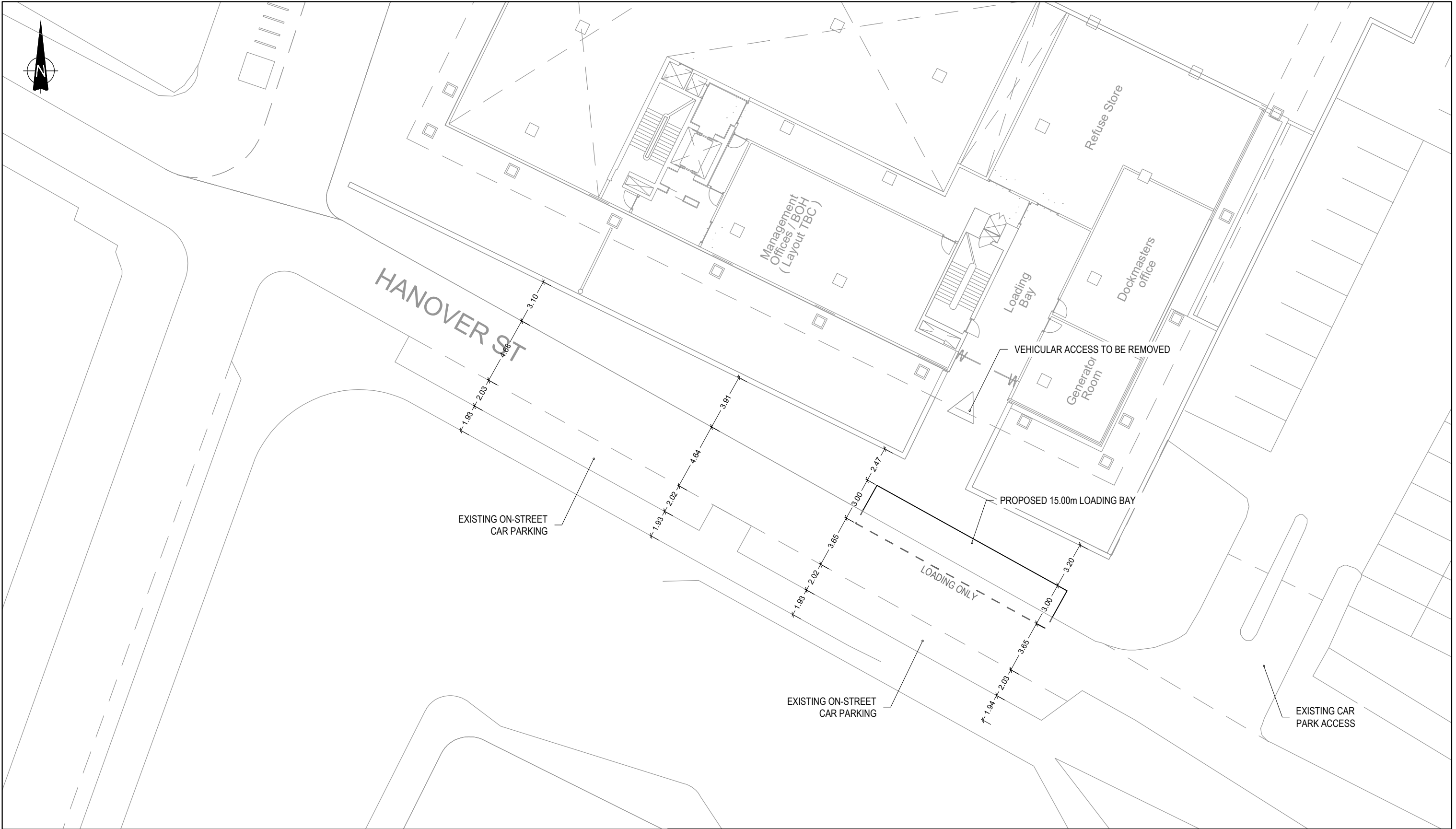
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Revision

085999 - CUR - XX - XX - D - T - 05002

P02

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KEY:
—— PROPOSED KERB LINE
- - - - PROPOSED ROAD MARKINGS

P04	Layout updated	29/01/20	DD
P03	Issue for planning	10/01/20	DD
P02	Loading bay relocated	19/11/19	DD

Rev:	Description:	Date:	By:
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Project:
CIS TOWER REFURBISHMENT

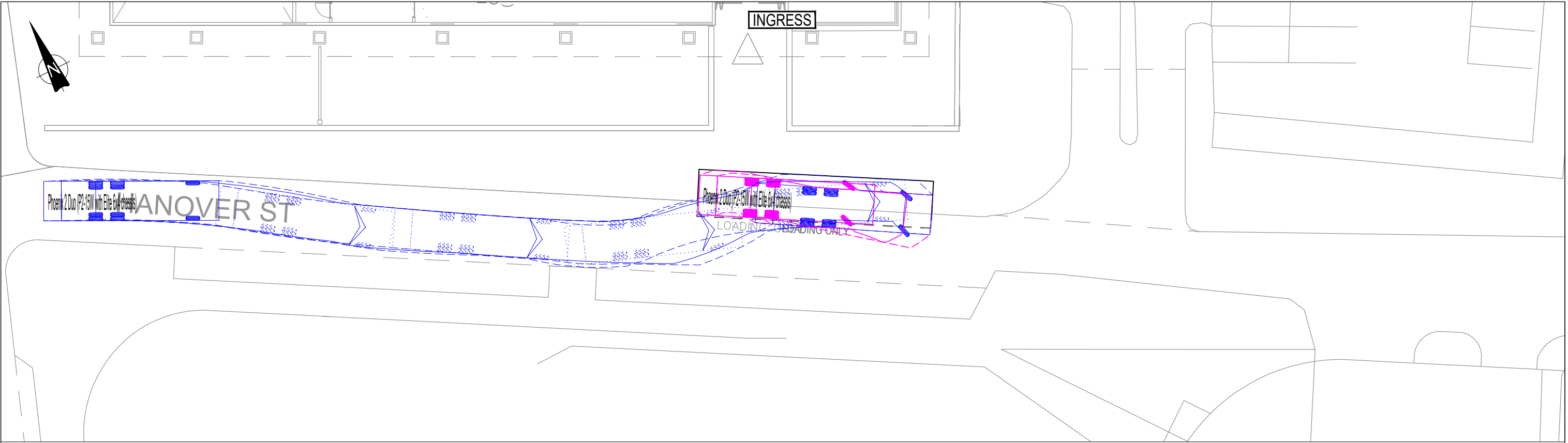
Drg Title:
**PROPOSED LOADING BAY
HANOVER STREET**

Project No:	Originator:	Zone:	Level:	Type:	Discipline:	Category / Number:	Rev:
73415 - CUR - 00 - XX - DR - TP - 75001 -P04							

Status:
PRELIMINARY

Drawn By: DD	Checked By: DJ
Designed By: DD	Date: 11/09/19
Scale: 1:250	

\\mats02\Projects\073001 - CIS Tower TP\QMS 4 Production\4B Models & Drawings\Transport-Z\CAD\75\



VEHICLE PROFILE:

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

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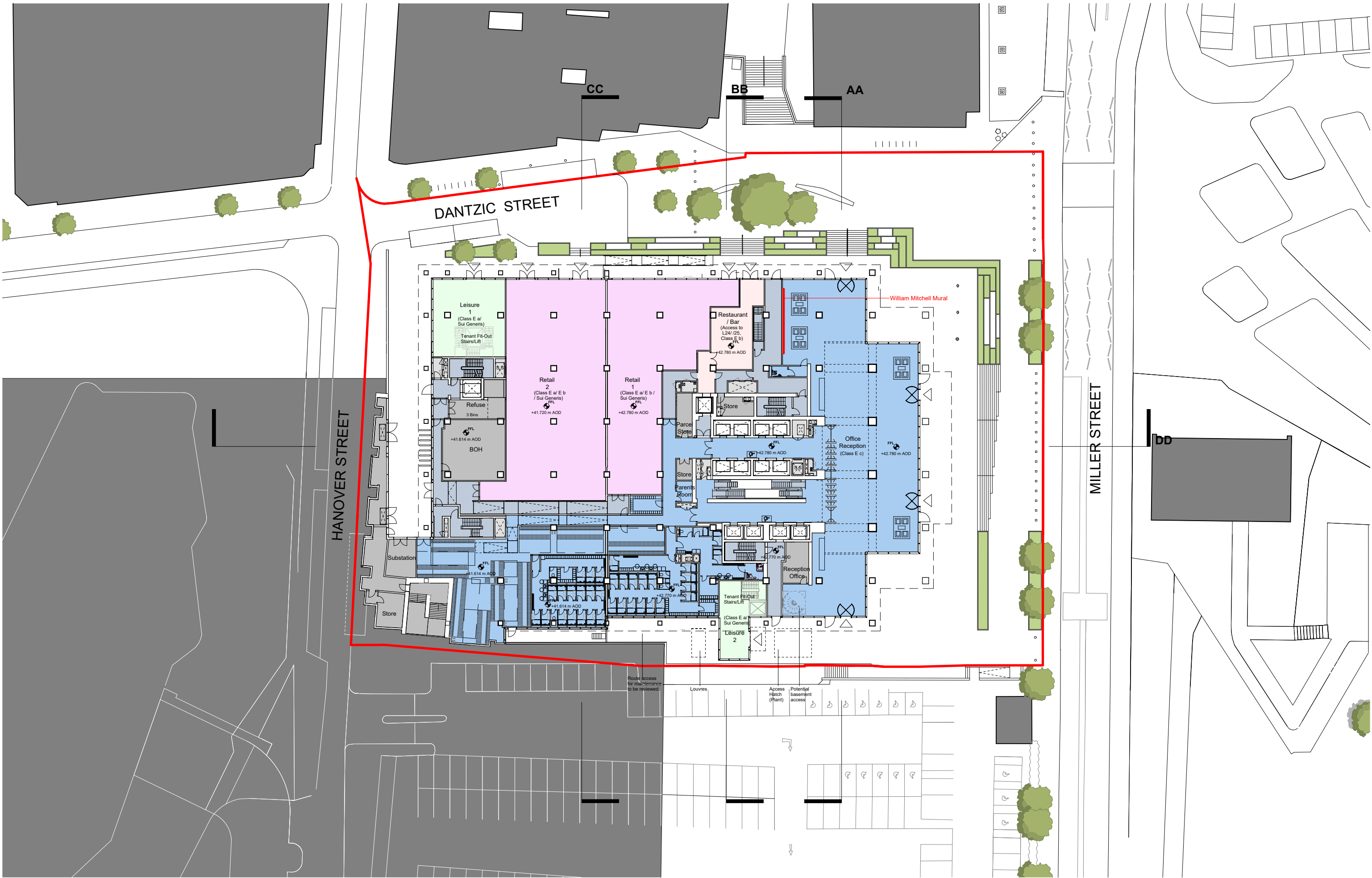
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Project: CIS TOWER REFURBISHMENT		Status: PRELIMINARY	
Drg Title: SWEPT PATH ANALYSIS LARGE REFUSE VEHICLE		Drawn By: DD	Checked By: AV
		Designed By: DD	Date: 10/01/20
		Scale: 1:250	
Project No:	Originator:	Zone:	Level:
Type:	Discipline:	Category / Number:	Rev:
73415 - CUR - 00 - XX - DR - TP - 05001 -P02			

P02	Layout updated	29/01/20	DD
Rev:	Description:	Date:	By:

GENERAL NOTES:

Appendix A - Site Layout Plans



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All dimensions to be checked on site by contractor.
Contractor to report any dimensional discrepancies,
errors or omissions prior to commencing on site.
SimpsonHaugh drawings have been created from a
Hollis 3-dimensional model. Where Hollis survey
information was unavailable or required further detail,
drawings have been supplemented through additional
information such as Ploymen Craven 2-dimensional
measured survey drawings, historic records, historic
publications and site measurements/observations. All
details and dimensions to be verified through further
intrusive and measured surveys.

NORTH

Rev	Date	Description
P01	2025-04-10	Planning Submission

Project Title
Project Sam
Miller Street, Manchester
M60 0AL

Status
PLANNING

Drawing Title
General Arrangement
Proposed Plan
Level 00

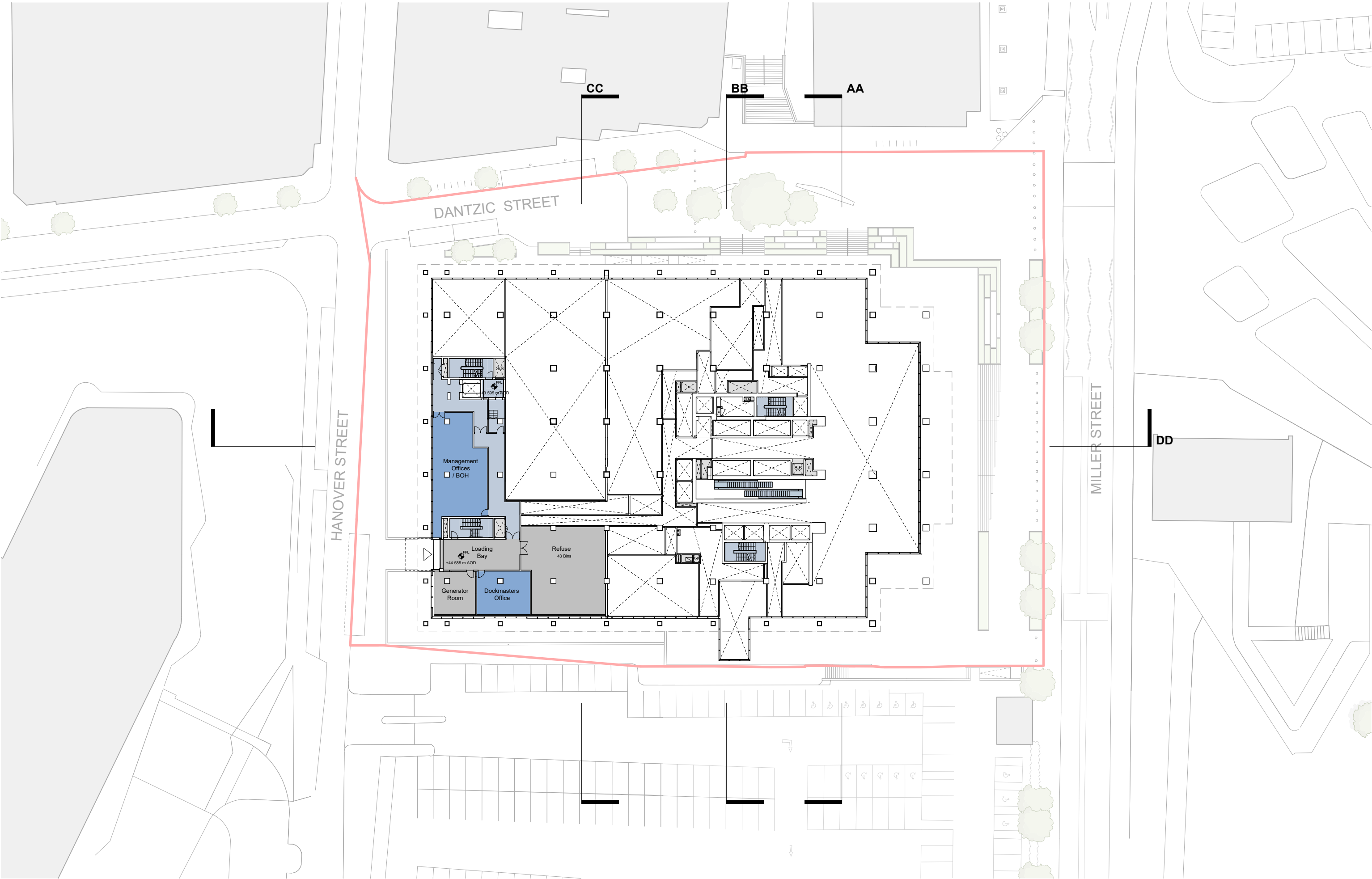
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SHIP Drawing Code 10518-SHA-Z1-A-B5D8-G200-PL-00-001	Revision P01
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information such as Ploewman Craven 2-dimensional
measured survey drawings, historic records, historic
publications and site measurements/observations. All
details and dimensions to be verified through further
intrusive and measured surveys.

NORTH

Rev	Date	Description
P01	2025-04-10	Planning Submission

Project Title
Project Sam
Miller Street, Manchester
M60 0AL

Status
PLANNING

Drawing Title
General Arrangement
Proposed Plan
Mezzanine Level

Project No 10518	Scale 1 : 500 @ A3
SHP Drawing Code 10518-SHA-Z1-A-B5D8-G200-PL-M0-001	Revision P01

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Appendix B – TRICS Output

Calculation Reference: AUDIT-148301-190501-0507

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	SO SLOUGH	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	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

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

Secondary 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: 960 to 40000 (units: sqm)
 Range Selected by User: 178 to 70291 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 04/10/18

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	2 days
Wednesday	2 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
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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	7
High Street	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B1	9 days
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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®.

Population within 1 mile:

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

125,001 to 250,000	3 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	3 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	3 days
No	6 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
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This data displays the number of selected surveys with PTAL Ratings.

OUR LOCATIONS

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