

Proposed Change of Use from Offices to Hotel at Church House, 90 Deansgate, Manchester

Transport Statement and Framework Travel Plan

Report Control

Document	Transport Statement and Framework Travel Plan
Project	Proposed Change of Use from Offices to Hotel at Church House, 90 Deansgate, Manchester
Client	Criterion Capital
Job Number	A25009
File Origin	https://astutetransport.sharepoint.com/sites/AstuteTransport/Shared Documents/Jobs/2025 Projects/A25009 Church House, 90 Deansgate, Manchester/Documents/Working/Reports/A25009 Church House, 90 Deansgate - Transport Statement.docx

Document Checking

Primary Author	Genna Woods	Initials	GW
Contributor	Phil Tilby	Initials	PT
Review by	Phil Tilby	Initials	PT

Issue	Date	Status	Checked
1	17/06/2025	Transport Statement v1	PT
2	19/09/2025	Final Transport Statement	PT
3			



Table of Contents

1.	Introduction	1
	Development Site.....	1
	Pre-Application Liaison with MCC.....	2
	Scope of Report.....	2
2.	Policy Context.....	3
	National Planning Policy Framework (NPPF).....	3
	Manchester Core Strategy (2012)	3
	Guide to Development in Manchester Supplementary Planning Document (SPD)	4
	Greater Manchester Transport Strategy 2040	5
	City Centre Transport Strategy	5
	St Mary's Parsonage Strategic Regeneration Framework (SRF)	6
	Summary	8
3.	Baseline Conditions.....	9
	Existing Site	9
	Local Highway Network.....	9
	Taxi Access.....	10
	Local Car Parking Opportunities.....	12
	Injury Accident Record	13
	Summary	14
4.	Accessibility by Sustainable Modes.....	15
	Walking Accessibility	15
	Cycling Accessibility.....	18
	Emerging Bee Network Proposals	20
	Bus Accessibility	21
	Metrolink Accessibility	23
	Accessibility to Rail Network.....	24
	Greater Manchester Public Transport Accessibility Level	25
	Summary	26
5.	Development Proposals	27
	Built Proposals.....	27
	Vehicle Access Proposals.....	27
	Refuse Arrangements.....	27
	Pedestrian Access Proposals	28
	Car Parking Proposals.....	28
	Cycle Parking Proposals.....	28
	Travel Plan	29
	Construction Access Arrangements	29
6.	Traffic Impact	30
	Existing Office Trip Generation	30



Proposed Hotel Trip Generation.....	30
Net Impact	31
Summary	32
7. Travel Plan Framework.....	33
Travel Plan Approach.....	33
Key Travel Plan Policy	33
Aim of the Travel Plan	34
Travel Plan Objectives	34
Targets.....	35
Measures.....	35
Cycling	36
Walking.....	36
Public Transport	36
Car Sharing.....	37
Travel Plan Co-ordinator.....	37
Promotion, Communication & Training.....	37
Monitoring	38
8. Summary and Conclusions	39
Summary	39
Conclusion.....	40

Appendices

Appendix A	Existing Site Location and Ground Floor Layout Plans
Appendix B	Proposed Site Layout Plans
Appendix C	TRICS Outputs



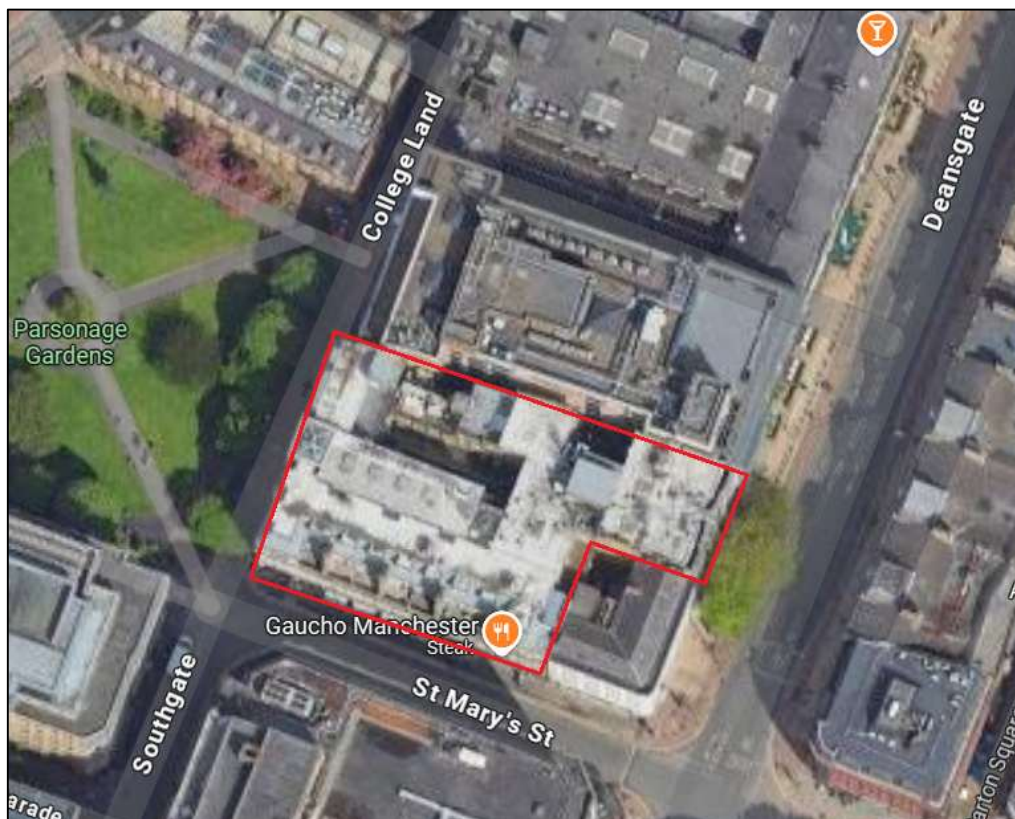
1. Introduction

- 1.1. Astute Transport Planning has been appointed by Criterion Capital to provide highways and transportation advice in support of a full planning application for the change of use at Church House at 90 Deansgate in Manchester City Centre.
- 1.2. The proposals comprise changing the site's use from office (use class E(g)(i)) to hotel (use class C1). The site currently accommodates approximately 4,860sqm of office space which is to be replaced by around 4,960sqm of hotel space, consisting of 125 rooms and 32 capsule pods. The scheme will not include any on-site car parking provision.
- 1.3. The proposed development site is located within the jurisdiction of Manchester City Council (MCC), who act as both the local planning and highway authority.
- 1.4. This Transport Statement (TS) provides information on the traffic and transport planning aspects of the development proposals and forms supplementary information to assist in the determination of a planning application.

Development Site

- 1.5. The location of the proposed development site is towards the northern end of Deansgate, and is bound by College Land to the west, St Mary's Street to the south and Deansgate to the east. Existing commercial premises border the site to the north. An indicative location of the site is shown in **Figure 1.1**.

Figure 1.1: Proposed Development Site Location (Source: Google Maps)



Pre-Application Liaison with MCC

- 1.6. The client team have engaged with MCC Planning Officers at the pre-application stage for feedback on the scope and submission requirements for the change of use planning application. As part of these discussions, MCC have confirmed that a Transport Statement and Framework Travel Plan will be required to support the planning submission. Astute have prepared this documentation in line with the pre-application feedback on the key information requirements and issues to address for highways and transportation, and aligning with the main transport and movement principles set out in the St Mary's Parsonage Strategic Regeneration Framework (SRF), including seeking to minimise the impacts and extent of on-street waste and servicing operations.

Scope of Report

- 1.7. This TS has been prepared in accordance with guidance provided by the Department for Housing, Communities and Local Government on 'Overarching Principles on Travel Plans, Transport Assessments and Statements' (2014), as well as paying due notice to the DfT's now superseded 'Guidance on Transport Assessments' document.
- 1.8. Following this introduction, the report provides the following information:
- **Section 2:** Policy Context - presents an overview of relevant national and regional policy, and frames the context in which the proposed development will be appraised and assessed.
 - **Section 3:** Baseline Conditions - provides a review of the baseline conditions in the vicinity of the proposed development site, as well as the existing operations of the site.
 - **Section 4:** Accessibility by Sustainable Modes - gives an overview of the proposed site's accessibility by sustainable modes of transport.
 - **Section 5:** Development Proposals - provides details of the development proposals.
 - **Section 6:** Traffic Impact - deals with forecast vehicle trip movements.
 - **Section 7:** Travel Plan Framework - sets out a framework of a Travel Plan (TP) that would be developed for the scheme to help influence sustainable travel habits amongst staff and other site users.
 - **Section 8:** Summary and Conclusions - presents a summary of the conclusions made in the report.



2. Policy Context

- 2.1. This Section of the report reviews the national, regional and local planning policy guidance relevant in the context of the proposed development.

National Planning Policy Framework (NPPF)

- 2.2. The current National Planning Policy Framework (NPPF) was published in December 2024 and sets out the government's planning policies for England and how these are expected to be applied. This updated Framework replaces the previous NPPF published in March 2012 and revised in July 2018, February 2019, July 2021, September 2023, and December 2023. At the heart of the Framework is a presumption in favour of sustainable development.
- 2.3. As part of promoting sustainable transport, paragraph 115 of the updated NPPF states that in assessing applications for 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".*
- 2.4. Paragraph 116 goes on to state 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."*

Manchester Core Strategy (2012)

- 2.5. The Manchester City Council Core Strategy, adopted in 2012, sets out the city's development framework for a 15-year period up to 2027. It is the central component of the Manchester Local Plan, establishing the Council's overarching strategic vision and policies to guide the city's long-term growth and development.



- 2.6. Policy SP1 identifies the spatial principles guiding development through to 2027. A key principle is that new development should maximise the use of the city's transport infrastructure, particularly by encouraging walking, cycling, and public transport use.
- 2.7. Policy T1 addresses sustainable transport and promotes the delivery of a high-quality, integrated transport system that supports a shift away from reliance on private cars. The policy states that the Council will support proposals that:

"Improve choice by developing alternatives to the private car"; and "Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:

- *Pedestrians and disabled people,*
- *Cyclists, public transport,*
- *Commercial access,*
- *General off-peak traffic,*
- *General peak time traffic."*

- 2.8. Policy T2 focuses on ensuring development occurs in accessible locations with strong connections to the city's primary economic areas. Manchester City Council commits to managing the pattern of development to ensure good access by walking, cycling, and public transport. For major planning applications, or those with potential access or transport implications, Traffic Impact Assessments and Travel Plans are required.
- 2.9. In terms of development management, the policies stipulate that all developments must be fully accessible to disabled individuals, and access should be designed to prioritise sustainable modes of transport.

Guide to Development in Manchester Supplementary Planning Document (SPD)

- 2.10. The Guide to Development in Manchester Supplementary Planning Document (SPD) was adopted in April 2007. Paragraph 2.22 highlights the importance of reducing car dependency, stating:

"In order to reduce reliance on the car, residents and workers should be within easy walking distance of facilities such as clinics, corner shops, newsagents and public transport."

- 2.11. In the section titled 'Vehicular Access Including Servicing', the guidance advises developers to consider servicing requirements at an early stage to ensure sufficient on-site provision. It warns that inadequate servicing



arrangements can compromise pedestrian safety on nearby roads and lead to increased costs for maintaining a high-quality street environment.

- 2.12. The proposed development supports these objectives by being situated near a wide range of amenities. The SPD also emphasises the importance of Travel Plans in new developments. A Travel Plan is described as a co-ordinated set of actions designed to reduce car use by offering and promoting sustainable alternatives such as walking, cycling and public transport.
- 2.13. At the planning stage, factors such as proximity to existing transport infrastructure, site layout, appropriate density, cycling and pedestrian facilities, and opportunities for limiting car parking should all be considered.
- 2.14. These considerations have been fully assessed for this proposed development and are addressed in this TS report.

Greater Manchester Transport Strategy 2040

- 2.15. Transport for Greater Manchester (TfGM) has created a 2040 Transport Strategy outlining a transformative approach to planning the region's transport system to meet long-term needs and ambitions. The vision is for Greater Manchester to have, *"world class connections that support long-term, sustainable economic growth and access to opportunity for all"*. The Transport Vision aims are as follows:

- Supporting Sustainable Economic Growth.
- Protecting Our Environment.
- Improving Quality of Life for All.
- Developing an Innovative City Region.

- 2.16. The 2040 Vision is backed by policies and proposals focused on improving the transport network in the medium term, up to 2025, organised around spatial priorities. A central focus is addressing congestion on Manchester's transport networks and reducing the adverse effects of traffic on local communities.
- 2.17. The proposed development aligns with the objectives of the 2040 Vision by ensuring the site is accessible via a range of sustainable transport options, contributing to a high-quality development that supports environmental enhancement.

City Centre Transport Strategy

- 2.18. The City Centre Transport Strategy for Manchester, also covering the Salford Central area, was adopted in March 2021. Its primary objective is to achieve an ambitious target: by 2040, 90% of all trips to the city centre during the



morning peak will be made on foot, by bicycle, or via public transport. Within the city centre itself, walking is expected to become an even more dominant mode of travel.

- 2.19. To realise this vision, the strategy focuses on reducing the negative impacts of vehicular traffic, enhancing the environment for pedestrians and cyclists, optimising the use of valuable city centre space, and ensuring the city centre remains a vibrant hub for economic growth. Forecasted growth targets include:
- Nearly doubling Rail and Metrolink journeys during the morning peak.
 - Increasing bus trips to the city centre by 50% in the morning peak.
 - More than doubling the number of people walking and cycling into the city during the morning peak.
 - A reduction in car trips.
- 2.20. Key practical elements of the strategy relevant to the proposed development include prioritising public transport and active travel options for accessing everyday activities. By proposing a development with no car parking, set within a high-quality landscaped environment, the scheme supports the vision and objectives outlined in the City Centre Transport Strategy.

St Mary's Parsonage Strategic Regeneration Framework (SRF)

- 2.21. The St Mary's Parsonage Strategic Regeneration Framework was published in August 2020 and was prepared through a collaborative process between MCC and a number of active landowners across the SRF area. The SRF outlines key issues and constraints within the SRF area, and also the design and development principles to guide development proposals.
- 2.22. Paragraphs 5.34 - 5.36 of the document state that:

"The current servicing arrangements across the SRF Area are inadequate and the negative impacts are clearly evidenced by the storage of on-street commercial waste bins along the length of College Back Land.

The current informal and unmanaged servicing arrangements largely arise from the commercial properties facing onto Deansgate, which have not been designed or managed in a way to contain waste and servicing within their own demises. The result is the creation of a low-quality environment along important streets within the SRF area, which reduces movement and activity, and attracts anti-social behaviour.

If servicing and waste arrangements were to be appropriately addressed and managed, there would be a clear opportunity to re-introduce these streets to the City Centre; creating attractive alternative walking and cycling routes that make a positive contribution to encouraging sustainable and active transport."



2.23. Paragraph 6.69 of the document states that:

“New development proposals will be expected to be car free, other than provision of appropriate numbers of accessible spaces, in the context of the SRF area’s highly sustainable and accessible location, and be accompanied by an appropriate car parking strategy, which allows the potential demand generated by future occupiers to be met, whilst also reflecting the site’s excellent accessibility by a variety of modes of transport, particularly public transport, and the promotion of these alternative sustainable forms of transport.”

2.24. Principally the framework defines that retail and leisure development proposals should:

- Support the neighbourhood community offer and the city centre as a visitor destination.
- Rebalance the highway through promotion of sustainable forms of transport and ensure provisions for cycle parking are provided for employees and visitors.
- Demonstrate how waste and servicing associated with the relevant site will effectively improve the current waste and servicing arrangements, particularly along College Land, which have been identified as having a significant detrimental impact on the local environment.

2.25. The transport strategy for the proposed development will align with the key principles that are set out in the St Mary's Parsonage SRF as follows:

- Proposals will seek to minimise the impacts and extent of on-street waste and servicing operations.
- Development scheme to comprise of a shared waste storage proposal with a new internal bin store at the Church House building, which will benefit the streetscape on College Land.
- No on-site car parking provision is proposed. The city centre location provides excellent opportunities for access by sustainable travel modes, and there is good availability of public car parks for residual vehicle trips by hotel users.
- There is existing provision of disabled parking bays adjacent to the site on St Mary’s Street (approximately five spaces).
- The proposed scheme will include an internal bike storage area in line with MCC policy requirements, including locker, shower and changing facilities for staff.



Summary

- 2.26. The relevant transport planning policy and guidance has been reviewed.
- 2.27. In the following Sections of this TS report, Astute have demonstrated that the development proposals for the change of use scheme at Church House in Manchester City Centre accord with the guidance set out in the NPPF, and that the transport impacts on the area around the site will not be severe.
- 2.28. The above policy overview highlights that the proposed development site is generally compliant with the central aims and objectives outlined within the relevant national, regional and local transport policy guidance.



3. Baseline Conditions

- 3.1. This Section of the report discusses the existing site, describes the local highway network, taxi access and reviews the injury accident record on the immediate highway network. As part of the baseline conditions and sustainable accessibility review, Astute undertook a site visit on the 10th February 2025.

Existing Site

- 3.2. As outlined in Section 1, the proposals do not include any on-site car parking. There is however expected to be traffic activity associated with servicing vehicle movements. The site's existing highway conditions, including a review of local accident data is therefore now set out.
- 3.3. The site is located towards the northern end of Deansgate, and the immediate area comprises a mix of hospitality, and retail uses, including offices and other Class E premises. The ground floor retail / commercial units at Church House are being retained as part of the scheme, and the existing ground floor site layout plan is included in **Appendix A** for context along with a detailed site location plan.

Local Highway Network

- 3.4. As outlined, the site is bound by College Land to the west, St Mary's Street to the south and Deansgate to the east.
- 3.5. College Land accommodates vehicle movement (one-way northbound connecting to Parsonage Lane) and is lightly trafficked, with double yellow line 'no waiting at any time' restrictions in place. College Land forms a priority junction with St Mary's Street and Southgate at the southwest corner of the site adjacent to one of the entrances to Parsonage Gardens, and it is lit with narrow footway provision on both sides in the vicinity of the site.
- 3.6. St Mary's Street is one-way eastbound past the site and is part of the one-way route with Southgate to the north of the Southgate / Back South Parade priority T-junction. Southgate forms a priority crossroads with King Street (W) to the south of the site with Southgate providing two-way access up to where it meets Back South Parade. Then it changes to one-way northbound joining St Mary's Street, which continues eastwards and links to Deansgate and St Ann Street via a four-arm signalised junction. There is an on-street loading bay at the northern end of Southgate next to where it meets St Mary's Street and College Land, and in close proximity to the site. Access for cars and motorbikes on St Mary's Street is restricted Monday to Saturday, except for access, permit holders, blue badge holders and vehicles for loading in designated bays, and there is a 20mph speed limit sign on this section. There is an on-street disabled parking area on the south side of St Mary's Street adjacent to the site, which is approximately 30m long and is provision for around five spaces. Both of the aforementioned highway routes in the vicinity of the site are lit with footways on both sides, with double yellow line restrictions in place outside of the designated loading and parking bays. In addition, there is also a 'no loading at any time' sign in place on the south side of the carriageway at the eastern end of St Mary's Street.



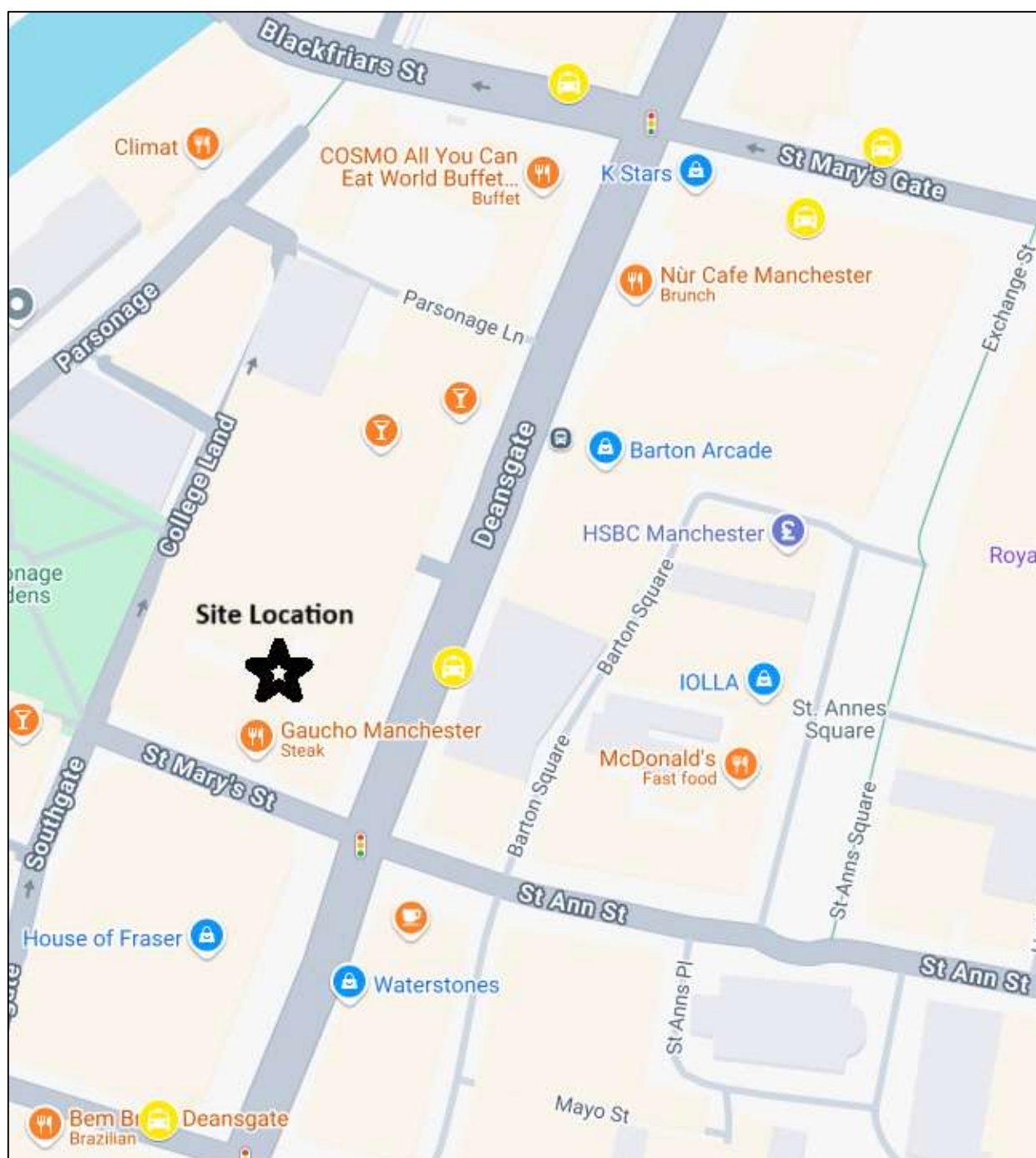
- 3.7. There are three on-street parking bays available on Southgate in the vicinity of the site, a further provision of two disabled spaces and an on-street taxi rank on King Street (W) near to the junction with Southgate.
- 3.8. Deansgate / St Mary's Street / St Ann Street signalised junction is located at the southeast corner of the site, and it consists of controlled crossings on all arms and there is an Advanced Stop Line (ASL) for cyclists on the Deansgate (N) arm. St Mary's Street arm is an exit only, with no left turning movements permitted except for cyclists and right turning movements are restricted to buses and taxis at any time, and for loading between 6am - 10.30am. In the vicinity of the site Deansgate consists of a one-way southbound vehicle lane (restricted access as detailed above) and a northbound segregated cycle lane on the west side of the carriageway, which benefits from traffic signal control on the Deansgate (S) arm and cycle lane separator bollards. St Ann Street arm of the signalised junction is entry only for vehicles and it is also a pedestrian zone, which means that general vehicle access is restricted Monday to Saturday, except for permit holders, blue badge holders and for loading in designated bays. St Ann Street is also subject to no waiting and no loading at any time restrictions. Deansgate is lit with footways on both sides, with double yellow line restrictions in place in the vicinity of the aforementioned signalised junction and it is subject to a 20mph speed limit. On Deansgate to the north of St Mary's Street in the immediate vicinity of the site there is an on-street taxi rank, and on the west side of the carriageway there are single yellow line waiting restrictions that permit loading and waiting between 6am and 10.30am.

Taxi Access

- 3.9. Reference is made to MCC's Taxi Rank Map to identify the closest points taxis could reasonably pick-up the hotel's guests, and this is shown in **Figure 3.1**.



Figure 3.1: Taxi Pick-Up Locations (Source: www.manchester.gov.uk)



- 3.10. As shown in **Figure 3.1**, there are two taxi ranks located in the immediate vicinity of the site on Deansgate and Kings Street (W), and there are a further three within a short walk of Church House to the north on Blackfriars Street and St Mary's Gate. These taxi ranks are available for the use of taxis and private hire vehicles.
- 3.11. In summary, the proposed hotel is well located in terms of taxi access and there is a good provision of taxi ranks in the vicinity of the site where taxis could pick-up future guests.



Local Car Parking Opportunities

- 3.12. Given the expected day to day operation of the proposals and lack of on-site car parking availability, it is expected that those driving to and from the site will account for a minimal proportion of overall trips. However, in order to present a robust assessment, the extent of local car parking opportunities has been analysed.
- 3.13. Should staff or guests require parking, there are over 3,000 spaces of public parking available, including 128 disabled parking spaces, within an estimated 10-minute walk of the site as detailed in **Table 3.1**.

Table 3.1: Public Car Parking Opportunities Within a 10-Minute Walk

Car Parking Spaces within a 10-Minute Walk of the Site			
Location	EV Charger	Parking Spaces	Disabled Parking Spaces
King Street West - APCOA	No	554	5
Manchester Deansgate Car Park	No	331	6
Bridge Street Car Park - MCC	No	65	1
Deansgate North - Q-Park	Yes	455	23
Gravel Lane - TCP	No	100	0
Greengate - ECP	No	167	0
King Street Parking - GM Car Parks	No	150	0
Spinningfields - NCP	No	680	35
New Bailey - NCP	Yes	620	33
Great Northern Warehouse 2 - NCP	No	527	25
Total		3,649	128

- 3.14. As shown in **Table 3.1**, there are numerous opportunities for staff or guests to park in a range of public car parks located within Manchester City Centre, and at such a short walk / wheel from the site. A further 6,458 spaces, including 154 disabled parking spaces, are within an estimated 15-minute walk of the site, as detailed in **Table 3.2**.



Table 3.2: Public Car Parking Opportunities Within a 15-Minute Walk

Additional Car Parking Spaces within a 15-Minute Walk of the Site			
Location	EV Charger	Parking Spaces	Disabled Parking Spaces
Piazza Car Park - Q-Park	Yes	225	2
Piccadilly Plaza - NCP	No	160	2
Great Northern Warehouse 1 - NCP	No	721	35
Arndale Retail Car Park	No	1383	33
Chinatown - MCC	No	78	0
Deansgate - ECP	No	36	0
Stanley Street Car Park - NCP	Yes	635	20
Manchester Printworks Car Park - APCOA	No	777	42
Northern Quarter Car Park	Yes	685	5
Stone Street - MCC	No	14	0
Ordsall Lane East Car Park	No	123	0
Manchester Arena - Citi Park	No	978	40
Manchester Central - NCP	Yes	643	15
Total		6,458	194

Injury Accident Record

- 3.15. With the surrounding highway network described, collision statistics are now analysed. TfGM hosts an interactive map which displays their road traffic accident database on their Highways Forecasting and Analytical Services website. The data is collected by the Greater Manchester Police and only contains information about road traffic accidents that involved personal injury and took place on the public highway.
- 3.16. This road traffic accident within the vicinity of the proposed site has been interrogated for the most recently available five-year period. The accidents are shown within the extract of the TfGM interactive map in **Figure 3.2**.



Figure 3.2: TfGM Reported Road Accidents (Source: www.gmtu.gov.uk/gmaccidents/)



- 3.17. **Figure 3.2** shows that there have been no recorded accidents in the vicinity of the site on the adjacent highway network of College Land, St Mary's Street, Southgate and Deansgate, and therefore there are no highway safety concerns that would call the proposed development scheme into question.
- 3.18. It can therefore be concluded that there are no known highway features that contribute to the occurrence of accidents that would need to be addressed as part of this application, and the accident record in the vicinity of the site does not present any grounds for concern in the context of the development proposals.

Summary

- 3.19. This Section of the report has provided a review of the baseline highway conditions in the vicinity of the proposed development site. This shows that there are designated taxi ranks, disabled bays and loading areas near to the site, there are significant public car parking facilities available for staff and guests, and the adjacent road network has a good safety record and there are no underlying accident trends that would be worsened by the proposed development site.

4. Accessibility by Sustainable Modes

- 4.1. Current local and national transport policy states that new developments should be designed to encourage more trips to be made by sustainable modes including walking, cycling, multi-modal, or on shared / public transport. This approach maximises social inclusion and helps to minimise the number of single occupancy car journeys. Providing travel choice is policy compliant and critical considering today's progressive and dynamic society, specifically where government policy seeks to achieve the Net Zero Carbon target for the UK by 2050.
- 4.2. One of the primary factors to be considered when considering the suitability of a new development is its proximity, accessibility and connectivity in relation to key local facilities by non-car modes.
- 4.3. Promoting sustainable transport is a key pillar of the NPPF, and this Section identifies the excellent opportunities to promote walking, cycling and public transport use for this proposed development location.

Walking Accessibility

- 4.4. The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested acceptable walking distances for pedestrians without mobility impairment for some common facilities. The guidelines suggest that an acceptable walking distance for commuting purposes is 1km, with a preferred maximum distance of 2km.
- 4.5. This would cover the entirety of the city centre and would reach the areas of Strangeways to the north, Ancoats to the east, Castlefield to the south and Salford to the west. Walking can also be promoted as part of a multi-modal journey, particularly in conjunction with public transport.
- 4.6. This means that many of the city's residential areas are accessible on foot, along with access from the main transport interchanges accommodating staff and guests travelling into the city. The site is well located in relation to the footway network and public transport nodes providing connections between the site and nearby residential areas within the city centre and further afield. Accessibility by public transport is detailed further within this Section.
- 4.7. The local pedestrian network comprises high-quality pedestrian friendly streets within the city centre, with good provision of controlled crossings in the wider area, as well as dropped kerbs with tactile paving crossing points facilitating the safe movement of those who are visually impaired and / or may need to use a wheelchair. To support pedestrian trips in the local area and to and from nearby amenities and transport nodes, St Mary's Street, Southgate, St Ann Street, and parts of Deansgate have pedestrian zones in place, and footways are provided on both sides of all nearby streets in the vicinity of the site. Local footways are generally considered to be in good condition, with appropriate street lighting provided. In the immediate vicinity of the site, Deansgate / St Mary's Street / St Ann Street signalised junction consists of controlled crossings on all arms, and the College Land / St Mary's Street /



Southgate priority junction has dropped kerbs with tactile paving crossing points and it provides pedestrian access into Parsonage Gardens.

- 4.8. As well as serving as a retail district, Deansgate provides a key pedestrian route to the north of the city centre where Manchester Victoria Station is situated, and to the south of the city centre where Deansgate Station and Deansgate-Castlefield Metrolink Tram Stop is situated. Deansgate also facilitates pedestrian trips to and from St Peter's Square to the southeast, and Piccadilly Gardens in the east where good public transport facilities (bus and Metrolink) are available. The connecting pedestrian network from Deansgate includes access via St Mary's Gate / Market Street / Mosley Street to Piccadilly Gardens, and John Dalton Street and Oxford Street to St Peter's Square.
- 4.9. The site is situated in close proximity to an extensive range of amenities, given its city centre location. This provides the opportunity for staff and guests to undertake journeys on foot for a variety of purposes. A summary of the key facilities located within a 2km pedestrian catchment of the site is provided in **Table 4.1**, with approximate distances from the site and walking times provided.

Table 4.1: Public Transport and Amenities in the Vicinity of the Site with Average Walking / Cycle Time

Amenity	Name	Location	Distance from Site	Estimated Journey Time on Foot
BREEAM Tra 02 Checklist				
Selection of nearby Food Outlets (core amenity)	Pret A Manger	Deansgate	15m	1 minute
	Subway	Deansgate	40m	1 minute
	Las Iguanas	Deansgate	45m	1 minute
	Black Sheep Coffee	St Ann Street	45m	1 minute
	Wok to Walk	Deansgate	50m	1 minute
	The Moon Under Water	Deansgate	60m	1 minute
ATM (core amenity) ATM (core amenity)	ATM at Tesco Express	Deansgate	110m	2 minutes
	ATM at HSBC	St Anns Square	200m	3 minutes
	ATM at Santander	Cross Street	220m	3 minutes
Recreation/Leisure Facility for Fitness/Sports (core amenity)	PureGym	Hardman Street	450m	6 minutes
	Nuffield Health Manchester Gym	The Printworks / Withy Grove	650m	9 minutes
Outdoor open space (core amenity)	Parsonage Gardens	St Mary's Parsonage	140m	2 minutes
	Trinity Square	Back Bridge Street	280m	4 minutes
	Cathedral Gardens	Corporation Street	450m	6 minutes
Postal Facility	Deansgate Post Office & Souvenirs Gifts	Deansgate	150m	2 minutes
Pharmacy	Boots	Deansgate	280m	4 minutes
	Superdrug	Piccadilly	750m	11 minutes



Amenity	Name	Location	Distance from Site	Estimated Journey Time on Foot
Medical Centre	City Health Centre and Manchester Urgent Primary Care Hub	Deansgate	280m	4 minutes
Childcare Facility	Early Learning Childcare Kids adVentures Salford Echoes Day Nursery Paint Pots Manchester Day Nursery	Chapel Street St Philip's Place Charles Street Charles Street	1km 1.3km 1.3km 1.3km	14 minutes 18 minutes 18 minutes 19 minutes
Other Amenities				
Bus Stop	Barton Arcade (Stop NA) John Dalton Street / Deansgate (Stop WX) St Mary's Parsonage (Stop WF)	Deansgate John Dalton Street Bridge Street	70m 210m 280m	1 minute 3 minutes 4 minutes
Metrolink Tram Stops	Exchange Square Market Street Victoria Piccadilly Gardens	Exchange Square Market Street Victoria Station Approach Piccadilly Gardens	450m 650m 730m 900m	6 minutes 9 minutes 10 minutes 12 minutes
Railway Stations	Salford Central Manchester Victoria	New Bailey Street Victoria Station Approach	720m 730m	9 minutes 10 minutes
Convenience Store / Food retail	Tesco Express Co-op Food	Deansgate Bridge Street	110m 350m	2 minutes 5 minutes

- 4.10. **Table 4.1** demonstrates that the site is well connected and accessible by foot to a wide range of amenities in the local area.
- 4.11. As per the guidance contained in BREEAM Tra 02, the site is shown to be accessible to a wide range of amenities for pedestrians, many of which are within 500m and include those classed as 'core', as well as convenience stores and food retailers.
- 4.12. On the basis of the above review, walking is considered a viable mode for users of the site. The existing pedestrian network would also support those using walking as part of a multi-modal journey that includes the use of public transport.
- 4.13. In summary, the pedestrian facilities in the surrounding area will ensure that the site is accessible on foot by staff and guests.

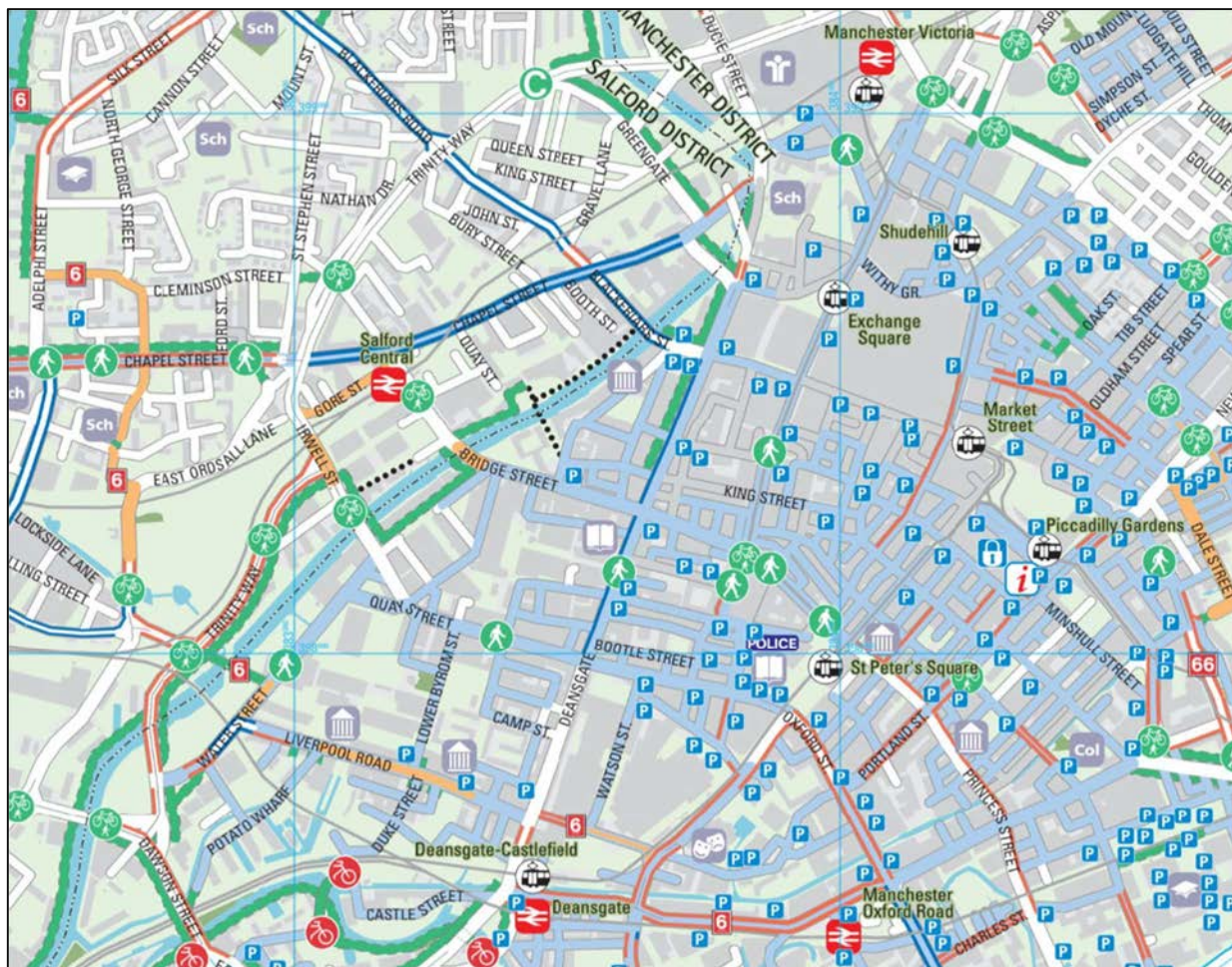


Cycling Accessibility

- 4.14. An alternative mode of travel to the site would be achieved by bicycle. Cycling is increasingly being recognised as a viable alternative to the car and there has been sustained growth in cycling as both a mode of travel and leisure activity.
- 4.15. The DfT's Local Transport Note 1/20 Cycle Infrastructure Design notes that many utility cycle journeys are under 3 miles (5km). Consequently, cycling has the potential to replace short car journeys, particularly those under 5km. At a leisurely cycle speed of 12km per hour this would equate to a journey of around 25 minutes.
- 4.16. From the entrance of the proposed site, a cycle catchment of 5km would cover the entirety of the city centre and Salford, would reach the areas of Prestwich and Blackley to the north, Openshaw to the east, Whalley Range and Fallowfield to the south, and Eccles to the west. Cycling can also be promoted as part of a multi-modal journey, particularly in conjunction with public transport.
- 4.17. TfGM hosts an online cycle map highlighting various infrastructure that supports cyclists across Greater Manchester such as:
- Traffic-free routes with a good surface are annotated in green.
 - On-road cycle routes with physical segregation are denoted by roads lined with blue along its edge.
 - On-road routes with cycling facilities are along roads lined with orange along its edge.
 - Cycle parking locations are annotated with the capital letter 'P'.
 - Cycle hubs are marked with a padlock icon.
- 4.18. An extract of TfGM's online cycle map is shown **Figure 4.1**, highlighting that the site is located in close proximity to various cycle routes and cycle facilities.



Figure 4.1: Local Cycle Infrastructure (Source: tfgm.pindarcreative.co.uk)



- 4.19. It can also be seen in **Figure 4.1**, as denoted where roads are filled in with light blue, that majority of the site's surrounding roads are subject to a reduced 20mph speed limit and as such cater for a safe cycling environment including Bridge Street, St Mary's Parsonage, John Dalton Street, and sections of Deansgate. As described in the previous Section, in the vicinity of the site Deansgate consists of a northbound segregated cycle lane on the west side of the carriageway, which benefits from traffic signal control on the Deansgate (S) arm and cycle lane separator bollards. Deansgate / St Mary's Street / St Ann Street signalised junction consists of controlled crossings on all arms and there is an ASL for cyclists on the Deansgate (N) arm. Southgate, King Street (W) and St Mary's Street are one-way routes in the surrounding area, which facilitates more generous carriageway widths for cyclists navigating these local streets.
- 4.20. It is also noted that Manchester Victoria, Piccadilly, Oxford Road, Deansgate and Salford Central Train Stations are located within a short cycle from the site, facilitating the possibility of multi modal journeys by bicycle and train.
- 4.21. There is a Pay As You Ride (PAYR) bike scheme delivered by Starling Bank and powered by Beryl on behalf of the Bee Network. Availability and proximity of bikes can be checked via the Starling Bank Bikes app. Pedal bikes cost 50p to



unlock and 5p per minute to ride, while E-bikes cost £1 to unlock and 10p per minute to ride. There are also minute bundles that can be purchased in advance and makes unlocking the bikes free.

- 4.22. The applicant is committed to supporting cycling access to the site by staff and guests, and the development proposals will include on-site cycle parking provision.
- 4.23. In summary, it is considered that the transport conditions in the vicinity of the site allow cycling to be promoted as a sustainable mode of travel.

Emerging Bee Network Proposals

- 4.24. The aspirations for improvements to pedestrian and cycle connections that form part of the Bee Network have also been reviewed, referencing TfGM's Bee Network interactive network map.
- 4.25. The Bee Network is a proposal for Greater Manchester to have the UK's largest joined up network for walking and cycling. It is a decade-long plan to connect every neighbourhood in the city region starting with 1,000 miles of walking and cycling network planned, as well as 1,400 new crossing points proposed.
- 4.26. The network will consist of signed 'Beeway' routes and crossings that will mark the most direct and pleasant way to navigate a neighbourhood on foot or by bike, and the initiative is being supported by the Greater Manchester Local Authorities and TfGM.
- 4.27. Located around 450m southwest from the site, the City Centre Triangle Beeway is under construction and is estimated to be completed by Summer 2025. The scheme aims to provide a safer, more accessible, and more appealing route for people travelling between Piccadilly, Victoria, and Deansgate Stations, while also connecting with existing walking and cycling networks. It focuses on improving areas not already addressed by other active travel projects, such as those along Deansgate and in the Northern Quarter.
- 4.28. Located around 400m northwest from the site, the Chapel Street East Phase 1 improvement is in development. The stretch of Chapel Street between New Bailey Street and Blackfriars plays a vital role in connecting to the city centre, and Salford Central Train Station. The proposed improvements aim to reduce dependence on cars by introducing pedestrian-priority junctions, additional crossing points and protected cycle lanes.
- 4.29. Located around 280m northwest from the site, the Chapel Street East Phase 2 improvement to the pedestrian and cycle routes is also in development. Building on the facilities proposed in Chapel Street East Phase 1, this scheme aims to create a high-quality route for pedestrians and cyclists along Chapel Street and nearby roads between Blackfriars Road and Manchester. Key elements include upgrades to the junction of Blackfriars Street and Chapel Street, as well as enhanced walking and cycling facilities along Blackfriars Street.



Bus Accessibility

- 4.30. The IHT document 'Guidelines for Planning for Public Transport in Developments' (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400m.
- 4.31. As previously outlined, the site is located within a 400m walking distance of three bus stops including Piccadilly Barton Arcade (Stop NA), John Dalton Street / Deansgate (Stop WX), and St Mary's Parsonage (Stop WF). These bus stops can be safely accessed via the high-quality pedestrian infrastructure located within the vicinity of the site. A summary of the available frequent bus services from these bus stops is presented in **Table 4.2**.

Table 4.2 Public Bus Stops and Frequent Services in the Vicinity of the Site

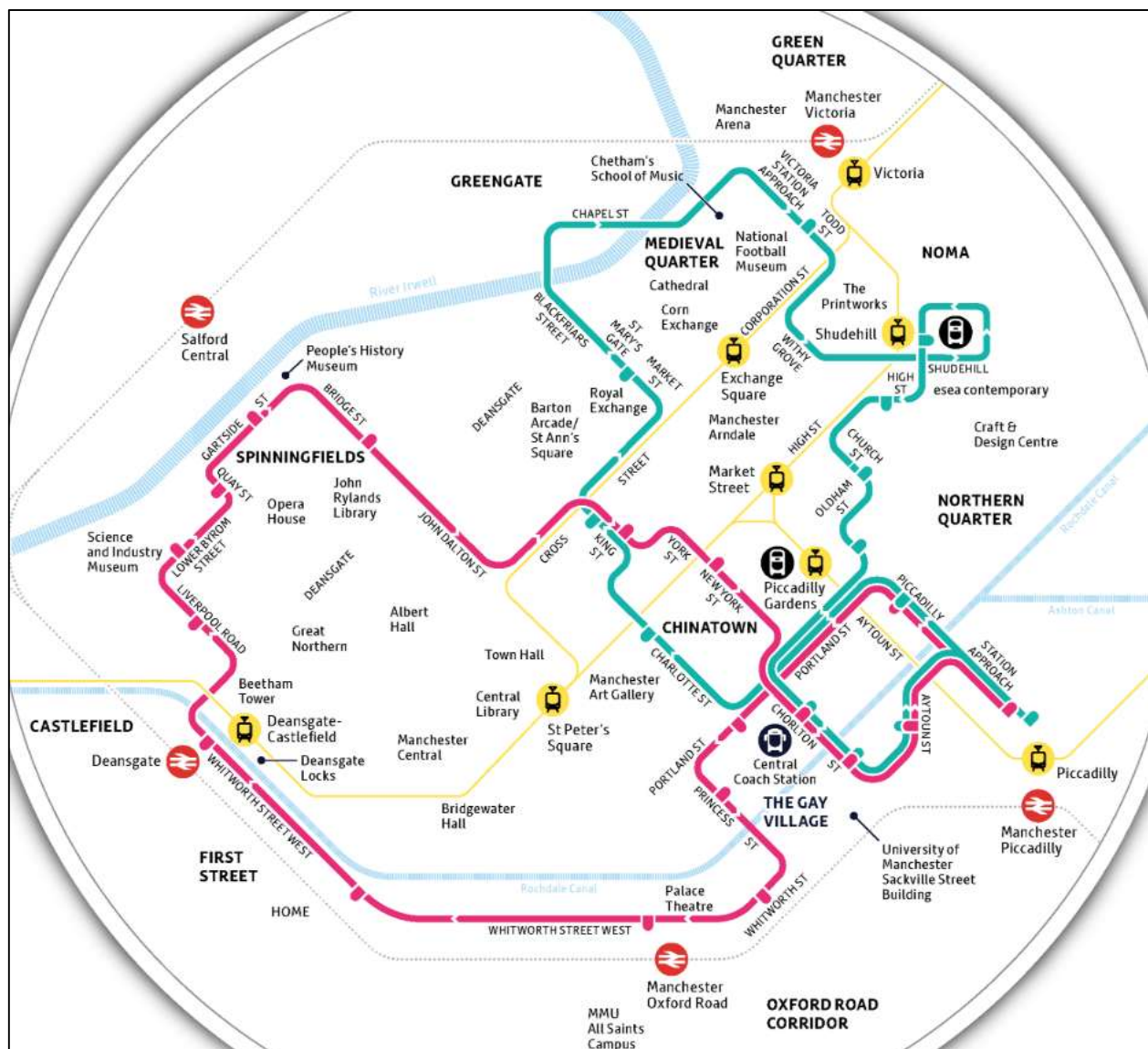
Bus Stop	Available Bus Services	Weekday Frequency (Average)	Weekend Frequency (Average)
Piccadilly Barton Arcade (Stop NA)	8 - Shudehill Interchange - Bolton Interchange 67/67A - Shudehill Interchange - Fir Street 100 - Shudehill Interchange - Warrington Interchange	Every 12 mins Every 15 mins Every 15 mins	Every 16 mins Every 22 mins Every 15 mins
John Dalton Street / Deansgate (Stop WX)	35 - Piccadilly Gardens - Bryn Rail Station 36 / 37 - Piccadilly Gardens - Bolton Interchange 38 - Piccadilly Gardens - Lomax Way 50 / 51 - Huron Basin - Parrs Wood V1/V2 - Manchester Royal Infirmary - Leigh / Market Street	Every 30 mins Every 8 mins Every 15 mins Every 15 mins Every 8 mins	Every 30 mins Every 10 mins Every 20 mins Every 15 mins Every 15 mins
St Mary's Parsonage (Stop WF)	1 free Bus - Piccadilly Rail Station (Circular) 35 - Piccadilly Gardens - Bryn Rail Station 36 / 37 - Piccadilly Gardens - Bolton Interchange 38 - Piccadilly Gardens - Lomax Way 50 - Huron Basin - Parrs Wood V1/V2 - Manchester Royal Infirmary - Leigh / Market Street	Every 10 mins Every 30 mins Every 8 mins Every 15 mins Every 15 mins Every 8 mins	Every 10 mins Every 30 mins Every 10 mins Every 20 mins Every 15 mins Every 15 mins

- 4.32. As shown in **Table 4.2**, the site is well connected to the local bus network. The numerous and regular services available within the vicinity of the site provide access to a variety of key residential, leisure and retail destinations within Manchester City Centre, and across Greater Manchester.
- 4.33. Bus stops provided at Shudehill Bus Interchange that are circa 750m (10-minute walk) from the site provide access to approximately 39 bus and coach services, providing regular bus services to and from a range of destinations across Greater Manchester. All bus stops are sheltered within the bus station where seating arrangements and service information is provided.
- 4.34. Bus stops provided at Piccadilly Gardens Bus Interchange that are circa 750m (10-minute walk) from the site provide access to approximately 47 bus services, providing regular bus services to and from a range of destinations across Greater Manchester. The vast majority of bus stops that provide access to these services have both shelter and seating arrangements, and service information is available.



- 4.35. The Manchester Freebus also operates across Manchester City Centre. Such buses are highly branded and are instantly recognisable, running on around a 10-minute frequency during the daytime every day, and a 30-minute frequency in the evenings on Monday to Saturday. High quality stops are provided along the service routes with clear branded images on bus stop plates. Two routes pass through the city centre's main commercial, financial and cultural districts. These are named Routes 1 and 2, and these services can be boarded at stops on St Mary's Gate (Route 2) and Bridge Street (Route 1) to the north and south of the site respectively, within a 400m distance of Church House. An extract of the Manchester Free Bus Route Map is provided in **Figure 4.2**.

Figure 4.2: Manchester Free Bus Route Map



- 4.36. On the basis that there are a considerable number of scheduled bus services within an acceptable walking distance of the site, and the relatively short walking distances between the site and the nearby bus stops, the proposed site is considered to be accessible by bus.



Metrolink Accessibility

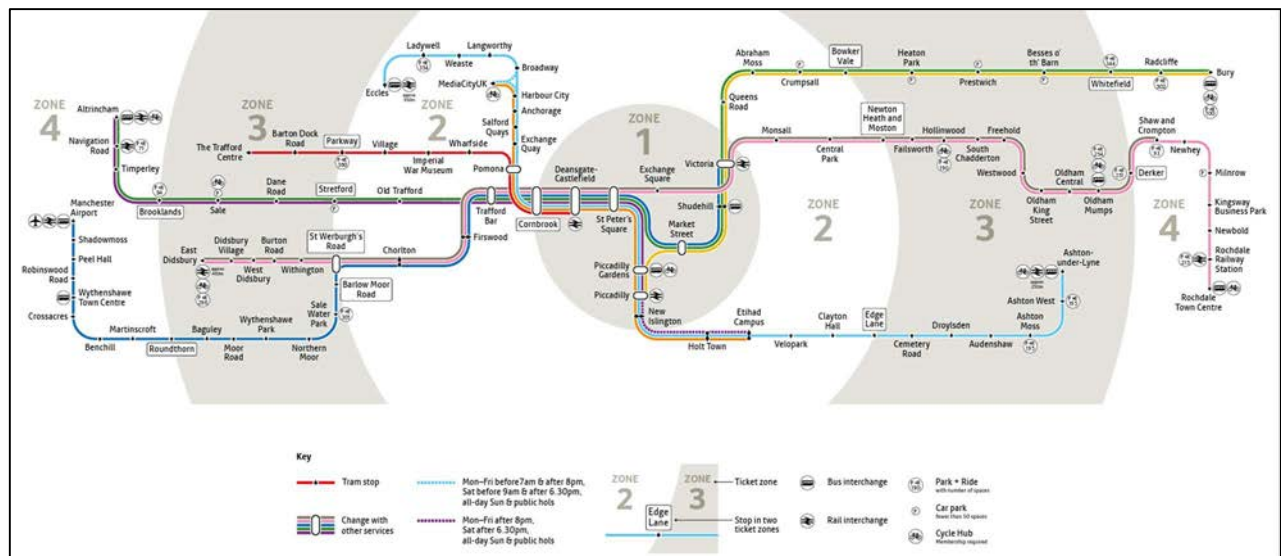
- 4.37. Between Monday to Thursday Metrolink Tram services operate from around 06:00 to 00:00 every 12 minutes. On a Friday and Saturday Metrolink Tram services operate from around 06:00-0:00 every 12 minutes, and every 24 minutes from 00:00-01:00. Metrolink Tram services operate from around 07:00-00:00 every 15 minutes on a Sunday. Given the high frequency of Metrolink services, and number of routes and tram stops that are accessible from the site, it is considered that these would offer a feasible travel alternative as part of a linked sustainable mode trip.
- 4.38. All Metrolink stops provide shelters, seating, and real-time journey information. All Metrolink trams and stations also provide disabled access in the form of step-free access, tactile paving and dropped kerbs. The existing Metrolink services currently cover a broad area of Manchester and its outlying residential districts.
- 4.39. The site is located approximately 560m from the Exchange Square Metrolink stop, which is around a 7-minute walk time and is accessible via the existing footway networks across the city centre. Additionally, Market Street and St Peter's Square Metrolink stops are the next closest in terms of pedestrian access, with both tram stops located circa 720m (9-minute walk) from the site. A summary of the available Metrolink tram lines at these tram stops is presented in **Table 4.3**.

Table 4.3 Public Metrolink Stops and Tram Lines in the Vicinity of the Site

Metrolink Tram Stop	Available Tram Lines
Exchange Square	East Didsbury - Rochdale Town Centre (pink line) East Didsbury - Shaw and Crompton (brown line)
Market Street	Manchester Airport - Victoria (navy line) Altrincham - Bury (green line) Bury - Piccadilly (yellow line)
St Peter's Square	Manchester Airport - Victoria (navy line) Altrincham - Bury (green line) East Didsbury - Rochdale Town Centre (pink line) Ashton-under-Lyne - Eccles (blue line) MediaCityUK - Etihad Campus (orange line) Altrincham - Piccadilly and Etihad Campus (purple line) East Didsbury - Shaw and Crompton (brown line)

- 4.40. To assist in illustrating the available destinations within Manchester City Centre and Greater Manchester, a map of the Metrolink network is presented in **Figure 4.3**.



Figure 4.3: TfGM Metrolink Tram Map (Source: tfgm.com)

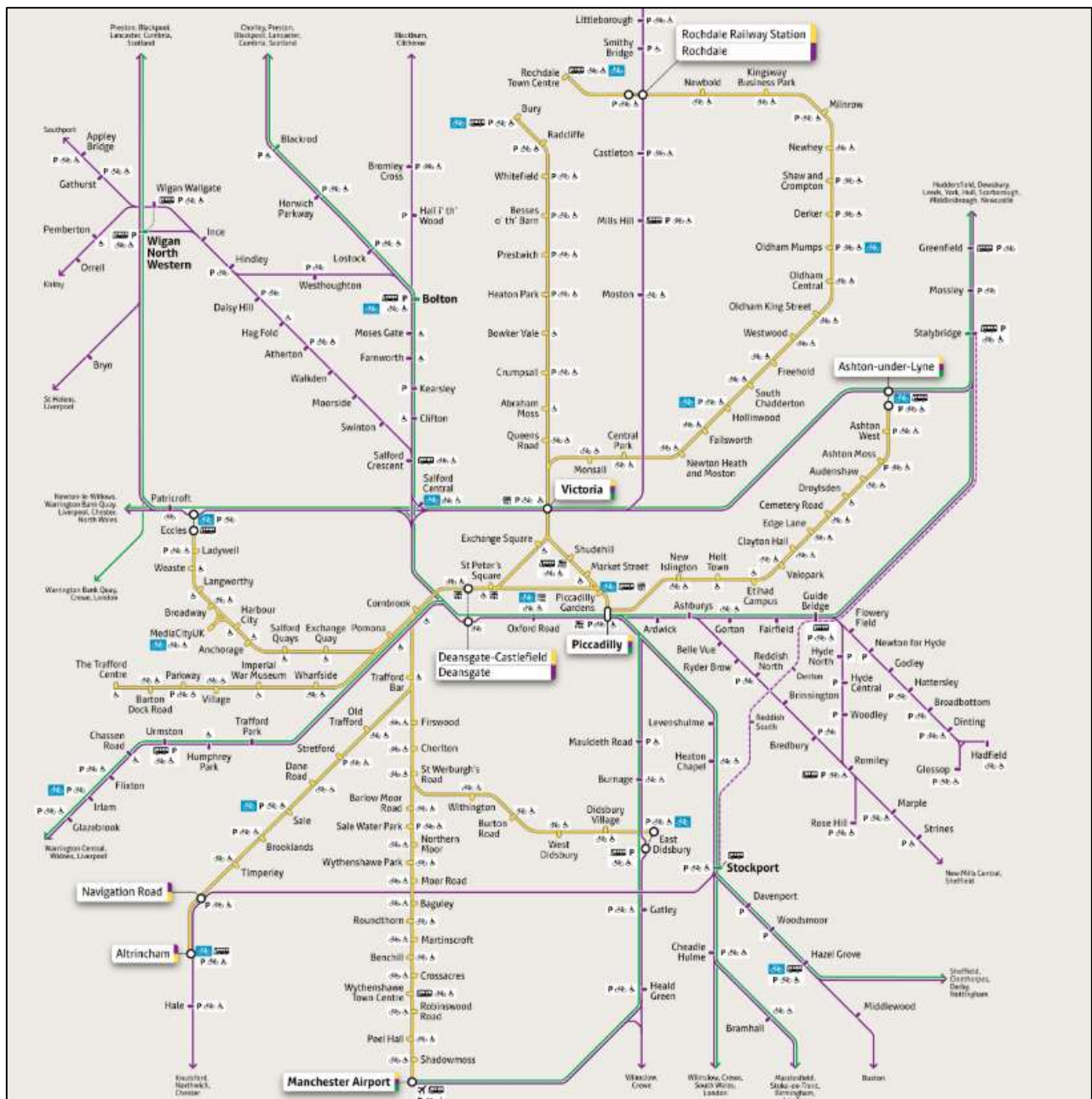
- 4.41. As is shown in **Table 4.3** and **Figure 4.3**, staff and site users will be able to use the nearby trams stops at Exchange Square, Market Street and St Peter's Square to travel to various areas across the city centre and the wider Greater Manchester area, including Ashton-under-Lyne, Eccles, Bury, Rochdale, Oldham, Manchester Airport, Altrincham, Didsbury, the Etihad Campus, MediaCityUK, and Manchester Piccadilly and Victoria Stations.
- 4.42. The site is highly accessible by tram from the Metrolink network. Metrolink will offer excellent public transport connectivity for staff and guests to the proposed development.

Accessibility to Rail Network

- 4.43. Salford Central is the closest city centre rail station to the site, and it is accessible thru an estimated 9-minute walk (720m). This station provides access to numerous national rail services, with regional and local services providing access to various destinations including Walkden, Rochdale, Todmorden, Accrington, Blackburn, Bolton, Stalybridge, Ashton-under-Lyne, Wigan, Southport, Clitheroe, Halifax, Bradford and Leeds.
- 4.44. Manchester Victoria Station is also close to the site and is accessible via an approximate 10-minute walk (800m). This station provides access to numerous national rail services, with regional and local services providing access to various destinations including Walkden, Rochdale, Todmorden, Accrington, Blackburn, Bolton, Stalybridge, Ashton-under-Lyne, Wigan, Southport, Clitheroe, Halifax, Bradford, Newcastle, Durham, York, Leeds, Liverpool, Middlesbrough, Chester, Warrington, Manchester Piccadilly and Manchester Airport.
- 4.45. The comprehensive network by rail for the Greater Manchester area is given in **Figure 4.4**.



Figure 4.4: Combined Metrolink and National Rail Network (Source: tfgm.com)



4.46. In summary, it is considered that the site is highly accessible by rail travel from the National Rail networks.

Greater Manchester Public Transport Accessibility Level

4.47. Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network, taking into account walk access times and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.



- 4.48. The Greater Manchester Combined Authority (GMCA) have developed the Greater Manchester Open Data Infrastructure Map (GMODIN), which makes use of existing local, regional and national datasets on a variety of topics. The GMAL dataset and layer is available on the GMODIN, the accessibility levels are shown on a scale from low (1) to high accessibility (8). The site's location in relation to the GMAL scale taken from an extract of the GMODIN is shown in **Figure 4.5**.

Figure 4.5: GMAL Rating Extract (Source: mappinggm.org.uk)



5. Development Proposals

- 5.1. This Section of the report details the development proposals, including access and servicing arrangements. The proposed site layout plan at the ground and basement floor levels is included in **Appendix B**.

Built Proposals

- 5.2. The proposals comprise changing the site's use from office (use class E(g)(i)) to hotel (use class C1). The site currently accommodates approximately 4,860sqm of office space which is to be replaced by around 4,960sqm of hotel space, consisting of 125 rooms and 32 capsule pods. The scheme will not include any on-site car parking provision.

Vehicle Access Proposals

- 5.3. As the development proposals do not include any on-site car parking, the only vehicle access included as part of the proposals will be the retention of the existing servicing arrangement via Southgate, College Land and St Mary's Street adjacent to the site.

Refuse Arrangements

- 5.4. Refuse collection is currently facilitated from College Land at the rear of the existing building. This existing arrangement will be retained, and it is proposed that waste collection activity will continue to be from College Land via the existing route to the site along Southgate and St Mary's Street. It is understood that the current internal bin store area at Church House is not sufficient for the existing operations in the building, including the associated access to / from street level. It results in the permanent storage of bins on-street in this area with the visual impact and quality of the environment on College Land negatively affected, and this is recognised in the St Mary's Parsonage SRF.
- 5.5. As part of the proposed development a larger and better designed internal shared bin store will be provided in the basement level. The proposed bin store would be accessible at street level from College Land via a new platform lift and an existing door on the western elevation that opens at street level and will consist of a dropped kerb arrangement, to facilitate easier movement of bins to / from the basement level internal storage area. The design of the proposed dropped kerb arrangement will be agreed with MCC Highways at the post application stage. The bins will be collected via the existing refuse access arrangements for this site and the adjacent highway routes described above. The bins will be moved to the designated waste collection point on College Land near to the junction with Southgate and St Mary's Street for collection times, and then brought back into the bin store to minimise the length of time bins are visible on College Land. The hotel facilities management team will lead the co-ordination and management of refuse collection with the other tenants at Church House, and work closely with staff from these retail / commercial units to ensure waste collection regimes are executed and refuse containers are transported between the bin store and the waste collection point on the correct days / times.



- 5.6. The shared bin store proposal at Church House will provide the opportunity to consolidate the waste collection requirements associated with existing units on St Mary's Street (ground floor retail uses) and the proposed hotel development, and the bin store and associated internal access routes within the building are designed on this basis. The new bin store will improve the current problems and issues associated with servicing arrangements in this area, with an appropriate internal bin storage design within the demise of the building, which will remove the permanent storage of bins on College Land associated with Church House and improve the quality of the environment.
- 5.7. A Servicing & Waste Management Strategy including an MCC Waste Proforma have been prepared alongside this planning application, which sets out the site's waste generation, recyclable waste streams and collection regime, as per GD04 guidance. These has been prepared under a separate cover.
- 5.8. Other servicing / delivery requirements at Church House will be facilitated in line with existing arrangements, and it should be noted that there are designated loading bays immediately adjacent to the site on Southgate and Deansgate.

Pedestrian Access Proposals

- 5.9. Pedestrian access to the proposed hotel scheme will be achieved from Deansgate, as currently provided.

Car Parking Proposals

- 5.10. Prospective staff and guests will be notified of the absence of on-site car parking. This is considered a wholly appropriate strategy for a hotel development in a highly accessible city centre location, with excellent accessibility by walking, cycling and public transport modes of travel, and the close proximity to a wide range of amenities, as demonstrated earlier in Section 4. For any residual car trips in relation to the site, which would not be significant, there are lots of opportunities for staff and guests to park in a range of public car parks located within Manchester City Centre as detailed in Section 3.

Cycle Parking Proposals

- 5.11. Criterion Capital and the hotel operator are committed to supporting cycling access to the site by users and providing access to the associated facilities.
- 5.12. The proposed development will comprise of an internal cycle store with 20 cycle parking spaces, along with showers, lockers and changing facilities in the basement level, as shown in **Appendix B**. The cycle store will be accessed via the main entrance on Deansgate at ground floor level, and then by using the lifts or stair lobby down to the basement. The cycle parking provision will be primarily for staff but will also be available for guests to use.
- 5.13. For standalone hotel developments, **Appendix B** of MCC's Core Strategy states a minimum requirement of 1 space per 10 guest rooms equating to a minimum cycle parking requirement of 16 spaces (this assumes that each capsule



pod is the equivalent of a guest room). As the proposals include 20 cycle parking spaces, it is considered that this provision is in accordance with the Council's cycle parking standards for hotels (use class C1).

Travel Plan

- 5.14. A Travel Plan has been prepared which accompanies the Transport Statement. This will ensure the development works towards the sustainable travel principles highlighted in national and local planning policy guidance. The Travel Plan Framework has been prepared as part of this document.

Construction Access Arrangements

- 5.15. The management of construction activity will be a key focus for the proposed hotel scheme at Church House. A Construction Traffic Management Plan (CTMP) will be required to set out the construction vehicle management procedures, including the proposals for construction vehicle access, extents of the construction site, measures to ensure potential conflicts as a result of construction activity are managed and mitigated appropriately. It is suggested that the provision of a detailed CTMP for the development site for approval by MCC and TfGM could be secured by planning condition.



6. Traffic Impact

- 6.1. This Section of the report details the traffic generating characteristics of the site's existing land use before that of the proposed development and then provides an assessment of traffic impact.

Existing Office Trip Generation

- 6.2. As the site currently accommodates 4,860sqm of office space. The traffic generation associated with this represents a baseline against which the traffic generation of the proposed hotel scheme should be compared.
- 6.3. In order to establish the trip generation of the existing site, the TRICS database has been interrogated. To obtain representative results, city centre sites of a similar size and parking provision have been collated. The average trip rates for the typical weekday morning and evening peak periods, together with the resultant trip generations are provided in **Table 6.1**, with full TRICS outputs provided in **Appendix C**.

Table 6.1: Existing Office Trip Generation

Weekday Time Period	Trip Rates (per 100sqm)			Traffic Generation (4,860sqm)		
	Arr	Dep	Total	Arr	Dep	Total
AM Peak (08:00-09:00)	0.401	0.059	0.460	19	3	22
PM Peak (17:00-18:00)	0.053	0.206	0.259	3	10	13

- 6.4. As presented in **Table 6.1**, the TRICS trip rate analysis suggests that the site's existing use is predicted to generate in the region of 22 two-way vehicle movements in the morning peak period, with 13 two-way vehicle movements generated in the evening peak period.

Proposed Hotel Trip Generation

- 6.5. In order to establish the trip generation of the proposed hotel use, an interrogation of the TRICS database has again been undertaken. The land use category '06 / A - Hotel' has been selected, and to obtain representative results, city centre sites of a similar size and parking provision have been collated.
- 6.6. In order to provide a consistent assessment, trip rates have been applied to the proposed floor area of 4,960sqm. The resultant trip generations are provided in **Table 6.2**, with the full TRICS outputs provided in **Appendix C**.



Table 6.2: Proposed Hotel Trip Generation

Weekday Time Period	Trip Rates (per 100sqm)			Traffic Generation (4,960sqm)		
	Arr	Dep	Total	Arr	Dep	Total
AM Peak (08:00-09:00)	0.207	0.590	0.797	10	29	39
PM Peak (17:00-18:00)	0.133	0.044	0.177	7	2	9

- 6.7. As presented in **Table 6.2**, the TRICS trip rate analysis suggests that the site's proposed use is predicted to generate in the region of 39 two-way vehicle movements in the morning peak period, with 9 two-way vehicle movements generated in the evening peak period.

Net Impact

- 6.8. Presented in **Table 6.3** is a comparison of the existing office use and proposed hotel development where the net impact of the development is set out.

Table 6.3: Net Impact of Proposed Hotel Trip Generation

Weekday Time Period	Net Impact		
	Arr	Dep	Total
AM Peak (08:00-09:00)	-9	+26	+17
PM Peak (17:00-18:00)	+4	-8	-4

- 6.9. It is demonstrated that during the weekday morning peak period, the proposals will increase the number of two-way vehicle trips by 17. This equates to an additional vehicle trip approximately every 3-4 minutes. During the evening peak period, the proposals will reduce the number of two-way vehicle trips by 4. This is due to the difference between the trip generating characteristics of the two uses where there will be more departing trips in the evening peak period for the office use than hotel use.
- 6.10. Across the course of the day, the proposals are expected to uplift traffic in the order of an extra 35 arrivals and 66 departures, equating to a total of 101 vehicle trips.
- 6.11. It is expected that the proposals will therefore have no material impact on the operation of the surrounding highway network. Such trips will be dispersed across the city centre at the different car park locations set out in **Tables 3.1 and 3.2**, given that there will be no on-site car parking provision at Church House, and therefore the traffic generation impacts of the proposals will be dispersed.



Summary

- 6.12. Using data from the industry standard TRICS database, this section of the report has quantified the likely trip generation potential of the proposed change of use scheme at Church House in Manchester. It is concluded that the level of net additional vehicle trip generation is minimal and could be accommodated on the surrounding highway network with no resulting severe traffic impact.



7. Travel Plan Framework

- 7.1. This Section of the report sets out a Travel Plan Framework for the proposed hotel development. It is proposed that a more detailed Travel Plan could be produced following the occupation of the development, at which point accurate baseline travel information could be obtained.

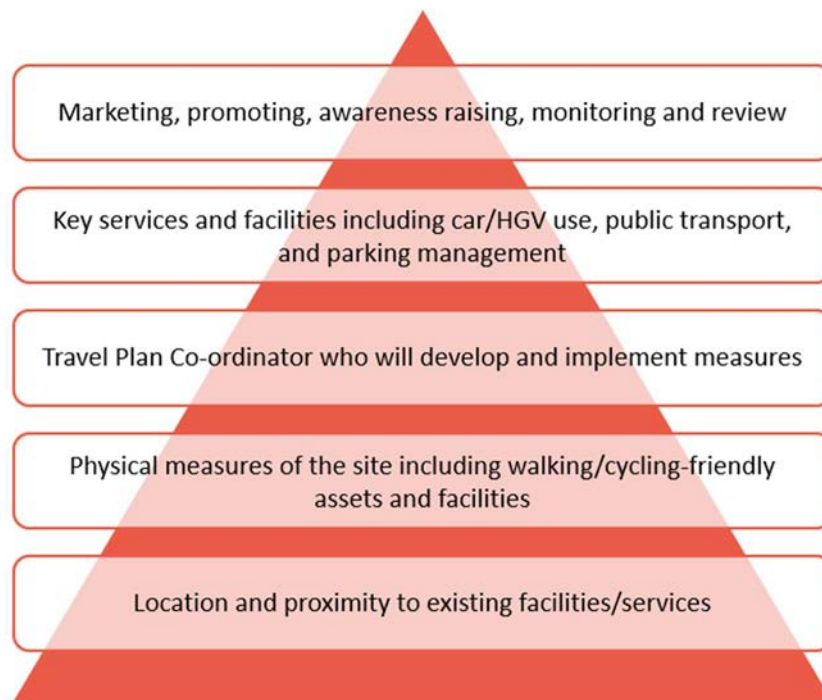
Travel Plan Approach

- 7.2. Travel Plans are an increasingly important tool to facilitate sustainable development. Together with Transport Assessments, they provide the mechanism for assigning and managing multi-modal access to development sites.
- 7.3. The benefits of a Travel Plan include an increased choice of transport mode and reduced journey times. Benefits should include a strong emphasis towards the personal advantages of using sustainable transport initiatives. These are often not evident once such alternative modes of travel are used and include cost saving, time saving and social benefits.
- 7.4. The development and implementation of the Travel Plan should be a dynamic process subject to a continuous cycle of action, monitoring and review. This should be achieved in order to give the Travel Plan a recognisable direction and focus towards its goals.

Key Travel Plan Policy

- 7.5. The future Travel Plan will be developed with reference to specific policy and guidance. This will ensure that a high-quality Travel Plan is developed. The documentation includes:
- National Planning Policy Framework.
 - Good Practice Guidelines: Delivering Travel Plans through the Planning Process.
 - Travel Plans, Transport Assessments and Statements in Decision-Taking.
 - Relevant MCC guidance.
- 7.6. Within the DfT guidance 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process', the Travel Plan pyramid sets out the various facets of a Travel Plan that are key to ensuring the Travel Plan is successful. The pyramid within the aforementioned guidance is reproduced in **Figure 7.1**.



Figure 7.1: Travel Plan Pyramid

Aim of the Travel Plan

- 7.7. Essentially, the aim of the Travel Plan will be to minimise the number of car trips generated by the development, as well as encourage staff and other site users to use sustainable modes of transport.

Travel Plan Objectives

- 7.8. In summary, the objectives of the Travel Plan will include the following:
- To provide staff and other site users with convenient, safe and viable alternatives to the car in order to access the site, as well as local destinations and amenities.
 - To regularly monitor the means of travel used by staff and other site users to encourage transfer to the most sustainable modes, as achieved through the implementation of the Travel Plan.
 - To reduce the environmental impact of the site as a whole and promote a commitment to environmental values.
- 7.9. The following is a sub-set of objectives, which are reflective of the aforementioned overarching objectives:
- To raise awareness amongst staff and other site users of the detrimental impacts of car use in order to encourage the use of alternatives. This would be achieved by promoting benefits such as cost savings and health advantages etc.



- To encourage safe and viable alternatives to single occupancy car trips for trips generated by the hotel development.
- To ensure the ongoing development and implementation of sustainable travel practices in the longer term.

Targets

- 7.10. The success of the Travel Plan will be measured against a series of targets. However, as the development is not operational and baseline travel surveys have not yet been undertaken, it is not possible to set targets. This section therefore outlines a process for establishing appropriate targets.
- 7.11. Appropriate targets for a hotel development will mainly focus on the reduction of vehicle trips, especially in the weekday peak periods. Indicators of this target include monitoring the number walking, cycling, bus, tram and rail trips to and from the site. It should be noted that specific aims of the Travel Plan must take account of various factors, including the profiles of guests e.g., business or leisure users, and the realistic transport options available to staff and guests.
- 7.12. Guidance produced by the DfT suggests that the main target should be to reduce the number of car trips generated by the site per day. It is also suggested that targets could also be set for other modes of transport, for example, bus patronage or walking trips.
- 7.13. Following the completion of the baseline travel surveys, a range of targets would be developed, with a view to:
- Promoting healthy lifestyles and a sustainable travel first culture.
 - Minimising the number of single occupancy car trips generated by the site.
 - Providing adequately for those with mobility difficulties.
 - Maximising the number of trips made by sustainable modes.
 - Supporting access to and from the site by staff and other site users.
- 7.14. It is important that the targets are SMART (Specific, Measurable, Achievable, Relevant and Time-based) and meaningful to the staff and other site users who are participating in the Travel Plan.

Measures

- 7.15. The Travel Plan's proposed measures need to be linked with its targets and desired outcomes. It would therefore be necessary to implement a number of "hard" and "soft" measures in order to achieve such outcomes. The measures would be part of an action plan with timescales for delivery and individuals responsible identified, and could include:



- Provision of maps showing safe walking and cycling routes.
- On-site provision of public transport information, including bus routes, tram and rail services.
- Car share promotion, including events with opportunities for finding a match amongst staff.
- Publication and effective distribution of both the Travel Plan and specific initiatives.
- Providing the service of personal travel advice for hotel guests.
- Provide existing and new staff with a Travel Information Brochure on available travel options.
- Car club information for guests, such as the locations of car club spaces in the city centre and how to book vehicles.

Cycling

7.16. Staff and other site users may wish to cycle and will be able to accommodate bikes using the secure cycle storage provision on-site. Other measures could include:

- On-site provision of shower, locker and changing facilities to encourage and support traveling by cycling as a viable option.
- Production of maps showing cycle routes and facilities in both the city centre and the wider Greater Manchester area.

Walking

7.17. Walking offers many health benefits and fits in well with the growing interest in a healthy lifestyle. As mentioned earlier in this report, the walking facilities surrounding the development site are of a good standard and should encourage travel on foot. Walking maps and information on access to local amenities could be made available to users of the site, along with other potential measures such as providing umbrellas for communal use by guests.

Public Transport

7.18. The following initiatives will be considered to encourage uptake of trips by bus, tram and rail modes:

- Provision of public transport information and timetables for staff and other site users.
- Seek to negotiate discounted / free travel passes from public transport operators for staff.



Car Sharing

- 7.19. Car sharing offers significant benefits not just for the environment but also financially. Therefore, consideration will be given to organising a car sharing scheme that is specifically aimed at finding matches amongst staff who would be able to car share for their daily commutes.

Travel Plan Co-ordinator

- 7.20. It will be necessary to appoint a Travel Plan Co-ordinator for the development prior to it becoming operational to deliver the Travel Plan initiatives and bring forward the associated action plan. This role may form part of an existing member of staff's duties. The Travel Plan will be implemented under the control of a Travel Plan Co-ordinator who will drive the work forward, promote the measures and be a key contact point for staff and other site users.
- 7.21. As well as ensuring the success in terms of improving modal split, the Travel Plan Co-ordinator should liaise with staff and other site users to ensure the promotion of sustainable alternatives. The Travel Plan Co-ordinator should also consult with the Local Authority and other key stakeholders on a regular basis to obtain information and share ideas. This would also provide the opportunity to review the Travel Plan on a periodic basis, to monitor its effectiveness and to agree new measures required to meet the Travel Plans aims, objectives and targets.
- 7.22. The following bullet points summarise the role of the Travel Plan Co-ordinator:
- To be the key decision maker on day-to-day matters of implementation of the Travel Plan.
 - Liaise with users of the site as well as MCC, other external organisations and stakeholders.
 - To provide a point of contact for staff and other site users in relation to travel advice.
 - To promote the use of travel modes other than the car, including the distribution of publicity material and travel information.
 - To co-ordinate the implementation of Travel Plan measures.
 - Data collection, surveys, monitoring, and report production.

Promotion, Communication & Training

- 7.23. The Travel Plan Co-ordinator will be responsible for the promotion of the Travel Plan and for the communication of its targets and objectives to staff and other site users. The following measures could be undertaken to ensure that this is done:
- Provide information in the reception area of the hotel.



- Provide staff with a Travel Information Brochure on available travel options.
- Promote and reinforce the aims of the Travel Plan to users on a regular basis.

Monitoring

7.24. Once the site is operational, then it would be necessary to monitor the plan on a regular basis. This would be one of the roles of the Travel Plan Co-ordinator, and the likely steps would include:

- Post occupation travel surveys.
- Annual Progress reviews (including travel surveys).
- Liaison with the Highway Authority / Travel Plan Officer.



8. Summary and Conclusions

Summary

- 8.1. Astute Transport Planning has been appointed by Criterion Capital to provide highways and transportation advice in support of a full planning application for the change of use at Church House at 90 Deansgate in Manchester City Centre
- 8.2. The proposals comprise changing the site's use from office (use class E(g)(i)) to hotel (use class C1). The site currently accommodates approximately 4,860sqm of office space which is to be replaced by around 4,960sqm of hotel space, consisting of 125 rooms and 32 capsule pods. The scheme will not include any on-site car parking provision.
- 8.3. This TS report includes the following principal findings:
- The site is located within a comprehensive pedestrian network, with street lit footways provided, complemented by crossing facilities at surrounding junctions and pedestrian access to the site will be achieved from Deansgate as currently provided.
 - The site is also accessible by bicycle with a number of safe cycle routes identified in the site locale, including the Bee Network route proposals by TfGM. The proposed development will comprise of an internal cycle store with 20 cycle parking spaces available for staff and guests to use, along with showers, lockers and changing facilities in the basement level.
 - The site is highly accessible by public transport, with a range of bus services, Metrolink stops and railway stations located within a short walking distance, and there is good access to taxi ranks in the vicinity of Church House.
 - The high public transport accessibility of the site is reflected in the highest possible GMAL rating of 8.
 - The site is extremely well located for access to a range of local services and amenities which is of benefit to staff and guests of the hotel development.
 - The development is concluded to be fully in accordance with national, regional and local planning policy guidance, which encourages travel by non-car modes.
 - The development represents an excellent opportunity for a development to include no on-site car parking, and therefore as a reflection of the highly sustainable city centre location.
 - Off-street public car parks are located close to the site that would cater for any staff and guests who require car parking, or any visitors to the site travelling by car.



- Refuse collection is currently facilitated from College Land at the rear of the existing building. This existing arrangement will be retained, however as part of the proposed development a larger and better designed internal shared bin store will be provided in the basement level of Church House. The shared bin store proposal will provide the opportunity to consolidate the waste collection requirements associated with existing units on St Mary's Street (ground floor retail uses) and the proposed hotel development. The new bin store will improve the current problems and issues associated with servicing arrangements in this area, removing the permanent storage of bins on College Land associated with Church House and improving the quality of the environment.
- The proposed change of use will not give rise to any significant adverse traffic impacts upon the surrounding transport networks, nor any highway safety or capacity concerns.
- A Travel Plan will be implemented, which is intended to encourage staff and visitors to travel by non-car modes.

Conclusion

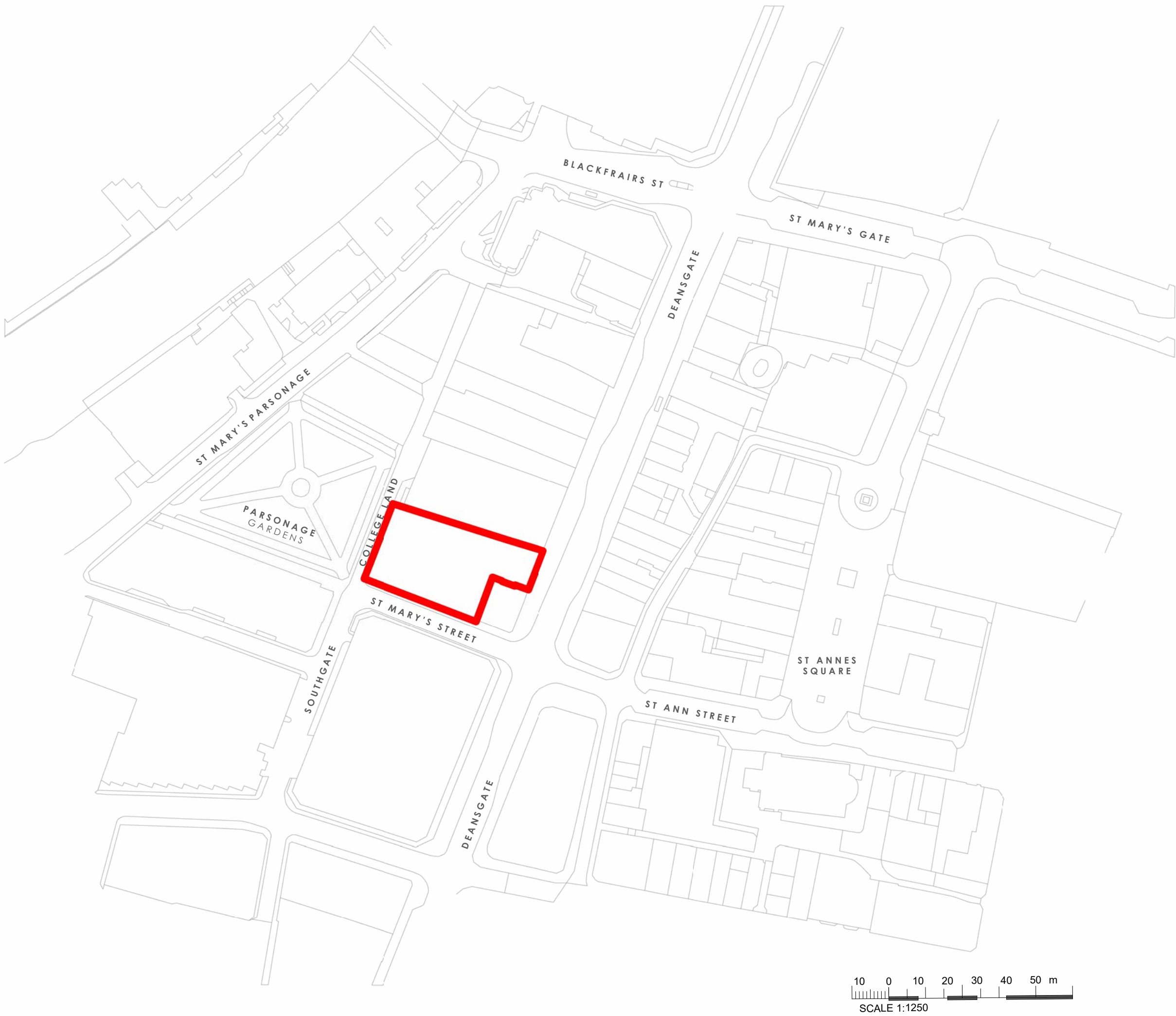
- 8.4. The NPPF states that, *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*
- 8.5. This TS has demonstrated that the development site is located in a highly accessible location, and that the proposed hotel at Church House would have no impact upon the safe or efficient operation of the surrounding highway network.
- 8.6. It is therefore concluded that the residual cumulative impact of the development would not be severe, and on this basis there are no material reasons why the proposed development should be refused on highways or transportation grounds.



Appendix A

Existing Site Location and Ground Floor Layout Plans



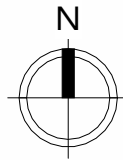


Existing Site Location Plan

1 : 1250



Note:
Do Not Scale from this drawing.
Dimensions are to be checked on site.
If in doubt please ask.



Application Boundary
Line

P01 18.09.25 DA Planning Issue

Rev	Date	Intls	Details
-----	------	-------	---------

© The moral rights of the author are hereby asserted.
This drawing and design is the sole property of Buttress Ltd and must not be reproduced without permission.
Buttress Ltd is Registered in England and Wales: 536373

Buttress

Manchester 41 Bengal Street Manchester M4 6AF 0161 236 3303 www.buttress.net	Leeds Clockwise, Yorkshire House Greek Street, Leeds LS1 5SH 0113 539 7965	Certified Corporation
--	---	--

Project Title	90 Deansgate
Client	Criterion Capital
Location	Manchester

Drawing ref Existing Site Location Plan

Date	17.03.25	Scale	As indicated
-------------	----------	--------------	--------------

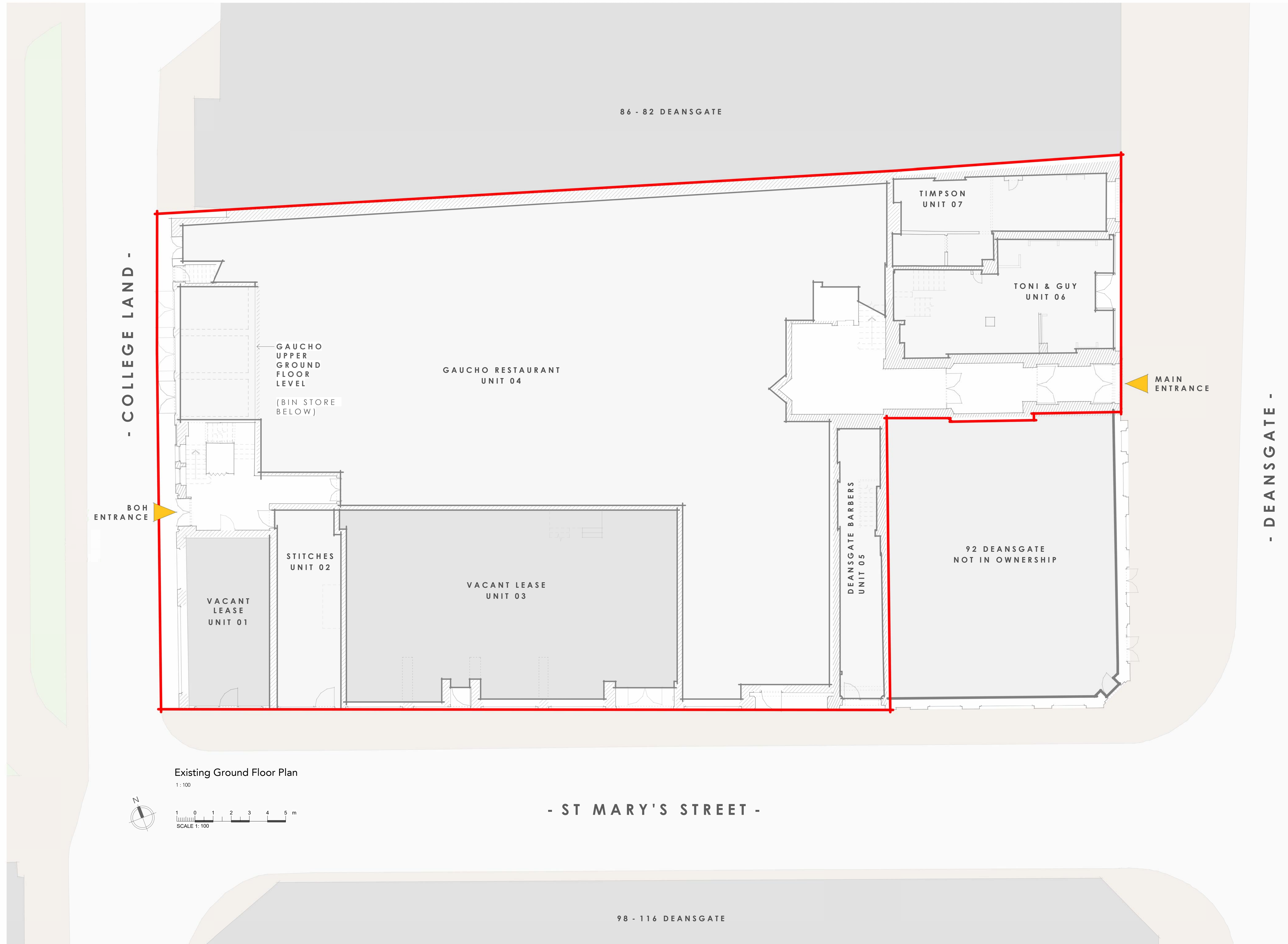
Checker	TW	Size	A1
----------------	----	-------------	----

Job No:	10036	Status	S2
----------------	--------------	---------------	-----------

Project	Origin	Volume	Level	Type	Role	Number	Rev.
10036-BUT-XX-XX-DR-A-01050-P01							



Note:
Do Not Scale from this drawing.
Dimensions are to be checked on site.
If in doubt please ask.



Existing Ground Floor Plan
1 : 100



SCALE 1: 100
1 0 1 2 3 4 5 m

P01 18/09/25 DA Planning Issue

Rev Date Intls Details

© The moral rights of the author are hereby asserted.
This drawing and design is the sole property of Buttress Ltd and must not be reproduced without permission.
Buttress Ltd is Registered in England and Wales: 536373

Buttress

Manchester 41 Bengal Street
Manchester M4 6AF
0161 236 3303
www.buttress.net

Leeds Clockwise, Yorkshire House
Greek Street, Leeds LS1 5SH
0113 539 7965

Certified

Corporation

Project Title 90 Deansgate
Client Criterion Capital
Location Manchester

Drawing ref Existing Ground Floor Plan

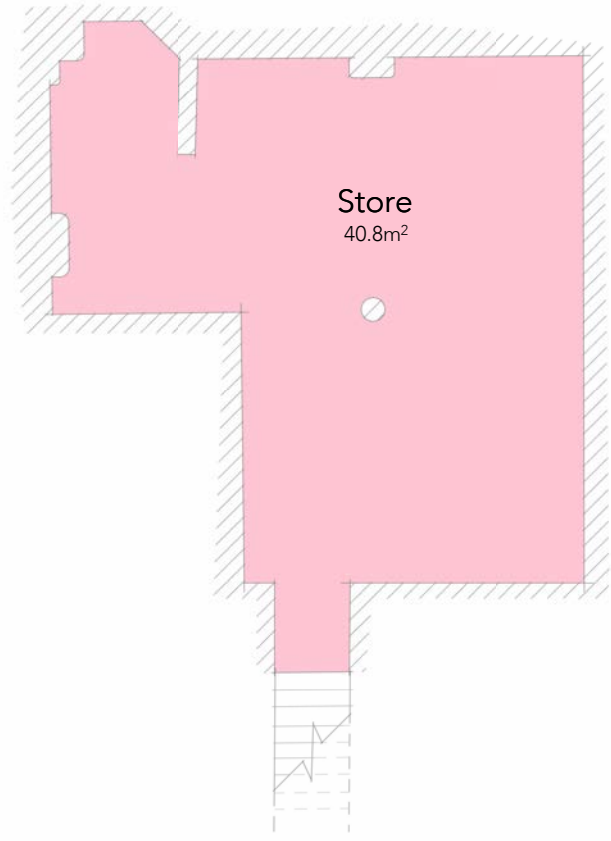
Date 19/02/2025 **Scale** 1 : 100
Checker TW **Size** A1
Job No: 10036 **Status** S2

Project Origin Volume Level Type Role Number Rev
10036-BUT-XX-00-DR-A-01001-P01

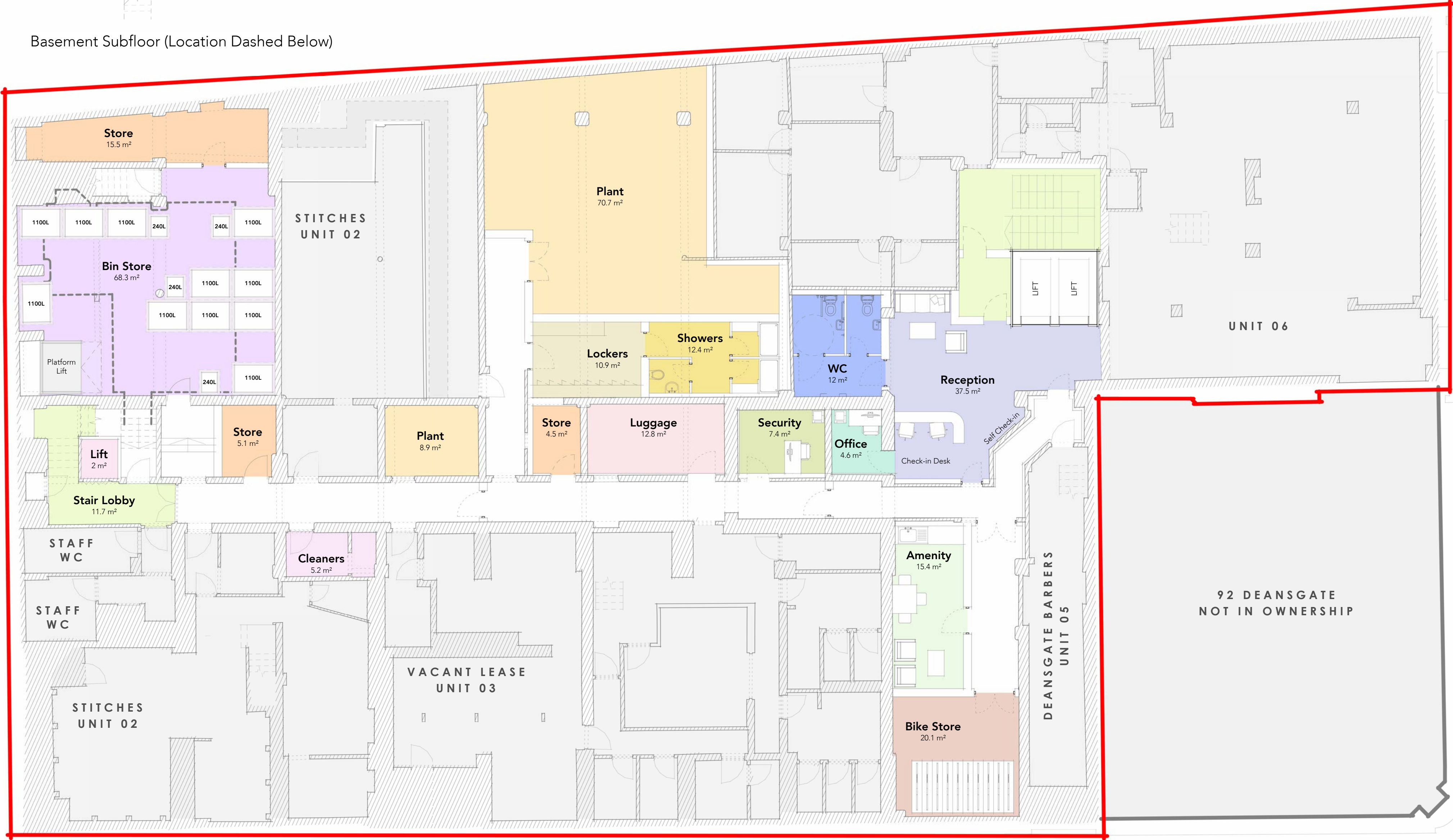
Appendix B

Proposed Site Layout Plans



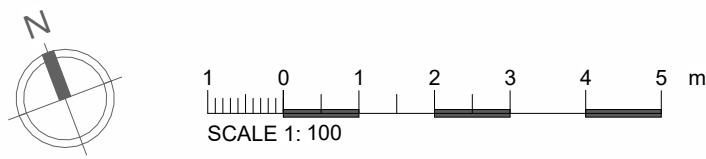


Basement Subfloor (Location Dashed Below)



Proposed Basement Plan

1 : 100



Note:
Do Not Scale from this drawing.
Dimensions are to be checked on site.
If in doubt please ask.

Room Schedule		
Name	Level	Count

01 First Floor Plan		
DDA	01 First Floor Plan	1
Room	01 First Floor Plan	15
02 Second Floor Plan		
DDA	02 Second Floor Plan	2
Room	02 Second Floor Plan	29
03 Third Floor Plan		
DDA	03 Third Floor Plan	2
Room	03 Third Floor Plan	28
04 Fourth Floor Plan		
DDA	04 Fourth Floor Plan	2
Room	04 Fourth Floor Plan	27
05 Fifth Floor Plan		
Room	05 Fifth Floor Plan	19
Grand total:		125

Capsule Schedule		
Capsules	05 Fifth Floor	32
Grand total:	Plan	32

PLAN KEY

- EXISTING WALLS
- NEW INTERNAL WALLS
- SITE BOUNDARY

P02	22.09.25	DA	Planning Issue
P01	18.09.25	DA	Planning Issue

Rev	Date	Intls	Details
-----	------	-------	---------

© The moral rights of the author are hereby asserted.
This drawing and design is the sole property of Buttress Ltd and must not be reproduced without permission.
Buttress Ltd is Registered in England and Wales: 5363073

Buttress

Manchester
41 Bengal Street
Manchester
M4 6AF
0161 236 3303
www.buttress.net

Leeds
Clockwise, Yorkshire House
Greek Street, Leeds
LS1 5SH
0113 539 7965

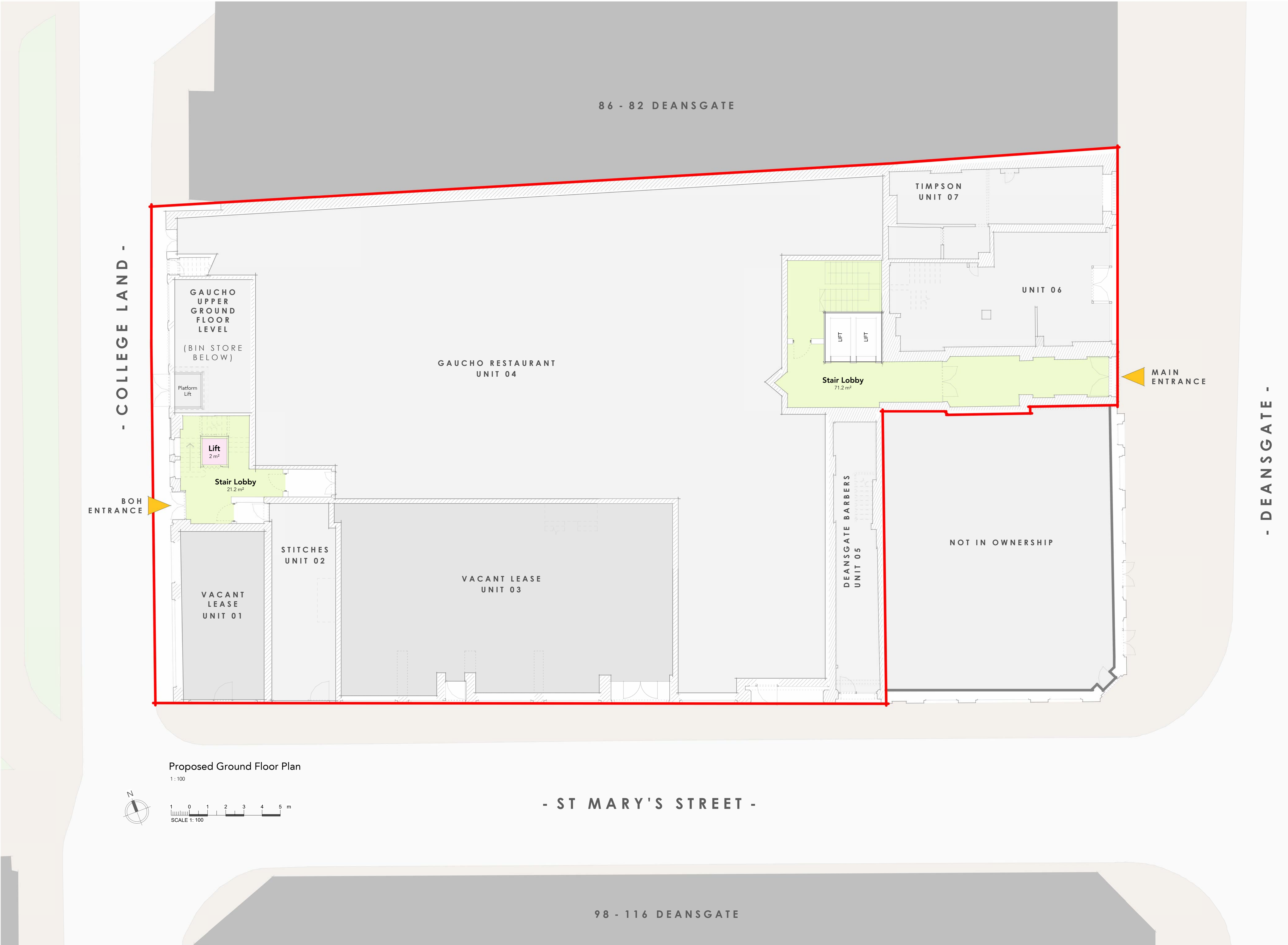
Certified
Corporation

Project Title 90 Deansgate
Client Criterion Capital
Location Manchester

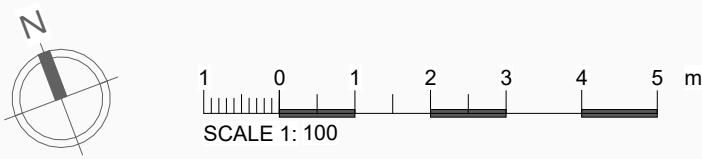
Drawing ref Proposed Basement Plan

Date 19/02/2025
Checker TW
Job No: 10036
Scale As indicated
Size A1
Status S2

Project 10036-BUT-XX-B1-DR-A-04000-P02



Proposed Ground Floor Plan
1 : 100



Note:
Do Not Scale from this drawing.
Dimensions are to be checked on site.
If in doubt please ask.

Room Schedule		
Name	Level	Count

01 First Floor Plan		
DDA	01 First Floor Plan	1
Room	01 First Floor Plan	15
02 Second Floor Plan		
DDA	02 Second Floor Plan	2
Room	02 Second Floor Plan	29
03 Third Floor Plan		
DDA	03 Third Floor Plan	2
Room	03 Third Floor Plan	28
04 Fourth Floor Plan		
DDA	04 Fourth Floor Plan	2
Room	04 Fourth Floor Plan	27
05 Fifth Floor Plan		
Room	05 Fifth Floor Plan	19
Grand total:		125

Capsule Schedule		
Capsules	05 Fifth Floor	32
Grand total:	Plan	32

PLAN KEY

- EXISTING WALLS
- NEW INTERNAL WALLS
- SITE BOUNDARY

P02	22.09.25	DA	Planning Issue
P01	18.09.25	DA	Planning Issue

Rev	Date	Intls	Details
-----	------	-------	---------

© The moral rights of the author are hereby asserted.
This drawing and design is the sole property of Buttress Ltd and must not be reproduced without permission.
Buttress Ltd is Registered in England and Wales: 536373

Buttress

Manchester
41 Bengal Street
Manchester
M4 6AF
0161 236 3303
www.buttress.net

Leeds
Clockwise, Yorkshire House
Greek Street, Leeds
LS1 5SH
0113 539 7965

Certified

Corporation

Project Title 90 Deansgate
Client Criterion Capital
Location Manchester

Drawing ref Proposed Ground Floor Plan

Date 19/02/2025
Checker TW
Job No: 10036

Scale As indicated
Size A1
Status S2

Project Origin Volume Level Type Role Number Rev
10036-BUT-XX-00-DR-A-04001-P02

Appendix C

TRICS Outputs



Calculation Reference: AUDIT-725101-250318-0348

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 3178 to 3600 (units: sqm)
 Range Selected by User: 720 to 17624 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 12/11/21

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

Selected survey days:

Monday 1 days
 Friday 1 days

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

Selected survey types:

Manual count 2 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 2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
 Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:**Use Class:**

C1 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000 1 days
 25,001 to 50,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

75,001 to 100,000	1 days
500,001 or More	1 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	2 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:

No	2 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	GM-06-A-08	IBIS		GREATER MANCHESTER
	PORTLAND STREET			
	MANCHESTER			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	3600	sqm	
	Survey date: MONDAY	26/09/16		Survey Type: MANUAL
2	NF-06-A-03	HOTEL		NORFOLK
	4 MARINE PARADE			
	GREAT YARMOUTH			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	3178	sqm	
	Survey date: FRIDAY	11/05/18		Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BH-06-A-01	Removed from selection as this site has on-site parking
NY-06-A-02	Removed from selection as this site has on-site parking
TW-06-A-03	Removed from selection as this site has on-site parking

Astute Transport Planning The Express Building Manchester

Licence No: 725101

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	3389	0.015	2	3389	0.207	2	3389	0.222
08:00 - 09:00	2	3389	0.207	2	3389	0.590	2	3389	0.797
09:00 - 10:00	2	3389	0.177	2	3389	0.369	2	3389	0.546
10:00 - 11:00	2	3389	0.236	2	3389	0.413	2	3389	0.649
11:00 - 12:00	2	3389	0.192	2	3389	0.325	2	3389	0.517
12:00 - 13:00	2	3389	0.133	2	3389	0.089	2	3389	0.222
13:00 - 14:00	2	3389	0.207	2	3389	0.133	2	3389	0.340
14:00 - 15:00	2	3389	0.133	2	3389	0.089	2	3389	0.222
15:00 - 16:00	2	3389	0.089	2	3389	0.059	2	3389	0.148
16:00 - 17:00	2	3389	0.103	2	3389	0.133	2	3389	0.236
17:00 - 18:00	2	3389	0.133	2	3389	0.044	2	3389	0.177
18:00 - 19:00	2	3389	0.133	2	3389	0.030	2	3389	0.163
19:00 - 20:00	2	3389	0.074	2	3389	0.059	2	3389	0.133
20:00 - 21:00	2	3389	0.074	2	3389	0.030	2	3389	0.104
21:00 - 22:00	2	3389	0.015	2	3389	0.000	2	3389	0.015
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.921			2.570			4.491

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	3178 - 3600 (units: sqm)
Survey date range:	01/01/15 - 12/11/21
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

Astute Transport Planning The Express Building Manchester

Licence No: 725101

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	3389	0.000	2	3389	0.000	2	3389	0.000
08:00 - 09:00	2	3389	0.000	2	3389	0.000	2	3389	0.000
09:00 - 10:00	2	3389	0.000	2	3389	0.000	2	3389	0.000
10:00 - 11:00	2	3389	0.000	2	3389	0.000	2	3389	0.000
11:00 - 12:00	2	3389	0.000	2	3389	0.000	2	3389	0.000
12:00 - 13:00	2	3389	0.000	2	3389	0.000	2	3389	0.000
13:00 - 14:00	2	3389	0.000	2	3389	0.000	2	3389	0.000
14:00 - 15:00	2	3389	0.015	2	3389	0.000	2	3389	0.015
15:00 - 16:00	2	3389	0.000	2	3389	0.000	2	3389	0.000
16:00 - 17:00	2	3389	0.000	2	3389	0.015	2	3389	0.015
17:00 - 18:00	2	3389	0.000	2	3389	0.000	2	3389	0.000
18:00 - 19:00	2	3389	0.000	2	3389	0.000	2	3389	0.000
19:00 - 20:00	2	3389	0.000	2	3389	0.000	2	3389	0.000
20:00 - 21:00	2	3389	0.000	2	3389	0.000	2	3389	0.000
21:00 - 22:00	2	3389	0.000	2	3389	0.000	2	3389	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	3389	0.000	2	3389	0.015	2	3389	0.015
08:00 - 09:00	2	3389	0.000	2	3389	0.015	2	3389	0.015
09:00 - 10:00	2	3389	0.000	2	3389	0.015	2	3389	0.015
10:00 - 11:00	2	3389	0.015	2	3389	0.000	2	3389	0.015
11:00 - 12:00	2	3389	0.000	2	3389	0.015	2	3389	0.015
12:00 - 13:00	2	3389	0.000	2	3389	0.015	2	3389	0.015
13:00 - 14:00	2	3389	0.015	2	3389	0.015	2	3389	0.030
14:00 - 15:00	2	3389	0.000	2	3389	0.000	2	3389	0.000
15:00 - 16:00	2	3389	0.000	2	3389	0.000	2	3389	0.000
16:00 - 17:00	2	3389	0.000	2	3389	0.000	2	3389	0.000
17:00 - 18:00	2	3389	0.015	2	3389	0.000	2	3389	0.015
18:00 - 19:00	2	3389	0.030	2	3389	0.000	2	3389	0.030
19:00 - 20:00	2	3389	0.000	2	3389	0.000	2	3389	0.000
20:00 - 21:00	2	3389	0.015	2	3389	0.000	2	3389	0.015
21:00 - 22:00	2	3389	0.000	2	3389	0.000	2	3389	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.090			0.090			0.180

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

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

Calculation Reference: AUDIT-725101-250318-0346

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 3960 to 10265 (units: sqm)
Range Selected by User: 3000 to 12000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 11/03/24

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	5 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	5
-------------	---

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	5
---------------	---

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known	5 days
-----------	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	4 days
50,001 to 100,000	1 days

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

Population within 5 miles:

125,001 to 250,000	2 days
250,001 to 500,000	1 days
500,001 or More	2 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	2 days
1.1 to 1.5	2 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:

No	5 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	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	EB-02-A-06	REGUS OFFICES	CITY OF EDINBURGH
	ST ANDREW SQUARE		
	EDINBURGH		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	4500 sqm	
	Survey date: WEDNESDAY	16/03/16	Survey Type: MANUAL
2	GM-02-A-08	REGUS	GREATER MANCHESTER
	FOUNTAIN STREET		
	MANCHESTER		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	3960 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
3	GM-02-A-11	OFFICES	GREATER MANCHESTER
	SAINT PETER'S SQUARE		
	MANCHESTER		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	6420 sqm	
	Survey date: FRIDAY	22/04/22	Survey Type: MANUAL
4	GS-02-A-01	HM LAND REGISTRY	GLOUCESTERSHIRE
	TWYVER HOUSE		
	GLOUCESTER		
	BRUTON WAY		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	10265 sqm	
	Survey date: FRIDAY	23/04/21	Survey Type: MANUAL
5	PB-02-A-03	OFFICES	PETERBOROUGH
	NEW ROAD		
	PETERBOROUGH		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	8793 sqm	
	Survey date: TUESDAY	16/12/14	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	6788	0.080	5	6788	0.015	5	6788	0.095
07:30 - 08:00	5	6788	0.115	5	6788	0.056	5	6788	0.171
08:00 - 08:30	5	6788	0.192	5	6788	0.024	5	6788	0.216
08:30 - 09:00	5	6788	0.209	5	6788	0.035	5	6788	0.244
09:00 - 09:30	5	6788	0.121	5	6788	0.071	5	6788	0.192
09:30 - 10:00	5	6788	0.074	5	6788	0.018	5	6788	0.092
10:00 - 10:30	5	6788	0.027	5	6788	0.029	5	6788	0.056
10:30 - 11:00	5	6788	0.047	5	6788	0.035	5	6788	0.082
11:00 - 11:30	5	6788	0.021	5	6788	0.021	5	6788	0.042
11:30 - 12:00	5	6788	0.006	5	6788	0.018	5	6788	0.024
12:00 - 12:30	5	6788	0.015	5	6788	0.027	5	6788	0.042
12:30 - 13:00	5	6788	0.032	5	6788	0.032	5	6788	0.064
13:00 - 13:30	5	6788	0.024	5	6788	0.056	5	6788	0.080
13:30 - 14:00	5	6788	0.041	5	6788	0.050	5	6788	0.091
14:00 - 14:30	5	6788	0.032	5	6788	0.041	5	6788	0.073
14:30 - 15:00	5	6788	0.012	5	6788	0.047	5	6788	0.059
15:00 - 15:30	5	6788	0.021	5	6788	0.032	5	6788	0.053
15:30 - 16:00	5	6788	0.029	5	6788	0.062	5	6788	0.091
16:00 - 16:30	5	6788	0.009	5	6788	0.121	5	6788	0.130
16:30 - 17:00	5	6788	0.032	5	6788	0.109	5	6788	0.141
17:00 - 17:30	5	6788	0.012	5	6788	0.109	5	6788	0.121
17:30 - 18:00	5	6788	0.041	5	6788	0.097	5	6788	0.138
18:00 - 18:30	5	6788	0.012	5	6788	0.109	5	6788	0.121
18:30 - 19:00	5	6788	0.024	5	6788	0.041	5	6788	0.065
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.228			1.255			2.483

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	3960 - 10265 (units: sqm)
Survey date range:	01/01/14 - 11/03/24
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	6788	0.000	5	6788	0.000	5	6788	0.000
07:30 - 08:00	5	6788	0.000	5	6788	0.000	5	6788	0.000
08:00 - 08:30	5	6788	0.000	5	6788	0.000	5	6788	0.000
08:30 - 09:00	5	6788	0.003	5	6788	0.003	5	6788	0.006
09:00 - 09:30	5	6788	0.000	5	6788	0.000	5	6788	0.000
09:30 - 10:00	5	6788	0.000	5	6788	0.000	5	6788	0.000
10:00 - 10:30	5	6788	0.003	5	6788	0.003	5	6788	0.006
10:30 - 11:00	5	6788	0.003	5	6788	0.003	5	6788	0.006
11:00 - 11:30	5	6788	0.000	5	6788	0.000	5	6788	0.000
11:30 - 12:00	5	6788	0.000	5	6788	0.000	5	6788	0.000
12:00 - 12:30	5	6788	0.000	5	6788	0.000	5	6788	0.000
12:30 - 13:00	5	6788	0.000	5	6788	0.000	5	6788	0.000
13:00 - 13:30	5	6788	0.000	5	6788	0.000	5	6788	0.000
13:30 - 14:00	5	6788	0.000	5	6788	0.000	5	6788	0.000
14:00 - 14:30	5	6788	0.000	5	6788	0.000	5	6788	0.000
14:30 - 15:00	5	6788	0.000	5	6788	0.000	5	6788	0.000
15:00 - 15:30	5	6788	0.000	5	6788	0.000	5	6788	0.000
15:30 - 16:00	5	6788	0.000	5	6788	0.000	5	6788	0.000
16:00 - 16:30	5	6788	0.000	5	6788	0.000	5	6788	0.000
16:30 - 17:00	5	6788	0.000	5	6788	0.000	5	6788	0.000
17:00 - 17:30	5	6788	0.000	5	6788	0.000	5	6788	0.000
17:30 - 18:00	5	6788	0.000	5	6788	0.000	5	6788	0.000
18:00 - 18:30	5	6788	0.000	5	6788	0.000	5	6788	0.000
18:30 - 19:00	5	6788	0.000	5	6788	0.000	5	6788	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.009			0.009			0.018

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

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

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

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	6788	0.003	5	6788	0.006	5	6788	0.009
07:30 - 08:00	5	6788	0.012	5	6788	0.006	5	6788	0.018
08:00 - 08:30	5	6788	0.006	5	6788	0.006	5	6788	0.012
08:30 - 09:00	5	6788	0.003	5	6788	0.000	5	6788	0.003
09:00 - 09:30	5	6788	0.003	5	6788	0.006	5	6788	0.009
09:30 - 10:00	5	6788	0.009	5	6788	0.009	5	6788	0.018
10:00 - 10:30	5	6788	0.003	5	6788	0.000	5	6788	0.003
10:30 - 11:00	5	6788	0.015	5	6788	0.018	5	6788	0.033
11:00 - 11:30	5	6788	0.003	5	6788	0.006	5	6788	0.009
11:30 - 12:00	5	6788	0.003	5	6788	0.003	5	6788	0.006
12:00 - 12:30	5	6788	0.006	5	6788	0.003	5	6788	0.009
12:30 - 13:00	5	6788	0.012	5	6788	0.018	5	6788	0.030
13:00 - 13:30	5	6788	0.000	5	6788	0.000	5	6788	0.000
13:30 - 14:00	5	6788	0.009	5	6788	0.006	5	6788	0.015
14:00 - 14:30	5	6788	0.003	5	6788	0.003	5	6788	0.006
14:30 - 15:00	5	6788	0.006	5	6788	0.009	5	6788	0.015
15:00 - 15:30	5	6788	0.003	5	6788	0.003	5	6788	0.006
15:30 - 16:00	5	6788	0.009	5	6788	0.006	5	6788	0.015
16:00 - 16:30	5	6788	0.000	5	6788	0.000	5	6788	0.000
16:30 - 17:00	5	6788	0.006	5	6788	0.006	5	6788	0.012
17:00 - 17:30	5	6788	0.006	5	6788	0.009	5	6788	0.015
17:30 - 18:00	5	6788	0.000	5	6788	0.000	5	6788	0.000
18:00 - 18:30	5	6788	0.000	5	6788	0.000	5	6788	0.000
18:30 - 19:00	5	6788	0.000	5	6788	0.000	5	6788	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.120			0.123			0.243

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

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

