Technical Note

Project: Holiday Inn Express, Oxford Road, Manchester

Subject: Transport Technical Note

Client:	Manchester Property Holdings Ltd	**Version:**	P1
Project No:	07685	**Author:**	RB
Date:	08/02/2024	**Approved:**	EK

1 Introduction

1.1 Overview

1.1.1 PJA has been commissioned by Manchester Property Holdings Ltd to prepare an assessment of the transport implications of proposals for a two-storey extension to the Holiday Inn Express, Manchester City Centre on Oxford Road.

1.1.2 This Technical Note reports upon the site's planning history, the existing site conditions and accessibility by all modes of transport, and considers the availability of car parking within the vicinity of the hotel, quantifying the development impacts.

1.2 Site Location

1.2.1 The hotel is located to the south of Manchester city centre, north of the A57(M) and immediately to the west of Oxford Road. Hulme Street fronts the hotel to the south as shown in Figure 1.

LOCATION 1st Floor
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Thomas Lane
Bristol
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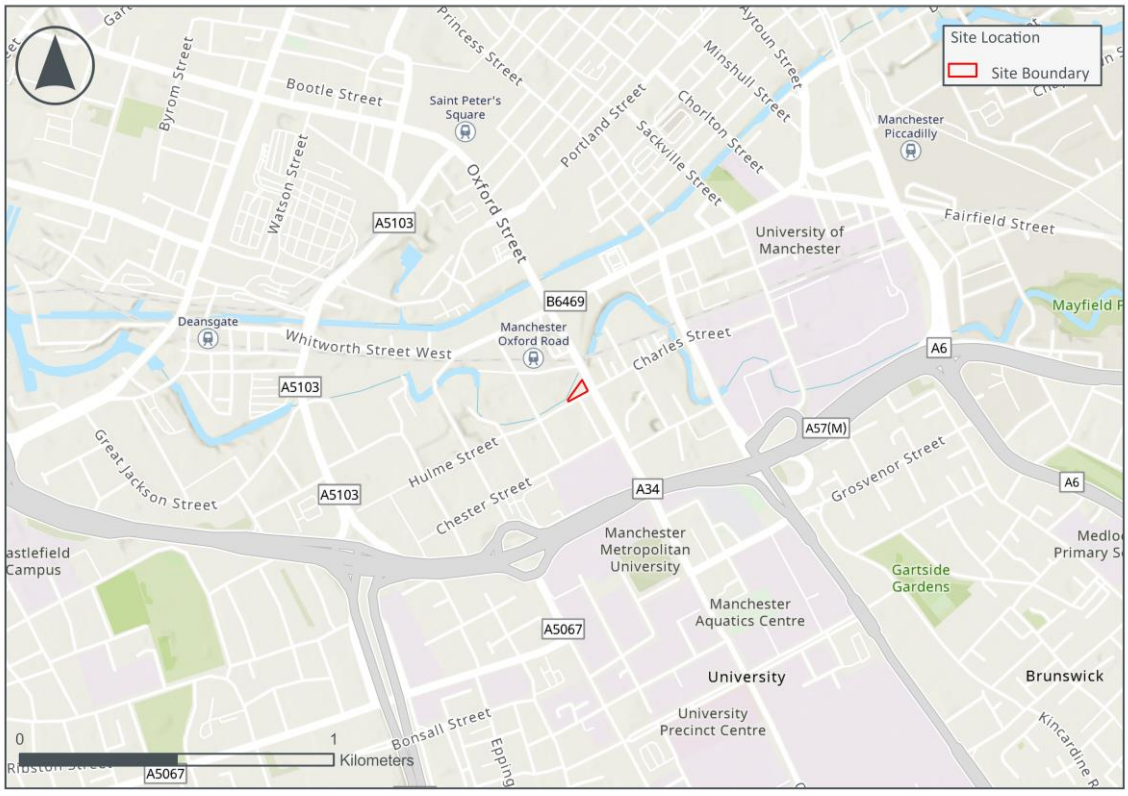
Figure 1: Site Location



2 Planning History

2.1.1 Planning application ref. 082205/FO/2007/C3 for the, *"Demolition of existing 3 storey building and erection of 11 storey building incorporating 147-bedroom hotel (Use Class C1), ground floor retail (Use Class A1) and ancillary servicing areas,"* was approved by Manchester City Council in March 2008. The hotel does not provide any car parking, and servicing is undertaken from Hulme Street from a partially inset loading bay.

2.1.2 The 2007 planning application was supported by a Transport Assessment and Travel Plan prepared by Dennis Wilson Partnership. In respect of transport and in particular car parking, the officer's report stated:

"Due to the central location of the site and proximity to bus, rail and Metrolink services, the proposal does not include any on-site parking for the hotel. However, there are several multi-storey car parks in the vicinity including one in the Quadrangle building that would be accessible for any hotel customers using private transport. The Head of Highways has confirmed that the proposed servicing arrangements are satisfactory."

3 Existing Conditions

3.1 Site Accessibility

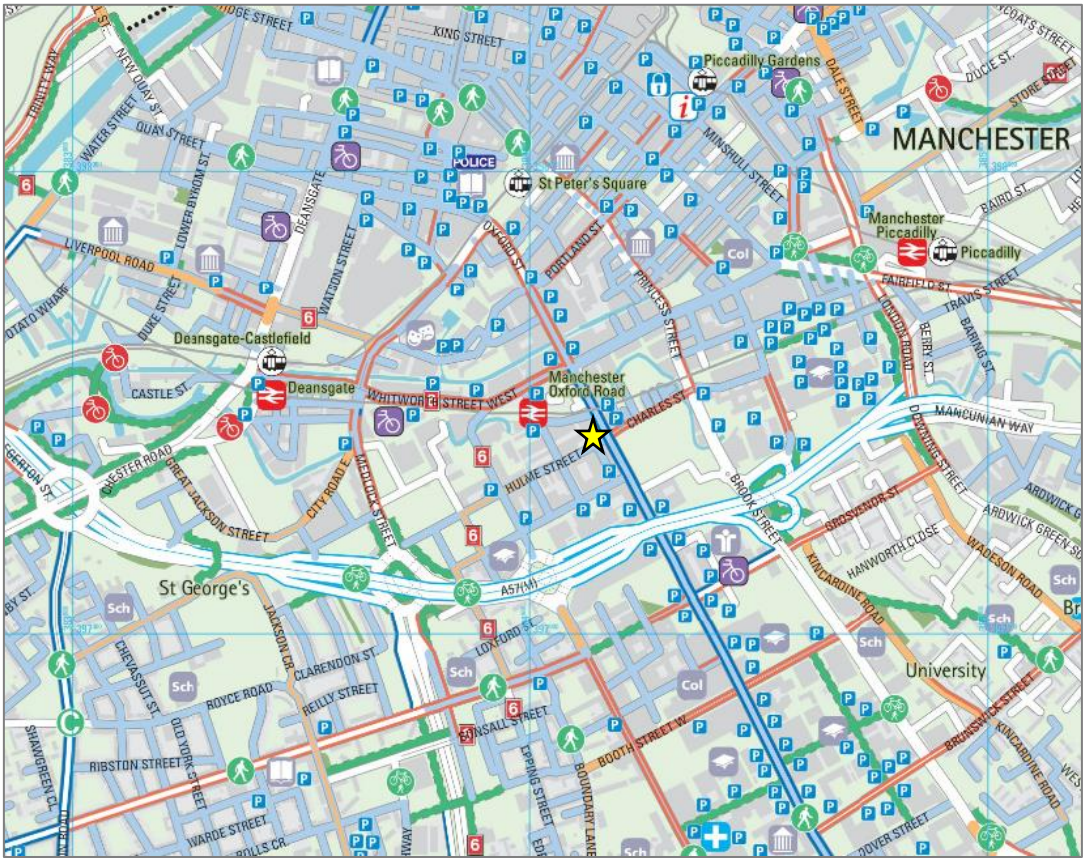
Walking

3.1.1 The hotel is located in Manchester city centre. The main visitor/guest entrance is located on Oxford Road. An extensive network of footways is provided on the streets surrounding the hotel, providing access to the city centre to the north, existing bus stops on Oxford Road, Oxford Road train station and the surrounding amenities. Adjacent to the hotel, Oxford Road forms a crossroad junction with Hulme Street and Charles Street. Signalised pedestrian crossings are provided across all arms of the junction.

Cycling

3.1.2 In the vicinity of the hotel, Oxford Road provides cycle routes on both sides of the carriageway which comprise a mix of segregated and on-street provision. An extract of the Transport for Greater Manchester cycle network map is provided in Figure 2, with the hotel location identified by a star symbol. Streets shaded in blue are subject to a 20mph speed limit which include many of the streets surrounding the hotel. National Cycle Network Route 6 is located 170m north-west of the site.

Figure 2: Extract from Transport for Greater Manchester Cycle Network Map



Public Transport

Bus

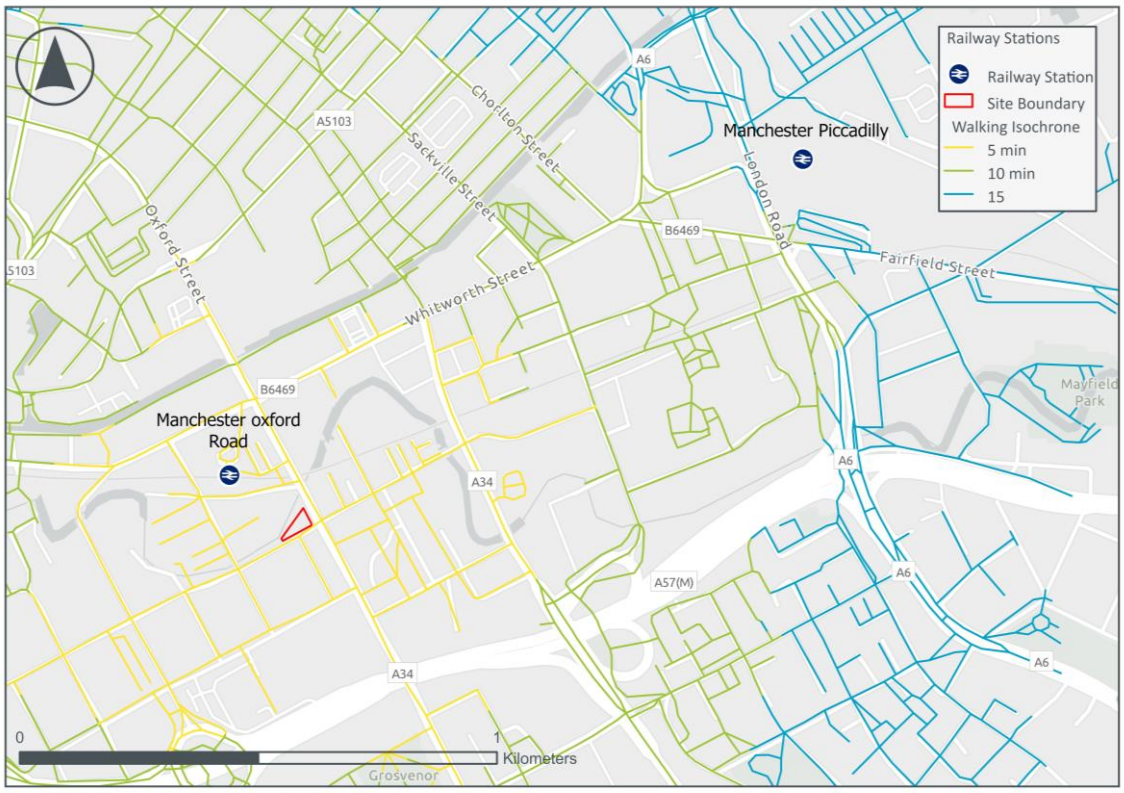
3.1.3 The nearest bus stops are on Oxford Road, approximately 50m to the north and south from the hotel entrance. Oxford Road is a significant corridor for bus services, with frequent services to key destinations such as Manchester Airport, Manchester Royal Infirmary, StockPort and Sale throughout the day.

Railway Stations

3.1.4 There are two railway stations near the site, shown in Figure 3. The nearest railway station is Manchester Oxford Road, which is less than 5-minutes' walk to the north of the site and provides services to key destinations such as Manchester Airport, Liverpool Lime Steet, Southport and Edinburgh.

3.1.5 Manchester Piccadilly is approximately 15-minutes' walk from the hotel providing national rail services to London, Stoke-on-Trent, Norwich, Birmingham and Liverpool.

Figure 3: Railway Stations Within a 15-minute Walk of the Hotel



Credits: Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS

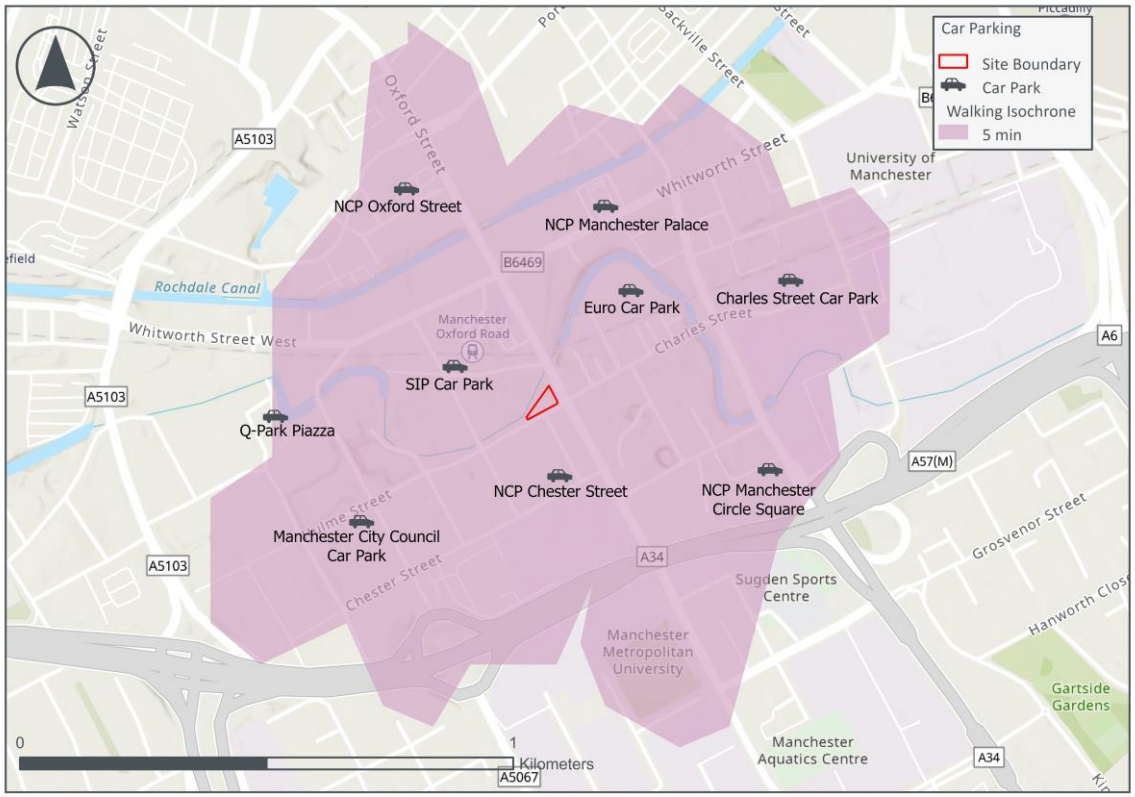
3.2 Car Parking Arrangements

3.2.1 No car parking is provided at the hotel itself, however, there are a number of car parks local to the site that offer 24/7 car parking as shown in Figure 4, with a breakdown of the car park capacity provided in Table 3-1. The hotel's website directs guests arriving by car to park in the Euro Park on Prichard Street (M1 7DA) which is a 150m walk from the hotel and offers a dedicated tariff for Holiday Inn guests.

Table 3-1: Breakdown of Car Parking Spaces Within a 5-minute Walk of the Hotel

Car Park	Number of Spaces
Euro Car Park	244
Manchester City Council Hulme Street	114
NCP Chester Street	220
NCP Oxford Street	443
NCP Manchester Palace	411
NCP Manchester Circle Square	1,018
Q-Park Piazza	700
Charles Street	808
SIP Car Park	12
Total Number of spaces:	**3,970**

Figure 4: Existing 24/7 Car Parks Within a 5-minute Walk Catchment of the Hotel



Credits: Esri, Intermap, NASA, NGA, USGS, Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS

4 Development Proposals

4.1 Context

4.1.1 The development proposals comprise the addition of two storeys to the existing 11 storey hotel. Each floor is proposed to comprise 12 guest rooms bringing the total number of rooms to 171. No changes to staff levels or the hotel operations in terms of servicing or delivery arrangements are proposed as a result of the extension. The transport impacts resulting from the expansion of the hotel would be limited to the potential increased overnight car parking demand that could arise from the additional rooms.

4.2 Car Parking Assessment

4.2.1 Section 3.2 of this Technical Note has identified that there are 3,970 car parking spaces within an approximate 5-minute walk of the hotel. All of these spaces are accessible 24 hours a day, 7 days a week.

4.2.2 The hotel car parking demand will be at its greatest overnight, typically the off-peak period when demand from commuter traffic has passed.

4.2.3 The hotel currently has an arrangement in place with the Euro Car Park on Pritchard Street which offers hotel guests a preferential tariff when they enter the registration details at the hotel. The hotel has advised that, when fully booked, they would not expect more than 15 guests to use the system on a given night, equivalent to around 10% of rooms accommodating a guest that has arrived by car.

4.2.4 As a worst case, assuming full hotel occupancy and all of the additional 24 rooms being occupied by guests who have driven to Manchester, the additional parking demand would represent 1% of the total spaces available within a 5-minute walk of the hotel. This would not result in a significant impact on the availability of car parking locally. Furthermore, the hotel's experience indicates that the actual level of demand for additional overnight car parking would typically be much less than this.

5 Summary and Conclusions

5.1.1 This Technical Note has been prepared by PJA on behalf of Manchester Property Holdings Ltd in support of a planning application for an additional two-storeys comprising a further 24 rooms on the Holiday Inn Express, Manchester City Centre on Oxford Road.

5.1.2 The hotel is located within Manchester city centre in a highly accessible location on core bus routes, close to train stations and connected into the city centre network of footways and cycle infrastructure. Staff and guests are able to access the hotel by a range of transport modes, however, no on-site car parking is provided or proposed. It is confirmed that the proposed expansion of the hotel is not expected to result in changes to staff numbers, or to the existing servicing arrangements from Hulme Street.

5.1.3 This Technical Note has demonstrated the extensive supply of overnight car parking that is available within the proximity of the hotel. The additional demand arising from the proposed rooms represents less than 1% of the available car parking spaces within a 5-minute walk of the hotel. Consequently, it can be concluded that the proposed expansion of the hotel would not result in a significant impact on the availability of car parking locally, and there are no transport or highway reasons why the proposals should be refused planning consent.