Transport Statement

Plot 9b, First Street

Vita Meadow Limited

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1.0 Introduction

Background

1.1 This Transport Statement (TS) has been prepared by SLR on behalf of Vita Meadow Limited in support of a planning application for a proposed purpose-built student accommodation (PBSA) development at Plot 9b of the First Street Masterplan Area.

1.2 This TS provides an assessment of the development proposals in terms of highways and transport and forms supplementary information to assist in the determination of a planning application.

1.3 This development is also supported by a Framework Travel Plan (FTP) and a Waste and Servicing Strategy Report prepared by SLR.

Site Location

1.4 The location of the development site is shown in a local context in **Dwg VS9B-TGA-G100-PL-XX-95021**

1.5 This planning application for Plot 9b forms the second part of the Plot 9 development site. Plot 9a, is under construction to deliver a 9-storey commercial office development to the immediate north of Plot 9b.

1.6 The wider area surrounding the site is characterised by a mix of uses including office, leisure, residential and student residential accommodation.

1.7 Plot 9b will be a total gross floor area (GFA) of 26,858 sqm and it is bound by the development Plot 9a to the north, First Street to the east, Hulme Street to the south, and Medlock Street to the west. There are no permanent structures on the site, and no trees on or adjacent to the site.

1.8 To the south of the site beyond Hulme Street lies the development of First Street South which is being constructed by Downing. This is a development comprising four buildings of over 2200 bedrooms along with large amenity space and 17,000 sqft of commercial leisure, restaurant and retail space.

Proposed Development

1.9 The Site comprises two elements as follows:

- Proposed Development Site (hereinafter 'The Site'): Extending to approximately 0.25 ha, the Site is bound to the north by Plot 9A of the First Street Development Framework (FSDF) area (currently being redeveloped into an office block of up to 9no. storeys (pursuant to Planning Permission Ref. 132600/FO/2021)); to the east by Plot 10A (which has planning permission for an office block of up to 13no. storeys (Ref. 136043/FO/2023)); to the south east by Hulme Street; and to the west by Medlock Street.
- Construction Compound Site (hereinafter 'Construction Compound'): Extending to approximately 0.46 ha, the Construction Compound Site is bound to the north by the River Medlock; to the east by Cambridge Street; to the south by Macintosh Mills; and to the west by River Street.

1.10 The relevant plans of the development are given in **Appendix A**.

Report Structure

1.11 Following this introductory chapter, the remainder of this TS is structured as follows:

- Section 2: Policy Context – outlines the national and local policy relevant to the proposed development;
- Section 3: Baseline Conditions – discusses the existing site and the local highway network. reviews accident data in the vicinity of the site;
- Section 4: Accessibility by Sustainable Modes of Travel – describes the accessibility of the site by all modes of sustainable transport;
- Section 5: Proposed Development – sets out the development proposals, access strategy, trips forecasts and servicing strategy for Plot 10a during the interim phase and upon development of the full scheme for Plot 10b; and
- Section 6: Summary and Conclusions – summarises the findings of the TS and provides the report conclusions.

2.0 Policy Context

Overview

2.1 This section of the report provides an outline of national and local policy applicable to the development site. It is important that the TS is in accordance with such guidance and that the principles of development are consistent with national and local policies.

National Policy

2.2 The main source of national policy regarding the transport planning aspects of new development can be found in the Department of Communities and Local Government (DCLG) 'National Planning Policy Framework'.

National Planning Policy Framework

2.3 The National Planning Policy Framework (NPPF) was updated on the 19th of December 2023 and sets out the government's planning policies for England and how these are expected to be applied. This revised Framework replaces the previous National Planning Policy Framework that was first published in March 2012 and revised in July 2018, updated in February 2019, revised in July 2021, and updated in September 2023. At the heart of the Framework is a presumption in favour of sustainable development.

2.4 As part of promoting sustainable transport, paragraph 114 of the revised NPPF states that in assessing applications for development, it should be ensured that:

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.
- safe and suitable access to the Site can be achieved for all users;
- 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
- 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.

2.5 Paragraph 115 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 would be severe'*.

Local Policy

2.6 Relevant transport planning policy and guidance at the local level is contained within the Manchester Core Strategy document, the Guide to Development in Manchester SPD and Planning Guidance and the Greater Manchester Transport Strategy. The Places for Everyone development plan published by the Greater Manchester Combined Authority has been considered. The First Street Strategic Development Framework document has also been considered.

Manchester Core Strategy

2.7 The Core Strategy forms the key document in Manchester's Local Development Framework and was adopted in 2012. It sets out a number of strategic policies that will guide the development of the city. Policy SP1 sets out the spatial principles that will guide development to 2027. One of these principles is as follows:

2.8 'New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.'

2.9 In addition, the policy goes on to state that developments in all parts of the city should '*improve access to jobs, services and education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision'.*

2.10 This is reinforced through policy DM 1 of the Core Strategy, which concerns development management. This states that all developments should have regard to specific issues including the access to new development by sustainable transport modes and vehicular access and car parking.

2.11 Policy T1 of the Core Strategy (which has been partially replaced by PfE Policy JP-C1) concerns sustainable transport. It states that the Council will support proposals that:

- *'Improve choice by developing alternatives to the private car.*
- *Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*
    a. Pedestrians and disabled people,
    b. Cyclists, public transport,
    c. Commercial access,
    d. General off-peak traffic,
    e. General peak time traffic.'

2.12 The development proposals are in line with these policy objectives, ensuring that the site will be accessible to all users by a range of different transport modes.

2.13 Policy T2 states that the Council will actively manage the pattern of development to ensure that new development:

- 'Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections.
- Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.'

2.14 With regards to parking standards, the Core Strategy states that the '*maximum standards for car parking do not apply to the City Centre as each development in the City Centre will be considered on a case-by-case basis.'*

Guide to Development in Manchester SPD & Planning Guidance

2.15 This document brings together the development principles that will apply to new developments in Manchester. Paragraph 2.22 of the document states that:

2.16 '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.'

2.17 The proposed development is well aligned with this goal, being located close to a range of different facilities. The guidance goes on to describe the need for Travel Plans in new developments, stating:

2.18 'A Travel Plan is a package of measures and actions aimed at reducing the need to travel by car by providing alternative choices and encouraging walking, cycling, and public transport use. At the planning stage consideration should be given to the proximity of the development to existing travel facilities and services, site layout, suitable density, cycling, pedestrian facilities and potential for parking restraint.'

2.19 Such an exercise has been completed for this development and informs part of this report along with the accompanying Travel Plan.

Greater Manchester Transport Strategy 2040

2.20 Transport for Greater Manchester (TfGM) has developed a 2040 Transport Strategy that sets out ambitions for a radical new approach to planning Manchester's transport system in support of long-term needs and aspirations.

2.21 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

2.22 The 2040 Vision is supported by policies and proposals for improving the transport network in the medium term up to 2025 structured around spatial themes. A common theme is the need to tackle congestion on Manchester's transport networks and minimise the negative impacts of traffic on communities.

2.23 The development proposals aspire to conform to the vision and goals as set out within the 2040 Vision Document by ensuring that the site is accessible by a variety of sustainable transport modes in order to deliver a quality development that enhances the environment.

City Centre Transport Strategy

2.24 A report was presented to the MCC Executive in October 2019 that set out proposals for a revised City Centre Transport Strategy (CCTS), aligned to the Greater Manchester Transport Strategy 2040.

2.25 The new strategy is considered necessary to take account of the predicted growth of the city centre, changes in the policy context since the previous strategy in 2010, and the outcomes of the City Centre Transport Strategy Conversation that took place in 2018.

2.26 It will set out ambitious targets for the city centre in the wider context of the GMSF, emerging Local Plan, Climate Change Policy and Clean Air proposals, including the ambition to be a zero-carbon city by 2038 at the latest. The focus is upon significant shifts to sustainable transport modes, which will require enhancements to the walking and cycling networks, providing additional Metrolink capacity in the city centre and increasing electric vehicle charging points. Additionally, the ambition is for a shift in car parking spaces over time from the centre to the periphery.

Places for Everyone (PfE)

2.27 Policy JP-C1 An Integrated Network partially replaces Policy T1 of the Core Strategy. The policy aims to "*help deliver an accessible, low carbon Greater Manchester with world-class connectivity*". Key features of this are:

- Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure.
- Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport.

2.28 Policy JP-C5: Streets for All sets out that "*Streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport*".

2.29 Policy JP-C6: Walking and Cycling seeks to deliver a higher proportion of journeys made by walking and cycling, supported by a range of measures, including:

- Creating safe, attractive and integrated walking and cycling infrastructure connecting neighbourhoods,
- Ensuring routes are direct, easily navigable and integrated with the street and public transport network.
- Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle.

First Street Strategic Regeneration Framework (SRF)

2.30 A Development Framework for First Street was first endorsed by Manchester City Council's Executive Committee in 2005. This was updated in 2007 and 2010 to broadly focus on a commercially led neighbourhood.

2.31 The 2012 and 2015 Frameworks identified three distinct development areas of First Street, incorporating four of the character zones: First Street North, First Street Central, First Street South, and the Creative Ribbon.

2.32 The site falls within the 'First Street Central' character zone, a new office destination targeted at a range of commercial occupiers, particularly those seeking the benefits of a central and highly accessible city centre location.

2.33 An update to the First Street Strategic Development Framework (SDF) was approved by Manchester's Executive on 14 November 2018. The focus of the 2018 Framework was to update the development principles for the First Street Central area of the masterplan, particularly Plots 9 and 10, which were subject to further viability and design analysis. This analysis indicates that greater scale and density of office accommodation can be delivered on these plots, to ensure that First Street can meet the level of demand in the area and maximise its contribution to the City's economic growth.

2.34 An Addendum to the 2018 First Street SDF was adopted in July 2020. Whilst the Addendum provides more focus on the western plots of First Street, it also reiterates the economic context of the regeneration area, as well as the demand for office space in the city. In addition, the Addendum provides an added emphasis on climate change and sustainability. To this effect, all developments within the SRF area must positively contribute toward the City's net zero carbon by 2028.

Figure 2.1: First Street Central Development within wider First Street Masterplan



3.0 Baseline Conditions

Overview

3.1 This section of the report provides information on the baseline conditions in the vicinity of the site, providing a detailed overview of the existing site. It describes the local highway network in detail, existing car parking facilities and accident data in the vicinity of the site.

3.2 An audit of the local transport / highway infrastructure in the area was conducted to establish the baseline conditions for the street environment has been undertaken with a particular focus on the provision for pedestrians, cyclists, public transport users and in particular for disabled users accessing this site. The summary of this walkover audit is given in **Appendix B** and some of the key features are considered further below.

Existing Proposed Development Site

3.3 The site currently consists of an area of hard standing that has previously been used as a surface car park. Access has historically been provided via River Street from the north of the site.

3.4 As described earlier, the wider area is characterised by a mix of uses including office and leisure uses to the north, residential to the east and west and student residential to the south.

Local Highway Network

A5103 Medlock Street

3.5 The A5103 Medlock Street, located to the west of the proposed site, is a key strategic route into Manchester City Centre from the south of Manchester. The A5103 Medlock Street connects with the A57 Mancunian Way gyratory, which forms part of the Manchester and Salford Inner Relief Route (MSIRR). This route connects the north and south of the city and providing strategic access to the City Centre.

3.6 In the vicinity of the site, Medlock Street is circa 12m in width and the southbound lane flares on approach to the roundabout provide two lanes. Northbound, there is a right turn ghost island arrangement which provides a dedicated right turn lane into River Street. Medlock Street is subject to a 30mph speed limit to the south changing to a 20mph limit around 70m to the north of River Street. There are footways, and a mix of cycle lanes along with street lighting provided on both sides of the carriageway. **Figure 3.1** shows a view of Medlock Street looking north towards the City Centre and looking south in **Figure 3.2**.

Figure 3.1: Medlock Street looking North towards the City Centre



Figure 3.2: Medlock Street looking South



3.7 Planning permission for the Plot 9a application (Ref:125833/FO/2019) included a condition to provide a signalised pedestrian crossing which would give access across Medlock Street, a layby on River Street, tree planting and other landscaping works.

3.8 MCC are currently developing a comprehensive corridor improvement for Medlock Street, and rather than potentially implementing a new crossing that would result in abortive works, MCC and the Plot 9a developer are exploring the scope for a contribution.

3.9 The planning approval for the former Premier Inn Site (situated on the west side of Medlock Street) Ref (135419/FO/2022) committed to an improvement of River Street(west) and parts of Medlock Street including trees planted on each side of that corridor as shown in **Figure 3.3**.

Figure 3.3: Landscape Improvements Planning Ref. (135419/FO/2022)



A5103 / A57 (M) Mancunian Way Junction

3.10 The A5103 Medlock Street forms a gyratory passing underneath the A57(M) Mancunian Way to the south of the site. Travelling east from this gyratory, access can be gained to the A57(M) eastbound and Cambridge Street. Travelling west, access can be gained to the A57(M) westbound, and to the south the A5103 continues, becoming Princess Road and providing connections to the M60 and M56.

3.11 This junction has been improved with the introduction of traffic signals and layout changes to increase separation of traffic streams, and in particular to provide quality pedestrian and cycle infrastructure at the junction. The scheme layout is shown in **Dwg 7378-MJ-00-00-DR-D-1799**.

River Street/Wilmott Street

3.12 River Street provides access to the area from Medlock Street via an all-movement priority junction. River Street is circa 6m in width and is a private road, and the on-street parking is managed by a private parking enforcement company. Traffic calming is provided in the form of speed table arrangements at two locations in the vicinity of James Grigor Square. **Figure 3.4** shows a view of River Street looking west past James Grigor Square.

Figure 3.4: River Street looking West



3.13 River Street is street lit with footways along both sides of the carriageway. It provides access to the First Street Q-Park multi-storey car park via Anne Horniman Street. There is loading bay provision along the northern side of River Street along with 3 disabled parking spaces.

3.14 River Street turns through 90 degrees to head south as shown in **Figure 3.5** and is renamed Wilmott Street which has the same private road status, is around 6m wide along with street lighting and footways like the other roads in the area. The roads in the area under construction and are limited by construction hoarding.

Figure 3.5: Junction of Wilmott Street/River Street



Hulme Street

3.15 Vehicular access to the site will be taken from Hulme Street, which in this area is a private road and is circa 6m in width. To the east Hulme Street provides connections to Cambridge Street and Oxford Road.

3.16 Hulme Street west of the junction with Wilmott Street is currently closed to the public due to the ongoing construction works in the area as shown in **Figure 3.6**. This route will be improved with the completion of constructions works of Plot 9b and the adjacent developments and this is described more fully later.

Figure 3.4: Hulme Street Looking West



Existing Car Parking Provision

3.17 The on-street parking bays on public roads in the area lie within the City Centre parking zone 4, which applies Monday to Sunday, 8am till 8pm, with no charge for parking on a Bank Holiday. The bays permit parking for up to 10 hours or all weekend. Disabled users can park for free with a blue badge displayed.

3.18 There are numerous public car parks within a short walk of the site, notably the First Street Q-Park multi-storey car park with 700 spaces and the NCP Hulme Streetcar Park with 114 spaces both within 200m of the site.

3.19 There are 28 disabled parking spaces provided in the First Street Q-Park multi-storey car park. In addition to this, there are 3 on-street parking bays where disabled drivers can park without payment or limit on the northern side of River Street between Medlock Street and James Grigor Square. These are approximately 90m from the site.

3.20 **Dwg G104** shows the location of the site in relation to public car parks within 800m of the site illustrating that there are 3,484 public car parking spaces within a short walk of the site.

Collision Data Record

3.21 The online version of the TfGM accident database has been interrogated to understand the level of collisions in the immediate vicinity of the proposed development occurring over the most recent five-year period for which data is available. **Figure 3.7** shows the accident plot for the area surrounding the site, with the site itself indicated by the red star.

Figure 3.7: 5-Year Collision Plot Data (extract from TfGM Interactive Map)



(Source: http://www.gmtu.gov.uk/gmaccidents/#)

3.22 It can be seen from **Figure 3.7** that there have been no collisions on River Street and Hulme Street in the vicinity of the site, whilst there have been three collisions on Medlock Street that resulted in a Slight Injury.

3.23 Overall, the number of collisions shown are considered relatively low and that there are no material prevailing road safety issues in the vicinity of the site and that the local highway operates in a safe manner.

4.0 Accessibility by Sustainable Modes of Travel

Overview

4.1 This section of the report provides a review of the site's accessibility by sustainable modes of travel, namely walking, cycling, bus, Metrolink and rail.

Greater Manchester Accessibility Level (GMAL)

4.2 Greater Manchester Accessibility Level (GMAL) is a detailed and accurate measure of the accessibility of a site to both the conventional public transport network (bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service). The GMAL takes into account walk access time and service availability.

4.3 The method is a way of measuring the density of public transport provision at any location within the Greater Manchester region. The levels range from 1 which represents the least accessible sites to 8 which represents the most accessible sites.

4.4 **Figure 4.1** overleaf provides an extract of the GMAL Map for the area in the vicinity of the site, with the site itself indicated by the red star.

Figure 4.1: GMAL Map



Walking

4.5 The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) suggest that a desirable walking distance for commuting purposes is 800m with the preferred maximum distance being 2km or just over 20minutes.

4.6 In line with this guidance, **Dwg G102** represents an 800m and 2km walk catchment from the site. This plan shows that there are two bus stops, two National Rail and one Metrolink stop located within an 800m walk from the site. In addition to this, the entirety of Manchester City Centre is within the 2km walk catchment along with the key Manchester Universities Campuses on Oxford Road to the south east.

4.7 There are footways provided along both sides of Medlock Street which can be used to access local transport including bus, train and tram. There is a pedestrian refuge provided across Medlock Street approximately 200m north of the site. There is a signalised pedestrian crossing provided at the Medlock Street / Whitworth Street West junction.

4.8 To the south of the site, pedestrian access across the A57(M) has been significantly improved with at-grade footway crossings under Mancunian Way. These footways provide connections to the residential area of Hulme and can be used to access the University of Manchester and the Oxford Road Corridor.

Cycling

4.9 Cycling is an effective mode for short trips up to three to five miles (5-8km) and a catchment of 5km represents a journey time of 20 minutes using a leisurely cycle speed pf 10mph (16kph). To demonstrate that cycling can be promoted for a range of users of varying ability, a 5km catchment is presented in **Dwg G103**.

4.10 The 5km catchment encompasses the whole of Manchester City Centre and surrounding areas including Old Trafford, Salford, Cheetham Hill, Broughton, Ancoats, New Islington, Miles Platting, Ardwick, Longsight, Moss Side, Whalley Range and parts of Chorlton-cum-Hardy.

4.11 **Dwg G103** also highlights the cycling lanes available within that catchment showing that there is extensive cycling routes provided in close proximity to the site this includes on-road and off-road routes, signed routes and canal towpath routes.

4.12 An extract of TfGM's cycle map is provided in **Figure 4.2** for the area in the vicinity of the site, with the site itself indicated by the red star.

Figure 4.2: TfGM Cycle Map



4.13 **Figure 4.2** shows that Hulme Street forms part of National Cycle Network Route 6 (NCN 6). This is a long-distance cycle route linking London to the Lake District. There is also a 20mph speed limit on Hulme Street, Cambridge Street, Wilmott Street and Chester Street to support cyclist trip movements.

4.14 An active travel scheme is being implemented to the north on Deansgate and Whitworth Street to improve pedestrian and cycle facilities along with bus lanes.

4.15 Overall, the site already benefits from excellent cycle infrastructure and with the developing Bee Network, the connectivity will increase ensuring can be actively promoted as a sustainable mode.

Public Transport – Bus

4.16 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 400 metres.

4.17 The closest bus stops are located on Medlock Street within 200 metres of the site. The southbound stop provides a flag post bus stop sign while the northbound stop provides a bus shelter with seating and timetable information. The existing footways along First Street and Medlock Street can be used to access both bus stops.

4.18 There is one high frequency bus route which serves the stops on Medlock Street. This bus service can be used to access residential areas of Hulme, Stretford, Davyhulme and Flixton to the southwest of the conurbation site and can also be used to access Piccadilly Gardens.

4.19 The bus service frequency for this stop is presented in **Table 4.1**.

Table 4.1: Bus Services within 400m Vicinity of the Site

Service No.	Route	Approximate Frequency (services per hour)					
		Mon-Fri				Sat	Sun
		AM Peak	Midday	PM Peak	Evening		
101	Wythenshawe - Manchester	4	4	4	2	4	2
103	Piccadilly Gardens – Chorlton	2	2	2	1	2	1
256	Piccadilly Gardens – Flixton	3	3	3	2	3	2

4.20 There are other bus services which serve bus stops just over a 400m walk from the site on Whitworth Street West including:

- Free Bus 2, the free city centre shuttle bus, every 10 minutes;
- 255 service to Partington, every 30 minutes;
- X50 to Trafford Centre, every 20 minutes; and
- X58 to Flixton once a day commuter service.

4.21 Overall, it is considered that the bus facilities surrounding the site provide a regular service which is available within an acceptable distance and at key travel times which will be suitable for a variety of trip purposes.

Public Transport – Metrolink

4.22 The nearest Metrolink stop is Deansgate-Castlefield which is just over 400m walk from the site. This station is a major interchange station with services operating to Manchester Piccadilly, Manchester Victoria, Manchester Airport, East Didsbury, Eccles, Altrincham, Bury, Rochdale Town Centre and Ashton-under-Lyne.

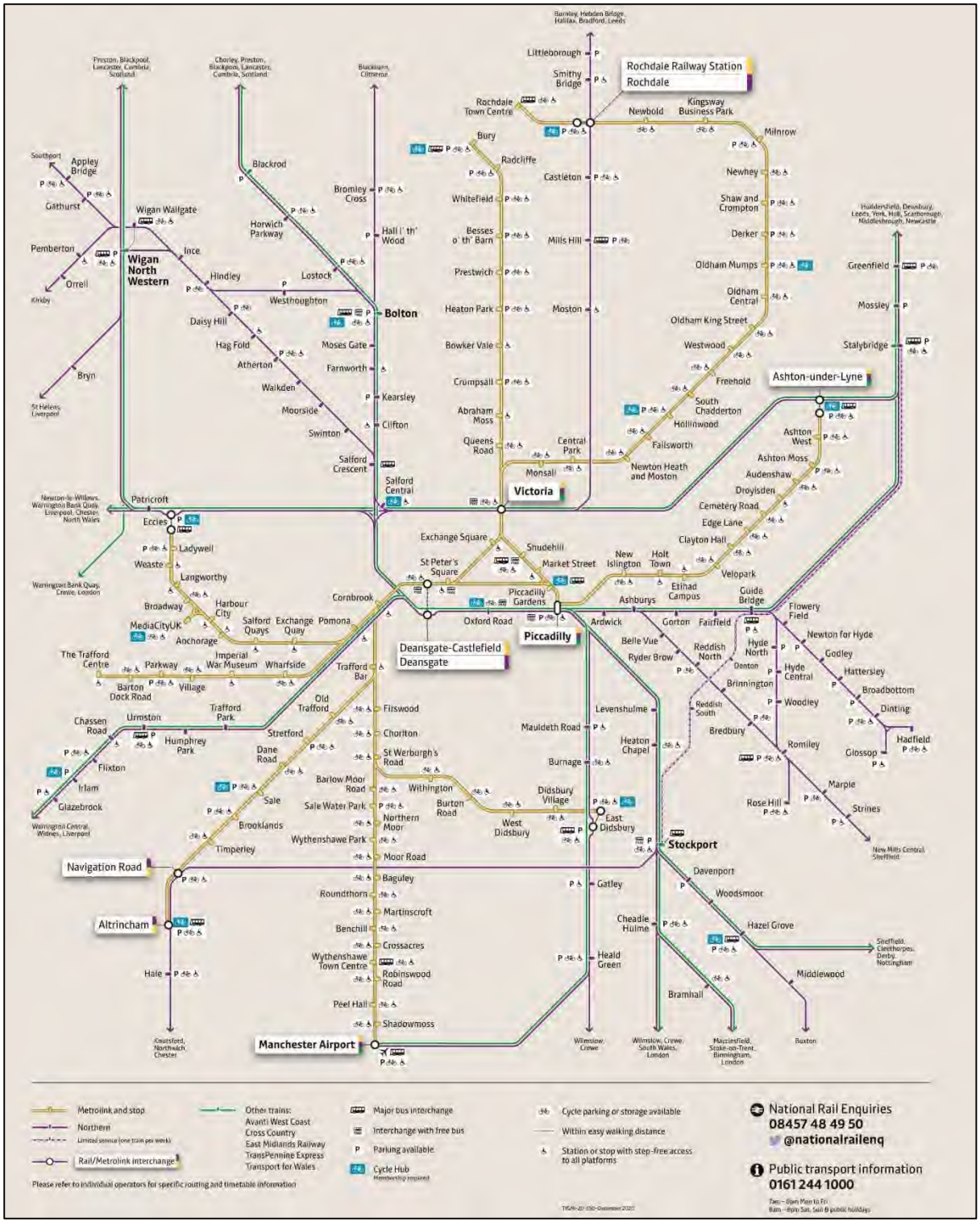
4.23 In 2020, the new Trafford Park Metrolink Line was launched which links Deansgate-Castlefield with Trafford Park and the Trafford Centre.

4.24 All services operate on a 12-minute frequency Monday to Sunday with combined frequency of 6 minutes Monday to Saturday during the day. All lines operate between 06:00 and 00:00, the Airport line operates from 03:00 from Deansgate Castlefield.

4.25 The combined Greater Manchester Metrolink and Rail Network Map is provided in **Figure 4.3** overleaf.

4.26 Overall, it is considered that the tram facilities offered from Deansgate-Castlefield provide a regular service which is available within an acceptable distance and at key travel times which will be suitable for a variety of trip purposes.

Figure 4.3: Greater Manchester Metrolink and Rail Network Map



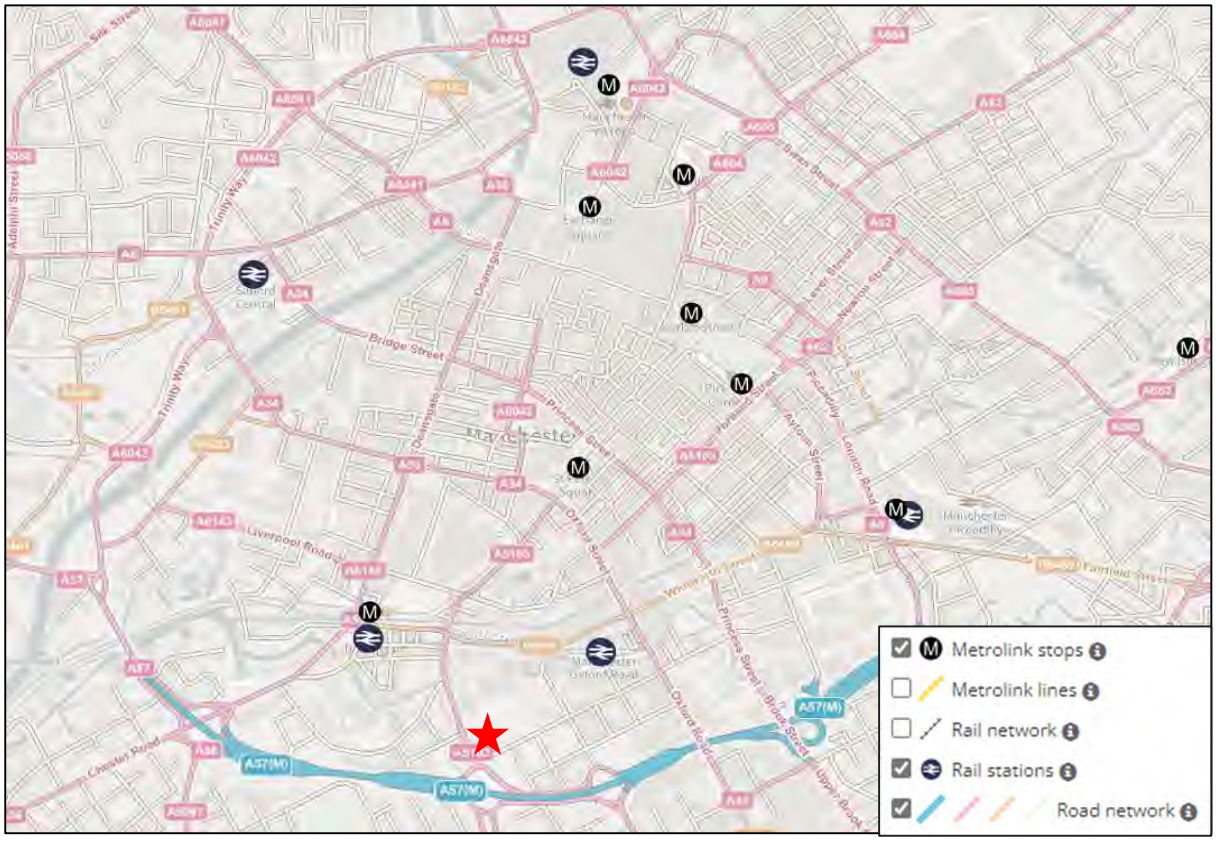
Public Transport – Rail

4.27 Deansgate Railway Station is the located approximately 600m north of the site. This station provides an interchange between train and tram services with a pedestrian only bridge connecting the tram and train platforms.

4.28 Services from Deansgate are operated by Northern trains with services operating to Manchester Piccadilly, Manchester Oxford Road, Alderley Edge, Blackpool North, Warrington Central, Barrow-in-Furness, Blackpool North and Preston. Services operate Monday to Sunday.

4.29 Manchester Oxford Road and Piccadilly Railway Stations are also accessible within a 20-minute walk of the site, and these provide extensive regional and national rail connections. **Figure 4.4** below shows the location of the nearby transport networks including the rail stations in relation to the site, with the site itself indicated by the red star.

Figure 4.4: Nearby Transport Networks to the Site

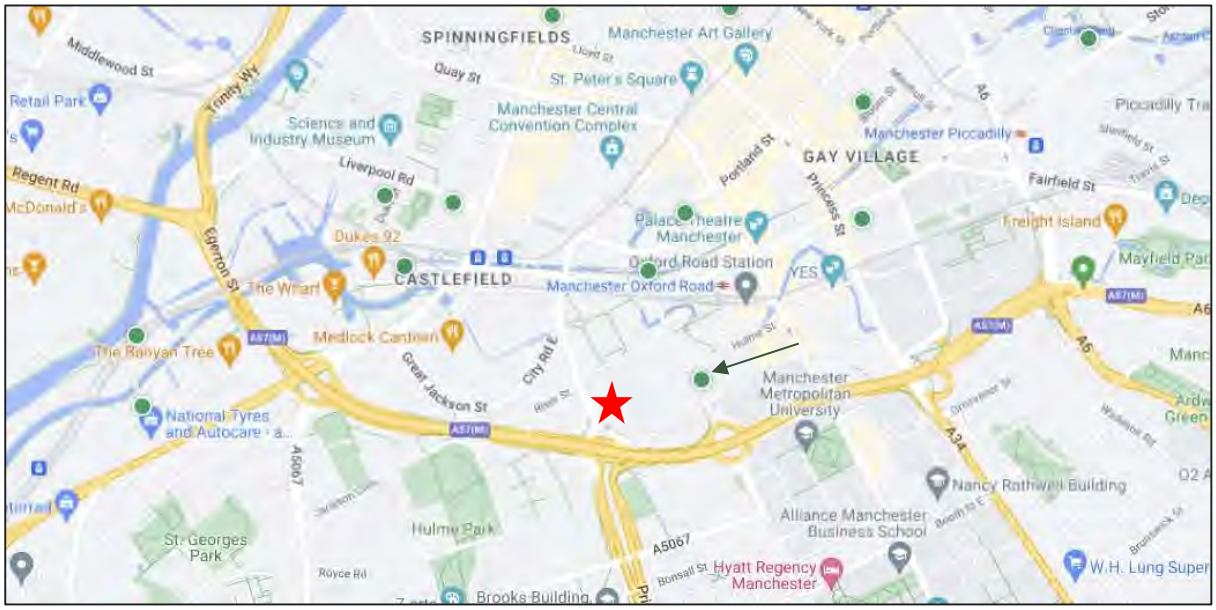


4.30 Overall, it is considered that the rail facilities offered from Deansgate provide a regular service which is available within an acceptable distance and at key travel times which will be suitable for a variety of trip purposes.

Car Club

4.31 The nearest Enterprise Car Club location to the site is located at Hulme Street, which is approximately 160metres to the east of the site. There are also a number of car club spaces surrounding the site within the centre that are a walkable distance. The locations of the car club spaces are shown in **Figure 4.5.**

Figure 4.5: Car Club Spaces



5.0 Proposed Development

Overview

5.1 The development proposals for Plot 9b consists of the construction of a 33-storey PBSA building with no car parking provided. The gross internal area (GIA) of the proposed development will be 26,858sqm.

5.2 Plot 9b will be delivered independently of Plot 9a and once developed, both plots will share the space between and around the two buildings where the main servicing activity will take place from Hulme Street and designed to a high standard.

Access

5.3 The main pedestrian entrances for the PBSA are from the southeastern end of the building from Hulme Street.

5.4 Improved areas of public realm will be provided around the building to create a pleasant environment for pedestrians.

5.5 The proposed development will be car-free and therefore, there will be no car parking spaces provided on site.

5.6 Along the eastern side of Plot 9b there is the continuation of First Street, the high-quality pedestrian route running north south through the area. This route provides access to the Plot 9a basement car park and this will be controlled by automatic bollards and a comms unit restricting access to just permitted vehicles.

Cycle Parking Provision

5.7 The site will benefit from 136 parking spaces (68 two-tier stands) which can only be accessed externally. A further 10 cycle parking spaces are provided within the public realm with 5 Sheffield Stands. This provision represents cycle parking for around 17% of the bedspaces.

5.8 As cycle parking and mobility are essential for students to access facilities and fully enjoy the city. Vita Student, who previously worked on the PBSA to the east of Plot 9b, continues to study their student population. This research has enabled them to provide high-quality, appropriate cycle facilities for students, which they plan to extend this research to Plot 9b as well.

5.9 A paper on Bike Provision by Vita Student is given in **Appendix C**. It can be seen from this document that of their existing student population only 1%-2% own a bike. There are many reasons why and as well the financial and security reasons described students can access the Universities and the city centre within a short walk which means that having a cycle is more a leisure aspect than an essential mode of transport.

5.10 To allow Students access to a Bike, Vita Student have developed **'Free to Hire' bikes** which is available to students to use on an unlimited basis. Since implementing this scheme, it has grown year on year and has been a resounding success and we have received positive feedback from their residents. For students who only wish to cycle once a week to lectures, to get out to the countryside at the weekend or to use every day, our bicycle hire scheme provides an alternative option to the costs associated with ownership.

5.11 It can be seen in **Appendix C** that Vita Students continually review the usage and demand across all their residences and redistribute or add to the stock of bicycles to stay ahead of demand. They have a commitment that free to hire bicycles will be always available to residents from the moment they arrive and commit to upholding this promise. They actively promote the usage of bicycles through a series of campaigns such as the current 'Explore Your Space' campaign where a bicycle is displayed in each reception space together with freely available suggested cycle route maps and residents are encouraged to explore their city.

5.12 This use and provision of bikes can be monitored through the Travel Plan, and if required this commitment could also be secured via planning condition.

Trip Forecasts

5.13 For the student accommodation the total person trip forecasts have been derived via reference to the TRICS (7.11.3) trip rate database using student accommodation sites. The full TRICS output files are contained in **Appendix D.** The trip rates and trip generation based on the proposed c.861 beds are presented in **Table 5.1.**

5.14 It can be seen from **Table 5.1** that the numbers of students accessing the site in the peak periods are relatively modest perhaps reflecting that students tend to arrive and depart their accommodation throughout the day reflecting variable University lecture timings and flexible study requirements.

Table 5.1: Student Accommodation Person Trip Forecasts

Time Period	Trip Rate (per bed)			Trip Generation (c.861 beds)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	0.012	0.101	0.113	10	87	97
PM Peak (17:00-18:00)	0.092	0.050	0.142	79	43	122
Daily	0.739	0.796	1.535	634	685	1318

5.15 It can be seen from **Appendix D** that most student trips are made on foot and that cyclists form a relatively low number of trips at less than 20 trips per day. The forecast for Public Transport users is quite high and probably reflects that most TRICS sites are in London. Here students can access the University and all the city centre amenities with just a short walk so we expect a lower level of Public Transport Trips and a higher level of pedestrian trips.

5.16 At the busiest hour in the evening, we might expect around up to 3 taxis access the site.

Servicing and Deliveries

5.17 A detailed Waste Management and Servicing Strategy has been prepared for the proposed development and this TS and should be read alongside that document.

5.18 The service vehicle trips during the mid-morning peak hour, the afternoon peak hour, and the daily forecasts are described in **Table 5.2** below and in full in **Appendix D**.

Table 5.2: Student Accommodation Service Trip Forecasts

Time Period	LGVs		OGVs*	
	Arrivals	Departures	Arrivals	Departures
Morning Peak 1000-1100	2	1	0	0
Afternoon Peak 1400-1500	2	2	0	0
Daily	13	13	1	1

**OGV is a Goods vehicle with 3 axles typically in excess of 7T*

5.19 There is expected to be one large Heavy Good Vehicle per day accessing the site which is expected to arrive before the morning rush hour. Up to 13 Light Good Vehicles are expected to arrive spread throughout the day typically from 0900-1700 with the busiest hour being just after lunch where around LGVs expected.

5.20 Refuse collection will occur from the service road on the western elevation of the building before the Automatic Bollards that offer access to Plot 9a.

5.21 Swept path analysis has been undertaken to ensure the vehicle with the most onerous turning requirements, a large refuse vehicle with a length of 11.5m, can safely service the development.

5.22 The swept path analysis drawing has demonstrated that a large refuse vehicle will enter via Hulme Street, manoeuvre within the Site, then exit in forward gear onto Hulme Street. The swept path analysis is shown on **Drawing 410.065757.00001-TR114.**

5.23 Smaller vans are able to make 3-point turn within the service corridor so they can enter and leave in a forward gear.



5.24 The service area will also be managed so that the vehicle arrivals of the larger deliveries are timed so that they do not conflict.

Online Courier/Food Delivery

5.25 Developments such as these can attract large numbers of online courier deliveries, either in vans or more notably for food deliveries by bike. Firstly, it is noted that the Plot 10b House of Social development to the east will include a Food Hall, and that amenity will offer a wide range of hot food options close by. The proximity of the Building to the Food Hall; should in theory limit the number of deliveries being made by such couriers.

5.26 For those couriers that do arrive there is sufficient space in the landscaped area to the south where couriers can park their bikes. There are also the Cycle Parking in Sheffield Stands located on First Street on the east elevation of the building.

5.27 Smaller deliveries can occur from the laybys on Hulme Street and here we expect these deliveries can be turned around goods quickly, typically around 5 minutes so any vehicles will be waiting for a short time only and it is unlikely there be multiple vehicles present.

Taxi Access

5.28 There will be two laybys provided on Hulme Street (one on each side of the road) which taxis can use to drop off and pick up and this would be more capacity than is needed for that purpose.

Student Move In/Move Out Strategy

5.29 A Student Move-In / Move-Out Strategy will be put in place prior to occupation, and this can be conditioned to the planning permission. A Framework Strategy is included as **Appendix E.** The Framework described can be developed into a more detailed Implementation Plan and conditioned to be submitted to MCC prior to occupation. This will provide more detail on staffing levels and the practical measures to be implemented.

5.30 In addition to consulting with MCC, the Plot 9b on-site management team would liaise with the neighbouring property landowners/occupiers to inform on the likely peak periods of Student Arrivals/Departures to coordinate the traffic management of the area.

Combined Highway Operation with Plot 9a

5.31 Given the shared use of the Service Corridor with Plot 9a, a major commercial office development, we have considered the interaction of the service vehicles as described above for Plot 9b combining with the expected service vehicles from Plot 9a.

5.32 The Plot 9a service traffic forecast was presented in **Table 5.3** of that report and is repeated below.

Table 5.3. Plot 9a Service Vehicle Trip Forecasts

Busiest Peak Hour	Plot 9a Service / Delivery Vehicle Trips			
	Arr		Dep	
	LGV	HGV	LGV	HGV
10:00-11:00	3	1	4	1
Daily	19	3	20	3

5.33 Here it was forecast that Plot 9a generated around 3 HGVs per day and up to 20 LGVs per day. The busiest hour was forecast mid-morning 1000-1100 with up to 4 LGVs accessing the service road in that hour and 1 HGV.

5.34 If we combine the service trips from Plot 9a and Plot 9b we forecast the following vehicle activity as described in **Table 5.4.**

Table 5.4: Plot 9a & 9b Combined Service Trip Forecasts

Time Period	LGVs		OGVs*	
	Arrivals	Departures	Arrivals	Departures
1000-1100	5	6	1	1
1400-1500	2	2	0	0
Daily	33	33	4	4

**OGV is a Goods vehicle with 3 axles typically in excess of 18T*

5.35 In general, the peak periods for service trips between the two developments do not coincide. Plot 9a attracts more service activity which peaks mid-morning when we expect up to 4 LGVs and 1 HGV accessing the service road. At this time, we expect up to 2 LGVs serving Plot 9b at this time and no HGVs.

5.36 LGVs tend to deliver their goods quickly, typically between 5-10 minutes so we do not expect vehicles to be waiting along that corridor and in general we don't expect multiple vehicles to be present serving Plot 9b.

5.37 These low numbers along with appropriate service vehicle management to spread arrivals, we don't expect any conflict or delay for service vehicles serving Plot 9a or Plot 9b.

5.38 It noted that in an emergency, fire tenders will be able to access through the automatic bollards to tackle a fire or other emergency situations.

Emergency Vehicle Access

5.39 Emergency vehicles can access all elevations of the building. Access to the northern elevation (between Plot 9A and Plot 9B) is available via First Street and the required vehicle manoeuvre is shown in **Dwg 410.065757.00001-TR116.**

6.0 Summary and Conclusion

Summary

6.1 This Transport Statement (TS) has been prepared by SLR on behalf of Vita Meadow Limited in support of a planning application for a PBSA on Plot 9b of the First Street Masterplan Area.

6.2 The development proposals for Plot 9b consists of the construction of a 33-storey PBSA building with no car parking provided. The gross internal area (GIA) of the proposed development will be 26,858sqm.

6.3 The site benefits from excellent levels of accessibility by sustainable transport modes being located within a short walk of Manchester City Centre, the main university campuses and public transport interchanges. The development will be car free and along with cycle parking the students will benefit from a Free Cycle Hire facility offering quality bikes to book as required.

6.4 Trip forecasts have demonstrated that the proposed development will have a negligible impact on the operation of the highway network in the vicinity of the site.

6.5 Plot 9b will operate independently of Plot 9a. Plot 9a will benefit from a protective zone around the building which only allows permitted vehicles to enter that area for servicing or to access their basement car park. Emergency vehicles would also be able to pass through the automatic bollards to deal with an emergency should that be required.

6.6 There is a service road on the west side of Plot 9b which will offer space for service vehicles to park, and also provide service access to Plot 9b. There is a line of automatic bollards along with a comms unit that offers control for access into the Plot 9a space and the Plot 9b vehicles will park south of that protective line.

6.7 The access of service vehicles on this route has been checked for tracking by service vehicles for Plot 9a and 9b to access the area without conflict.

6.8 On the east side of Plot 9b there is the continuation of First Street which offers a quality route for pedestrians. Here there is vehicle access to a small basement car park of Plot 9a and this is controlled by automatic bollards.

6.9 Light good deliveries and food deliveries can be made through the main reception from a couple of laybys on Hulme Street. Taxi pick-up / drop-off can also be accommodated in these bays.

Conclusion

6.10 This proposal does not adversely affect the operation of the highway or transport network and meets the criteria set out in national and local policy for sustainable development. It is therefore considered that the scheme is acceptable in highways and transportation terms.

Drawings



Proposed Site Plan

1 : 500

0m 25m 50 m

N

General Notes

Use figured dimensions only. Do not scale off this drawing. All dimensions must be set out and checked by the contractor on site prior to commencement of construction. Any variations between drawings and site must be reported to TGA before work proceeds.

Drawings to be read in conjunction with Architectural Specification, Structural Engineer's Drawings and Specifications, Mechanical & Electrical Engineer's Drawings and Specifications, all Supplemental Information, including but not limited to; Detailed Fire Strategy, Acoustic Report, Thermal Report & Overheating Report.

No portion of the Works to commence without acceptance of the required submittals by the Employer.

Main Contractor to submit relevant documents to building regulation and legislation approval authorities as required to comply with the Specification.

Legend and Notes

- Red Line Planning Boundary
- Existing Development
- Consented Development

Rev	Description	Date	By
P01	Draft Planning Issue	08.11.24	EJ
P02	Planning Issue	06.12.24	EJ

Title
Proposed Site Plan

Drawing No.
VS9B-TGA-G100-PL-XX-95021

Revision
P02

Status
Planning

Scale
As indicated@A1

Project
Plot 9B_First Street

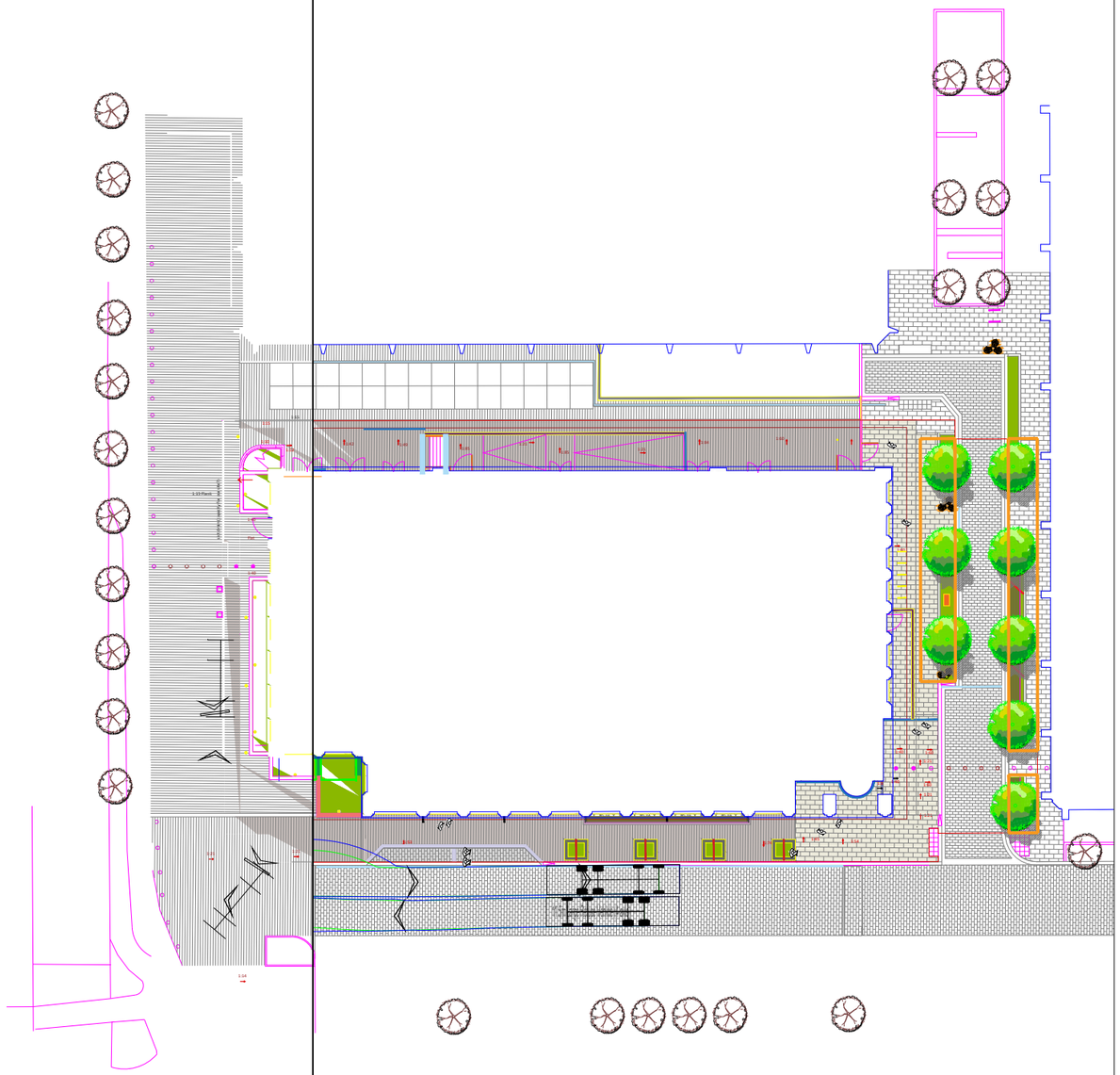
Client
VITA

TIM GROOM ARCHITECTS

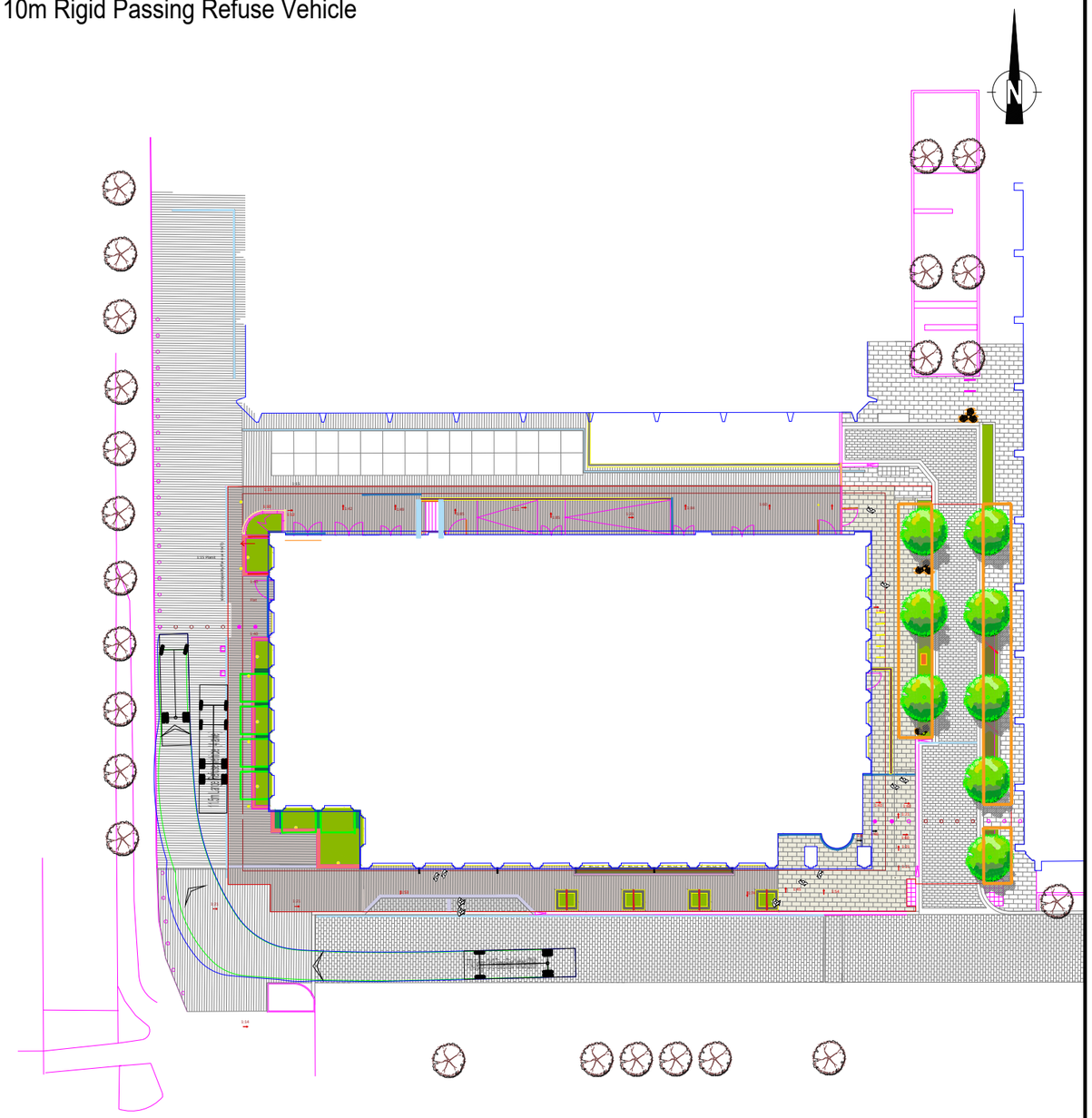
Eastgate, 2 Castle Street, Manchester, M3 4LZ 0161 870 1152

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Access - Refuse Vehicle



10m Rigid Passing Refuse Vehicle



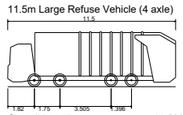
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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Amendments made to swept path analysis	WD	AT	26.09.24
B	Site plan updated & amendments to tracking	CG	AT	04.10.24
C	Refuse Lorry tracking updated	CG	AT	15.10.24
D	Site Plan Update	YF	AT	12.12.24

Notes:

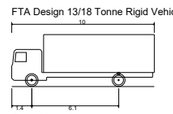
1. This is not a construction drawing and is intended for illustrative purposes only.
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11.5m Large Refuse Vehicle (4 axle)



Overall Length	11.500m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

FTA Design 13/18 Tonne Rigid Vehicle (2016)



Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Plot 9b, First Street

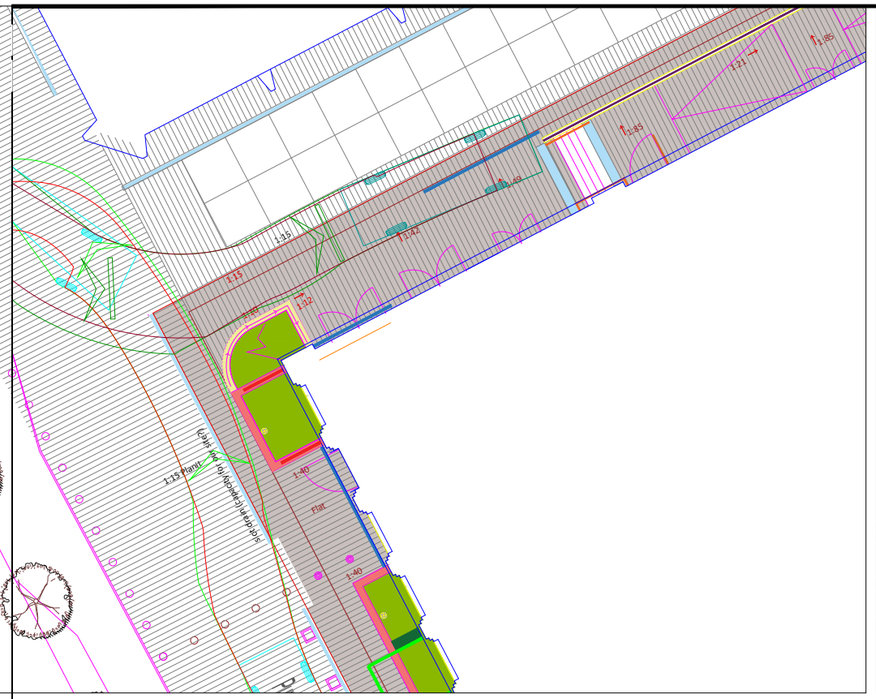
VITA

Swept Path Analysis - Refuse Vehicle & 10m Rigid

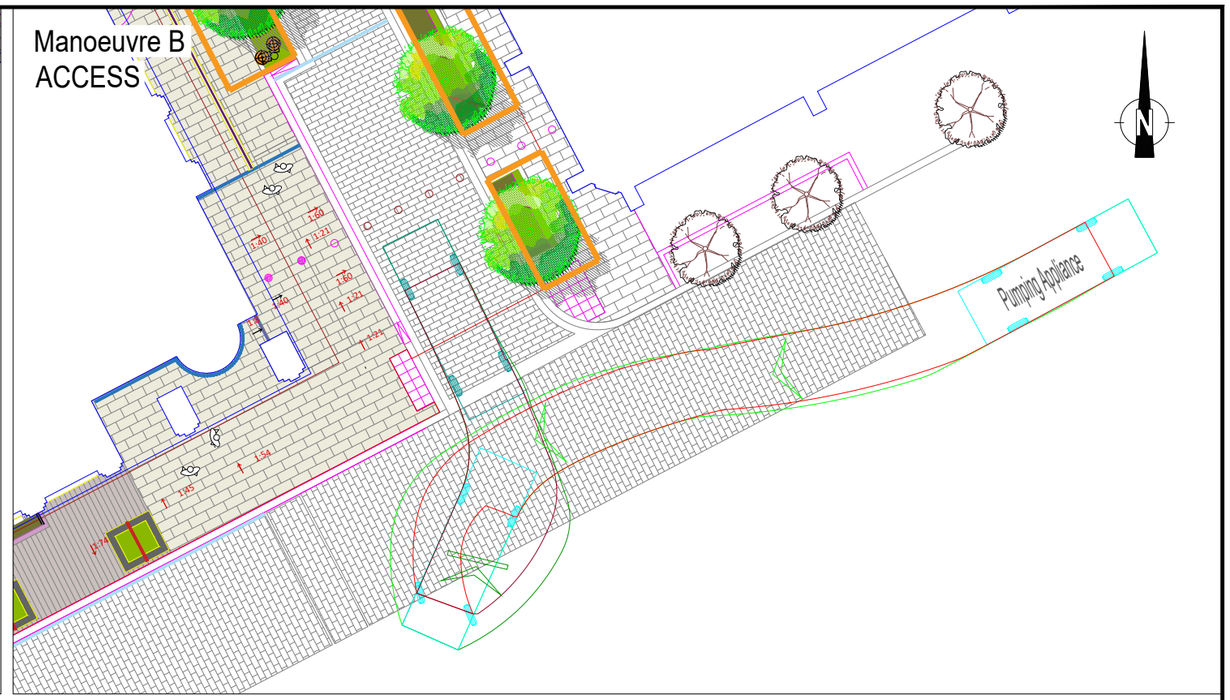
SLR

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YF	GD / AT	12.12.24	1:500 at A3	410.065757.00001-TR114	D

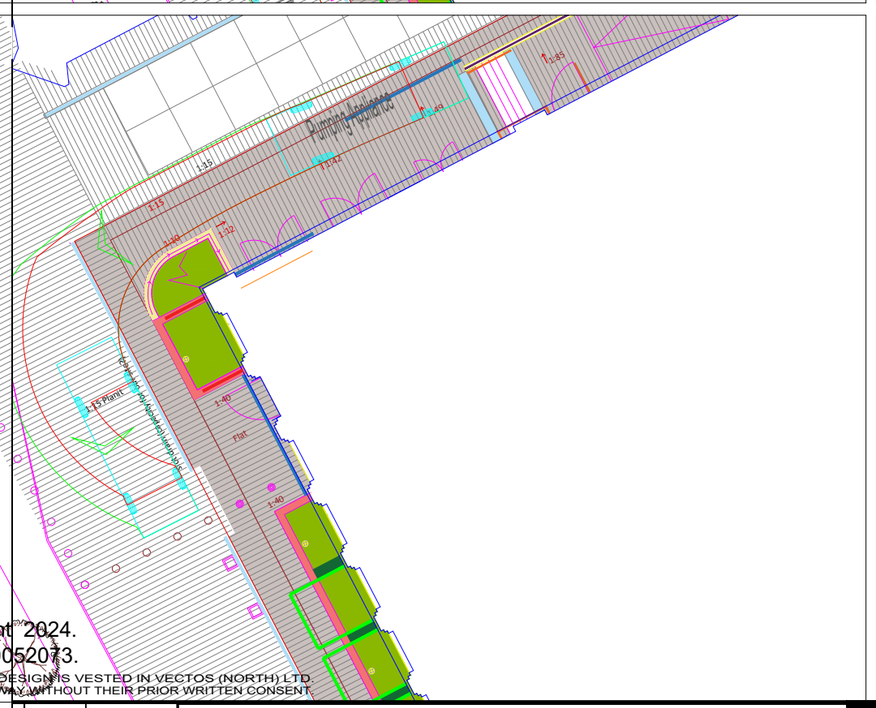
Manoeuvre A
ACCESS



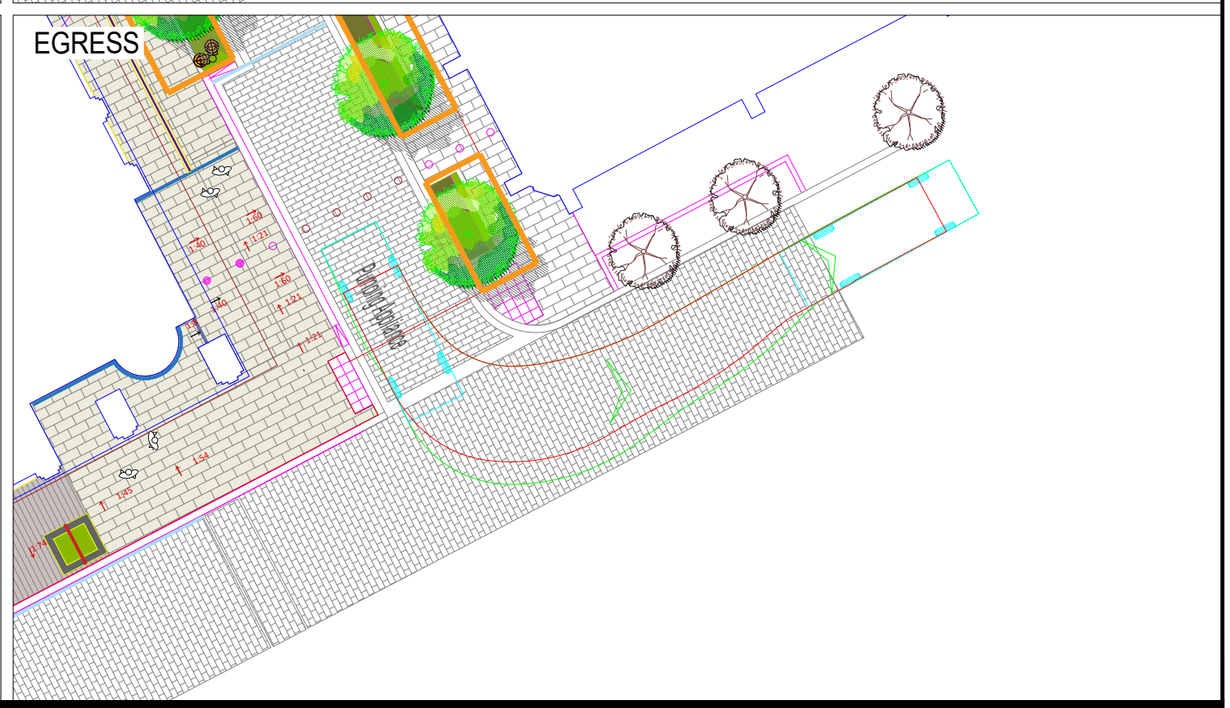
Manoeuvre B
ACCESS



EGRESS



EGRESS

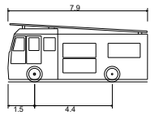


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REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:

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Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

Plot 9b, First Street

Swept Path Analysis : Fire Truck Manoeuvres Pump Appliance

VITA

SLR

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
YF	GD / AT	12.12.24	1:250 at A3	410.065757.00001-TR116	A

Appendix A Relevant Scheme Plans

Transport Statement

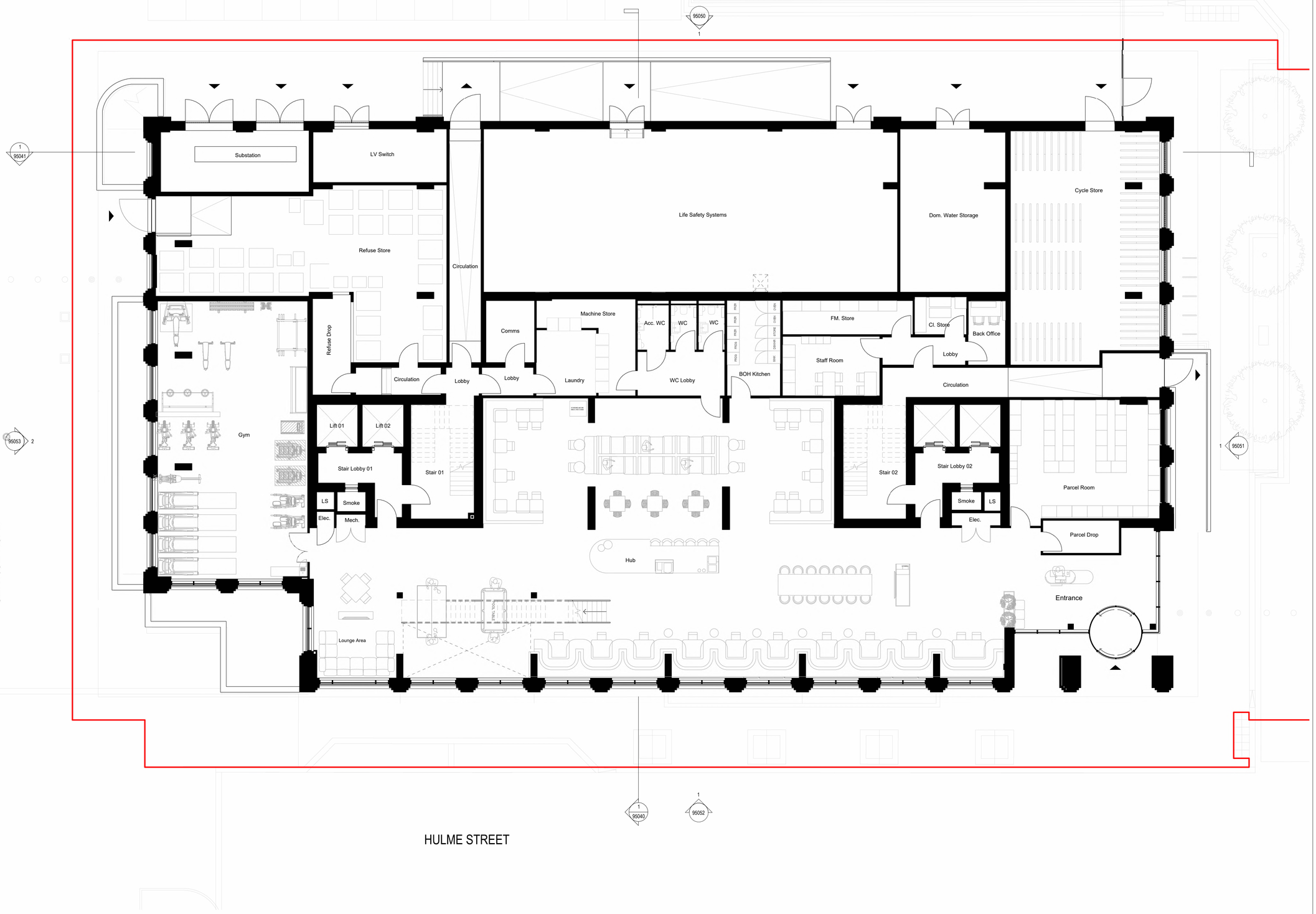
Plot 9b, First Street

Vita Meadow Limited

SLR Project No.: 410.065757.00001

12 December 2024

PLOT 9A



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Main Contractor to submit relevant documents to building regulation and legislation approval authorities as required to comply with the Specification.

Legend and Notes

Planning Boundary

Bike Store Schedule		
Description	No. of Bike Racks	No. of Bike Spaces
Sheffield Bike Stand	5	10
	5	10
Double Stacked	68	136
	68	136
Grand Total	73	146

Rev	Description	Date	By
P01	Draft Planning Issue	08.11.24	EJ
P02	Planning Issue	06.12.24	EJ

Title
General Arrangement - Level 00 (Ground Floor)

Drawing No.
VS9B-TGA-G200-PL-00-95030

Revision
P02

Status
Planning

Scale
1 : 100@A1

Project
Plot 9B_First Street

Client
VITA

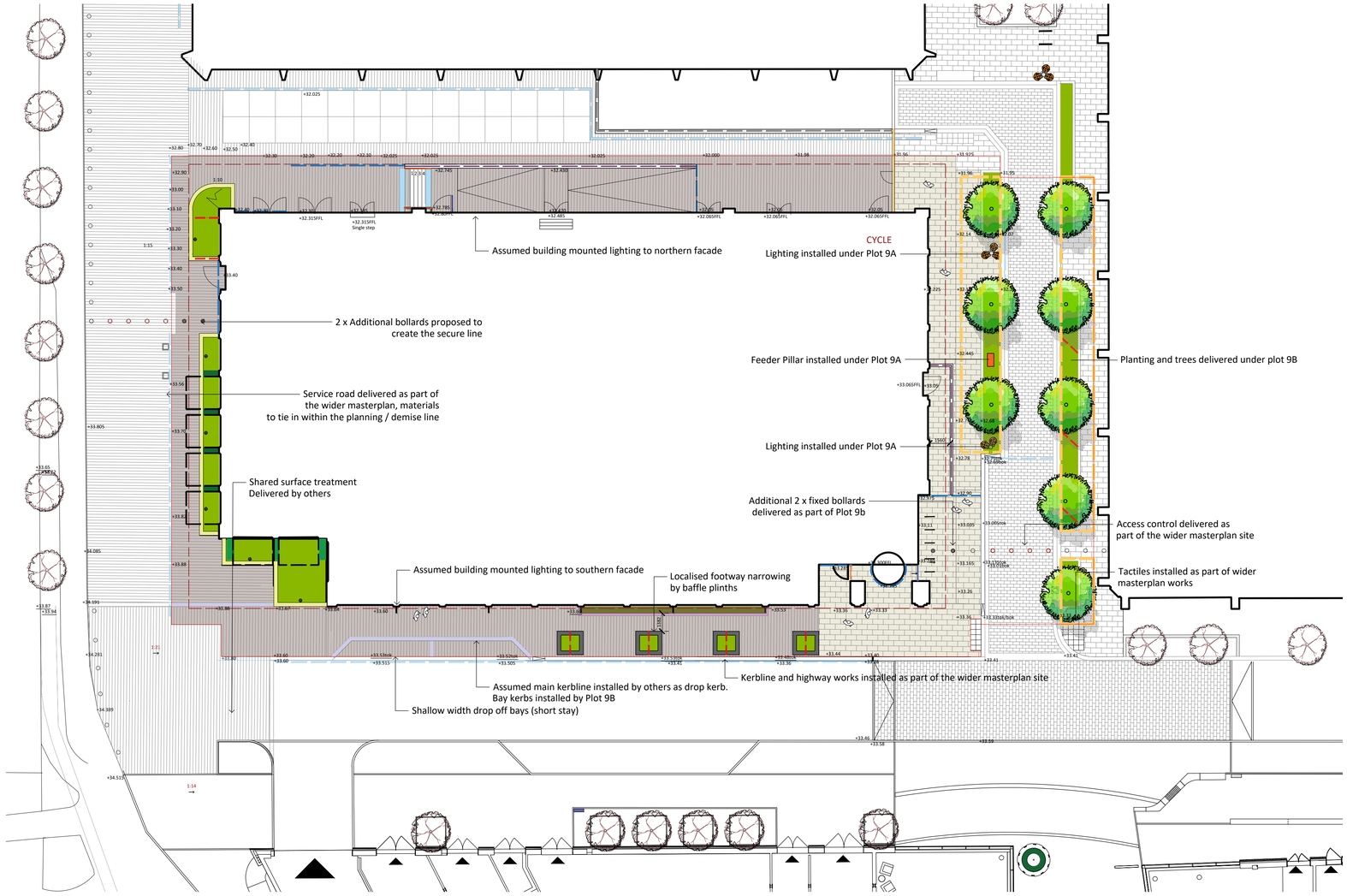
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GA Plan - Level 00 - Ground Floor
1 : 100

0m 5m 10 m



HARD LANDSCAPE

Established Masterplan Paving Installed Under Other Phases

Proposed Paving Type 1 - Concrete
Product: Hydro Lineo 40 by Hardscape (or similar approved)
Plan Size: 300 x 100 x 100
Colour: Standard Grey
Laying Bond: Stretcher Bond
Other: 5mm Butt jointed

Proposed Paving Type 2 - Granite Mix Setts
Product: 30% Kobra & 70% Royal White Mix by Hardscape (or similar approved)
Plan Size: 100x 300 x 63mm (depth tbc)
Finish: Flamed
Laying Bond: Stretcher Bond

Proposed Paving Type 2 - Yorkstone Flags
Product: Scoutmoor Yorkstone Flags to match existing First Street Surfacing
Plan Size: 400-900 x 300 x 63mm (depth tbc)
Finish: Sawn
Laying Bond: Min 100mm overlap

Proposed Edge Type 1 - Flush Planting Bed Surround
Product: Royal White Granite by Hardscape (or similar approved)
Plan Size: 200x900x150 (depth tbc)
Finish: Flamed
Upstand: 0mm

Proposed Edge Type 2 - Raised Planting Bed Surround
Product: Royal White Granite by Hardscape (or similar approved)
Plan Size: 300x900x250 (depth tbc)
Finish: Flamed
Upstand: 125mm

Proposed Edge Type 3 - Flush Kerb
Product: Royal White Granite by Hardscape (or similar approved)
Plan Size: 300x900x200 (depth tbc)
Finish: Flamed
Upstand: 0mm

Proposed Edge Type 4 - Wall and Balustrade
Product: Brick clad wall to match the architecture
Laying Bond: Staggered bond
Other: Brick on Edge copings - special ends

Proposed Edge Type 5 - Steps
Product: Royal White Granite by Hardscape (or similar approved)
Plan Size: 1100x300x175mm
Finish: Flamed
Other: Contrast nosing
Other: Corduroy s/s strip tactile pavings

FURNITURE

Proposed Bollard to Match Masterplan Furniture
Product: K8 Shallow Depth Terra Neptune SIngle by Frontier Pitts LTD (or similar approved)
Class Code:V/7500/64/90:0.0
Foundation: Shallow Mount

Proposed Lighting to Match Masterplan Furniture
Product: 3 head Multi Woody by IGuzzini or similar approved
Height: 5m
Materials: S/S

Proposed Lighting Bollard to Match Masterplan Furniture
Product: Unknown - to match the wider masterplan palette
iWay bollard Super Comfort round 180degrees

Proposed Cycle Stands to Match Masterplan Furniture
Product: S/S or similar approved

NB Baffles: Patternation and colour tone to tie with the architectural narrative

Proposed Movable Plinth Planter with Baffle
Product: Bespoke weighted Plinth Planter with Baffle
Plinth Materials: Granite 1800w x1800l x500h
Baffle Dimension: 1800w x 2500h
Other: 50% Porosity - Perforate Pattern (tbc)

Proposed Baffle - Building Entrance
Product: Bespoke
Dimension: 1200w x 3000h
Other: 50% Porosity - Perforate Pattern (tbc)

Proposed Baffle - Located in Planting Beds
Product: Bespoke
Dimension: 1800w x 3000h
Other: 50% Porosity - Perforate Pattern (tbc)

Proposed Fin - Southern Building Facade
Product: Bespoke
Dimension: 500w x 1800h
Other: Porosity? - Perforate Pattern (tbc)

Proposed Railings and Gate
Product: To Match Wider masterplan proposals
Other: To be ascertained if part installed under Plot 9A

Indicative Drainage Channel

Drainage Channel Delivered by Others

Proposed Feeder Pillar Delivered by Another Phase

SOFT LANDSCAPE

Trees Proposed on Other Development Plots

Proposed Tree Planting
Typical Species: Tilia Cordata
Size: 25-30cm (to be viewed against Plot 9A trees)
Other: Clear Stem 2m

Proposed Ornamental Planting
5L Ornamental planting stock at 5 per m2
70mm Depth Melcourt Bark Nuggets or similar approved

Proposed Hedge Type 1
Type: Evergreen
Size: 1.2m long x 0.5m wide x 1.5m high

Proposed Hedge Type 2
Type: Evergreen
Size: 1.6m long x 0.5m wide x 1m high

Proposed Hedge Type 3
Type: Evergreen
Size: 7m long x 0.5m wide x 1m high

Proposed Below Ground Structural Tree Cells
Product: Rootspace by GreenBlue Urban or similar approved
Sizes: Modules of 0.5m x depth cells 1m

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3. This drawing is to be read in conjunction with all relevant Architects', Engineer's, Specialists, Bills of Quantities and Specifications.
4. The insertion of any firm or proprietary brand on this drawing is an indication of the class or quality required and does not exclude the use of alternative materials that are equal in performance, quality and appearance, provided that they have been approved in writing by the Landscape Architect.
5. The Contractor is responsible for accurately ascertaining the position of underground services and responding to all relevant service easement requirements.
6. All dimensions are in millimetres unless stated otherwise, for the purposes of construction this drawing must not be scaled and only written dimensions used. Written and scaled dimensions to be checked on site, any discrepancies reported prior to work commencing. IF IN DOUBT PLEASE ASK.
7. All work and materials are to be in accordance with the relevant British Standards and Code of Practice.
8. All Proprietary products are to be used strictly in accordance with the manufacturer's instructions and details.

REVISION NOTES

Rev	By	Description	Date
P2	KH	Coordinated Issue	xx/10/2024
P1	KH	First Issue	09/10/2024

Client
Vita Living

Project
First Street - Plot 9B

Description
Landscape Layout

Status
For Information

Scale @ A1	Drawn	Checked	Date
1:200	KH	KH	09.10.2024

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N

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Appendix B Accessibility Audit

Transport Statement

Plot 9b, First Street

Vita Meadow Limited

SLR Project No.: 410.065757.00001

12 December 2024

Appendix B Accessibility Audit

Introduction

1.1 An accessibility audit assessment has been undertaken considering the existing highway/street condition, pedestrian, cycle infrastructure, bus, tram and taxi facilities within the near vicinity of the development with a particular focus on accessibility facilities for disabled users. There is construction activity taking place which does affect some pavement and highway access. Following completion of those works we expect the local footway network to be made good or improved so it is of an appropriate standard.

Highway/Street Audit

1.2 Generally, the local highway network are (or will be) of a good compliant standard for pedestrians to use. There are no pavement widths less than 2m and in many places these are much wider. The area is street lit and offers a safe environment for pedestrians and there are no critical trip hazards.

Pedestrian Infrastructure

1.3 At the northern end of Medlock Street with Whitworth Street there is a signal controlled junction with signalled push button pedestrian crossing facilities with compliant tactile paving sound indicating when the crossing is activated along with the tactile cone under the push button facility for those that are deaf/blind. **See Figure 1.**

1.4 On Medlock Street (North), there is an uncontrolled crossing with a pedestrian island linking through to Sainsburys, Home, and First Street as shown in **Figure 2.** Adjacent to this is a service road accessing Tony Wilson Place and this high quality crossing with dropped kerbs tactiles and quality paving is shown in **Figure 3**.

1.5 First Street provides the main high quality car free pedestrian route through the First Street estate. The nature of this route is described in **Figure 4**.

1.6 On the west side of Medlock Street the City Road pedestrian crossing benefits form dropped kerbs but it does not have any tactile paving as shown in **Figure 5.**

1.7 The River Street (E) crossing does have dropped kerbs and tactile paving as shown in **Figure 6**. The surface is expected to be restored following the construction of Plot 9a. The River Street (W) pedestrian crossing is a wide crossing with dropped kerbs but not tactile paving as shown in **Figure 7**. This junction will be improved as part of the landscape improvements for the One Medlock Street development.

1.8 Finally, **Figure 8** shows the quality Toucan crossing of Medlock Street opposite Plot 9b which links in the with quality active travel facilities through and across Medlock Roundabout.



Figure 1 Medlock St/Whitworth Street Signal Pedestrian Crossing with Tactiles, Audible signal and Tactile Cone



Figure 2 Medlock Street (N) Uncontrolled Pedestrian Crossing



Figure 3 Tony Wilson Place Service Road Crossing

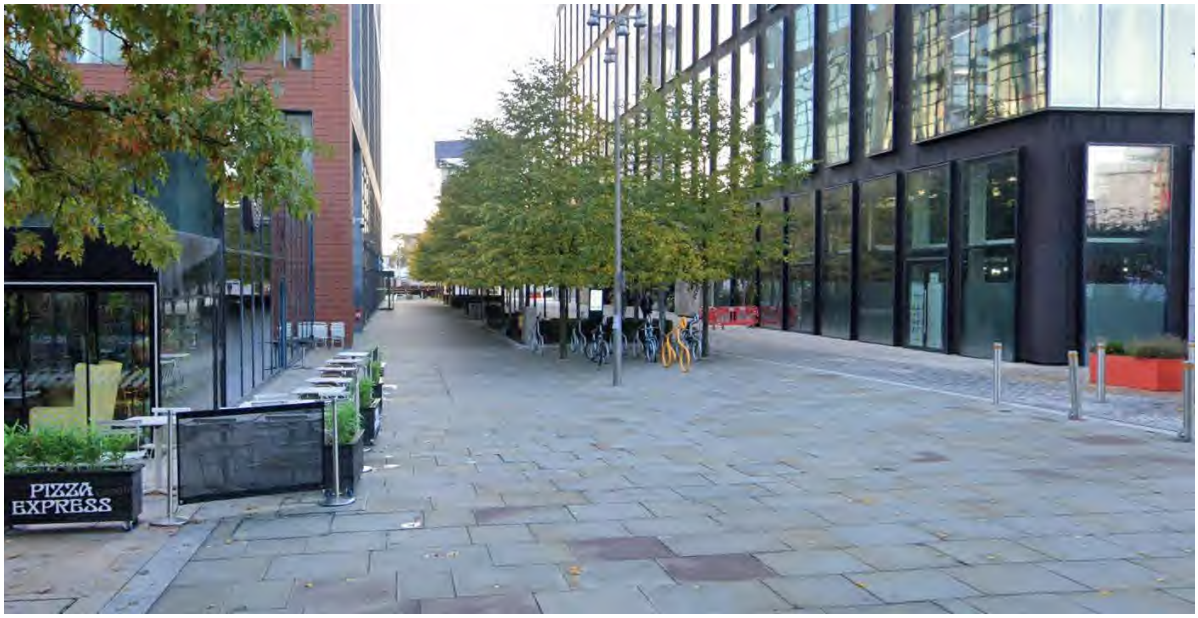


Figure 4 First Street – Car Free Pedestrian Spine Road



Figure 5 City Road Pedestrian Crossing Point



Figure 6 Pedestrian Crossing of River Street (E)



Figure 7 Pedestrian Crossing of River Street (W)



Figure 8 Medlock Street Signal Toucan Crossing with Tactiles, Audible signal and Tactile Cone

Access via the Bus Network

1.9 All buses in Greater Manchester designed to carry over 22 passengers on local and scheduled routes comply with the government's Public Service Vehicles Accessibility Regulations (PSVAR). These standards include:

- Bus drivers being able to provide disabled passengers with certain types of assistance such as deploying boarding ramps and lifts when required to assist wheelchair users to board or alight the vehicle; and
- Free off-peak local bus travel for eligible disabled users at any time on a Saturday, Sunday or bank holiday and from 9:30am to 11pm on any other day.

1.10 In addition to the above, the majority of buses in Greater Manchester have low floors to further assist wheelchair users and audio-visual 'next stop' announcements to assist visually or hearing-impaired passengers.

Access via Metrolink

1.11 All Metrolink trams and stops comprise step free access to assist wheelchair users, and benefit from the appropriate signage and emergency call points.

Access by Rail

1.12 To support disabled passengers, Deansgate has staff help available as well as lifts on each platform to provide step free access and ramps for train access.

1.13 Deansgate-Castlefield can be accessed using the existing pedestrian network surrounding the site. 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.

Access via Taxi

1.14 Disabled users are able to access the site by taxi and Manchester boasts a highly developed taxi service with all Hackney Carriages and many private hire companies offering access for wheelchair users with ramps and equipment for wheelchair users along with assistance features for the visually impaired and hard of hearing. The routes from kerb to the building entrances will be design for access by disabled users.

Summary

1.15 Plot 9a benefits from a highly accessible location with excellent connections to local and regional public transport services and on foot and by bicycle. Once the construction activity has completed, the area will benefit from high quality surroundings and this audit has shown that anyone accessing the site including those that are disabled will not experience any constraints in approaching the site. It can be concluded that the building and the surrounding area will facilitate access including those that are disabled in a high quality manner.

Appendix C Bicycle Provision

Transport Statement

Plot 9b, First Street

Vita Meadow Limited

SLR Project No.: 410.065757.00001

12 December 2024

House of Social Bike Provision
First Street, Manchester

In contrast to the traditional residential market, there is a substantial disconnect between bicycle parking provision as stipulated in planning policy and that of current bicycle ownership patterns within the student population. This is certainly true across the Vita's existing student portfolio within which on average, only 1-2% of the Vita Student population own bicycles.

We have discovered through our own surveys that the most common reason for the low percentage of ownership is due to residents not willing to purchase a bicycle as a result of the high probability of theft when using the bicycle away from our residences. Another major factor is the lack of government incentives to encourage bicycle ownership within the student community as exists for the working population through schemes such as Cycle to Work. A bicycle purchase therefore is made at full retail price, which for a student on a limited student loan budget can be a significant outlay.

House of Social is committed to encouraging the most sustainable forms of transport which is why we choose locations within a city which benefit from excellent public transport connections to the educational institutions. It is then through understanding the barriers to student bicycle ownership: the cost and subsequent theft risk, that we initiated the provision of student bicycles at all of our new Vita Student and House of Social residencies. Our scheme is free for students to hire as they wish on an unlimited basis. Since implementing this scheme, it has grown year on year and has been a resounding success and we have received positive feedback from our residents. For students who only wish to cycle once a week to lectures, to get out to the countryside at the weekend or to use every day, our bicycle hire scheme provides an alternative option to the costs associated with ownership.

The number of hire bicycles we supply to a newly completed VITA Student or House of Social residence is c.15% of the total number of bedspaces. We continually review the usage and demand across all our residences and redistribute or add to our stock of bicycles to stay ahead of demand. We make a commitment to our residents that free to hire bicycles will be always available from the moment they arrive, and we uphold our promises. We actively promote the usage of our bicycles through a series of campaigns such as our current 'Explore Your Space' campaign where a bicycle is displayed in each reception space together with freely available suggested cycle route maps and residents are encouraged to explore their city.

We would happily take commitments within the S106 or planning conditions to underpin our commitment to providing this scheme from the day of opening.



Appendix D TRICS Trip Forecasts

Transport Statement

Plot 9b, First Street

Vita Meadow Limited

SLR Project No.: 410.065757.00001

12 December 2024

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:	Number of residents
Actual Range:	200 to 1100 (units:)
Range Selected by User:	15 to 1100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 02/05/24

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:

Tuesday	2 days
Wednesday	3 days
Friday	1 days

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

Selected survey types:

Manual count	6 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 undertaking using machines.

Selected Locations:

Town Centre	2
Edge of Town Centre	4

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:

Residential Zone	2
Built-Up Zone	4

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	7 days - Selected
Servicing vehicles Excluded	X days - Selected

LIST OF SITES relevant to selection parameters

1	CN-03-G-01 SAINT PANCRAS WAY KING'S CROSS	STUDENT FLATS		CAMDEN
	Edge of Town Centre Built-Up Zone Total Number of residents:		571	
2	DY-03-G-02 CATHEDRAL ROAD DERBY	STUDENT ACCOMMODATION		DERBY
	Town Centre Built-Up Zone Total Number of residents:		350	
3	HM-03-G-02 PADDENSWICK ROAD HAMMERSMITH	STUDENT FLATS		HAMMERSMITH AND FULHAM
	Edge of Town Centre Residential Zone Total Number of residents:		217	
4	KI-03-G-01 PENRHYN ROAD KINGSTON UPON THAMES	STUDENT FLATS		KINGSTON
	Edge of Town Centre Built-Up Zone Total Number of residents:		200	
5	KI-03-G-02 CAMBRIDGE ROAD KINGSTON UPON THAMES NORBITON	STUDENT FLATS		KINGSTON
	Edge of Town Centre Residential Zone Total Number of residents:		300	
6	LB-03-G-02 WESTMINSTER BRIDGE RD LAMBETH	STUDENT FLATS		LAMBETH
	Town Centre Built-Up Zone Total Number of residents:		1100	

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 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 861 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 17.04

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated 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	6	456	0.010	8.805	6	456	0.027	23.585	6	456	0.037	32.390
08:00 - 09:00	6	456	0.012	10.377	6	456	0.101	87.106	6	456	0.113	97.483
09:00 - 10:00	6	456	0.019	16.352	6	456	0.079	67.610	6	456	0.098	83.962
10:00 - 11:00	6	456	0.025	21.383	6	456	0.078	66.981	6	456	0.103	88.364
11:00 - 12:00	6	456	0.041	34.905	6	456	0.064	55.031	6	456	0.105	89.936
12:00 - 13:00	6	456	0.050	42.767	6	456	0.069	59.119	6	456	0.119	101.886
13:00 - 14:00	6	456	0.062	53.144	6	456	0.070	60.377	6	456	0.132	113.521
14:00 - 15:00	6	456	0.054	46.226	6	456	0.061	52.201	6	456	0.115	98.427
15:00 - 16:00	6	456	0.079	67.924	6	456	0.050	42.767	6	456	0.129	110.691
16:00 - 17:00	6	456	0.076	65.094	6	456	0.040	34.591	6	456	0.116	99.685
17:00 - 18:00	6	456	0.092	78.930	6	456	0.050	43.081	6	456	0.142	122.011
18:00 - 19:00	6	456	0.080	68.553	6	456	0.047	40.566	6	456	0.127	109.119
19:00 - 20:00	6	456	0.064	55.031	6	456	0.030	25.472	6	456	0.094	80.503
20:00 - 21:00	6	456	0.075	64.150	6	456	0.030	26.100	6	456	0.105	90.250
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.739	633.641			0.796	684.587			1.535	1318.228

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 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 861 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated 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	6	456	0.004	3.459	6	456	0.011	9.434	6	456	0.015	12.893
08:00 - 09:00	6	456	0.005	4.717	6	456	0.043	37.107	6	456	0.048	41.824
09:00 - 10:00	6	456	0.006	5.031	6	456	0.033	28.616	6	456	0.039	33.647
10:00 - 11:00	6	456	0.009	7.862	6	456	0.033	27.987	6	456	0.042	35.849
11:00 - 12:00	6	456	0.016	13.836	6	456	0.028	24.214	6	456	0.044	38.050
12:00 - 13:00	6	456	0.023	19.497	6	456	0.031	26.729	6	456	0.054	46.226
13:00 - 14:00	6	456	0.028	23.899	6	456	0.033	28.616	6	456	0.061	52.515
14:00 - 15:00	6	456	0.024	20.755	6	456	0.028	24.528	6	456	0.052	45.283
15:00 - 16:00	6	456	0.037	32.075	6	456	0.025	21.698	6	456	0.062	53.773
16:00 - 17:00	6	456	0.036	31.132	6	456	0.021	17.924	6	456	0.057	49.056
17:00 - 18:00	6	456	0.038	33.019	6	456	0.027	23.585	6	456	0.065	56.604
18:00 - 19:00	6	456	0.038	32.390	6	456	0.022	19.182	6	456	0.060	51.572
19:00 - 20:00	6	456	0.028	23.899	6	456	0.016	14.151	6	456	0.044	38.050
20:00 - 21:00	6	456	0.034	28.931	6	456	0.016	13.836	6	456	0.050	42.767
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.326	280.502			0.367	317.607			0.693	598.109

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 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL CYCLISTS
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 861 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated 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	6	456	0.000	0.000	6	456	0.000	0.314	6	456	0.000	0.314
08:00 - 09:00	6	456	0.001	0.629	6	456	0.002	1.572	6	456	0.003	2.201
09:00 - 10:00	6	456	0.001	0.629	6	456	0.003	2.830	6	456	0.004	3.459
10:00 - 11:00	6	456	0.000	0.000	6	456	0.002	1.572	6	456	0.002	1.572
11:00 - 12:00	6	456	0.001	0.943	6	456	0.003	2.830	6	456	0.004	3.773
12:00 - 13:00	6	456	0.001	0.943	6	456	0.001	0.943	6	456	0.002	1.886
13:00 - 14:00	6	456	0.003	2.830	6	456	0.002	1.572	6	456	0.005	4.402
14:00 - 15:00	6	456	0.002	1.572	6	456	0.001	1.258	6	456	0.003	2.830
15:00 - 16:00	6	456	0.003	2.201	6	456	0.001	0.629	6	456	0.004	2.830
16:00 - 17:00	6	456	0.001	1.258	6	456	0.000	0.000	6	456	0.001	1.258
17:00 - 18:00	6	456	0.003	2.201	6	456	0.001	0.943	6	456	0.004	3.144
18:00 - 19:00	6	456	0.004	3.459	6	456	0.003	2.516	6	456	0.007	5.975
19:00 - 20:00	6	456	0.001	0.943	6	456	0.000	0.314	6	456	0.001	1.257
20:00 - 21:00	6	456	0.001	0.629	6	456	0.001	0.629	6	456	0.002	1.258
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.022	18.237			0.020	17.922			0.042	36.159

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 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL TAXIS
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 861 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated 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	5	488	0.000	0.000	5	488	0.000	0.000	5	488	0.000	0.000
08:00 - 09:00	5	488	0.000	0.353	5	488	0.000	0.353	5	488	0.000	0.706
09:00 - 10:00	5	488	0.000	0.000	5	488	0.000	0.000	5	488	0.000	0.000
10:00 - 11:00	5	488	0.001	1.059	5	488	0.001	1.059	5	488	0.002	2.118
11:00 - 12:00	5	488	0.002	1.413	5	488	0.002	1.413	5	488	0.004	2.826
12:00 - 13:00	5	488	0.002	1.413	5	488	0.002	1.413	5	488	0.004	2.826
13:00 - 14:00	5	488	0.001	1.059	5	488	0.001	1.059	5	488	0.002	2.118
14:00 - 15:00	5	488	0.000	0.353	5	488	0.000	0.353	5	488	0.000	0.706
15:00 - 16:00	5	488	0.002	1.413	5	488	0.002	1.413	5	488	0.004	2.826
16:00 - 17:00	5	488	0.001	0.706	5	488	0.001	0.706	5	488	0.002	1.412
17:00 - 18:00	5	488	0.001	1.059	5	488	0.001	1.059	5	488	0.002	2.118
18:00 - 19:00	5	488	0.002	2.119	5	488	0.002	2.119	5	488	0.004	4.238
19:00 - 20:00	5	488	0.002	1.413	5	488	0.002	1.413	5	488	0.004	2.826
20:00 - 21:00	5	488	0.004	3.178	5	488	0.004	3.178	5	488	0.008	6.356
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.018	15.538			0.018	15.538			0.036	31.076

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 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 861 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated 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	6	456	0.005	4.088	6	456	0.015	12.579	6	456	0.020	16.667
08:00 - 09:00	6	456	0.005	4.402	6	456	0.055	47.169	6	456	0.060	51.571
09:00 - 10:00	6	456	0.010	8.491	6	456	0.040	34.591	6	456	0.050	43.082
10:00 - 11:00	6	456	0.013	11.321	6	456	0.040	34.276	6	456	0.053	45.597
11:00 - 12:00	6	456	0.018	15.723	6	456	0.026	22.641	6	456	0.044	38.364
12:00 - 13:00	6	456	0.024	20.755	6	456	0.035	30.188	6	456	0.059	50.943
13:00 - 14:00	6	456	0.026	22.012	6	456	0.030	26.100	6	456	0.056	48.112
14:00 - 15:00	6	456	0.024	20.440	6	456	0.025	21.698	6	456	0.049	42.138
15:00 - 16:00	6	456	0.034	29.560	6	456	0.020	17.610	6	456	0.054	47.170
16:00 - 17:00	6	456	0.035	30.188	6	456	0.016	13.836	6	456	0.051	44.024
17:00 - 18:00	6	456	0.049	42.138	6	456	0.020	17.610	6	456	0.069	59.748
18:00 - 19:00	6	456	0.035	30.503	6	456	0.020	17.610	6	456	0.055	48.113
19:00 - 20:00	6	456	0.032	27.673	6	456	0.012	10.063	6	456	0.044	37.736
20:00 - 21:00	6	456	0.037	31.446	6	456	0.012	10.063	6	456	0.049	41.509
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.347	298.740			0.366	316.034			0.713	614.774

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 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL OGVS
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 861 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated 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	5	488	0.001	0.706	5	488	0.001	0.706	5	488	0.002	1.412
08:00 - 09:00	5	488	0.000	0.000	5	488	0.000	0.000	5	488	0.000	0.000
09:00 - 10:00	5	488	0.000	0.000	5	488	0.000	0.000	5	488	0.000	0.000
10:00 - 11:00	5	488	0.000	0.000	5	488	0.000	0.000	5	488	0.000	0.000
11:00 - 12:00	5	488	0.000	0.000	5	488	0.000	0.000	5	488	0.000	0.000
12:00 - 13:00	5	488	0.000	0.000	5	488	0.000	0.000	5	488	0.000	0.000
13:00 - 14:00	5	488	0.000	0.000	5	488	0.000	0.000	5	488	0.000	0.000
14:00 - 15:00	5	488	0.000	0.000	5	488	0.000	0.000	5	488	0.000	0.000
15:00 - 16:00	5	488	0.000	0.000	5	488	0.000	0.000	5	488	0.000	0.000
16:00 - 17:00	5	488	0.000	0.000	5	488	0.000	0.000	5	488	0.000	0.000
17:00 - 18:00	5	488	0.000	0.000	5	488	0.000	0.000	5	488	0.000	0.000
18:00 - 19:00	5	488	0.000	0.000	5	488	0.000	0.000	5	488	0.000	0.000
19:00 - 20:00	5	488	0.000	0.000	5	488	0.000	0.000	5	488	0.000	0.000
20:00 - 21:00	5	488	0.000	0.000	5	488	0.000	0.000	5	488	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.001	0.706			0.001	0.706			0.002	1.412

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 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL LGVS
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 861 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated 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	5	488	0.000	0.353	5	488	0.000	0.353	5	488	0.000	0.706
08:00 - 09:00	5	488	0.000	0.353	5	488	0.000	0.353	5	488	0.000	0.706
09:00 - 10:00	5	488	0.001	1.059	5	488	0.001	0.706	5	488	0.002	1.765
10:00 - 11:00	5	488	0.002	1.766	5	488	0.002	1.413	5	488	0.004	3.179
11:00 - 12:00	5	488	0.002	1.413	5	488	0.002	1.766	5	488	0.004	3.179
12:00 - 13:00	5	488	0.000	0.353	5	488	0.001	0.706	5	488	0.001	1.059
13:00 - 14:00	5	488	0.002	1.413	5	488	0.001	1.059	5	488	0.003	2.472
14:00 - 15:00	5	488	0.002	2.119	5	488	0.003	2.472	5	488	0.005	4.591
15:00 - 16:00	5	488	0.002	1.413	5	488	0.002	1.413	5	488	0.004	2.826
16:00 - 17:00	5	488	0.001	1.059	5	488	0.001	1.059	5	488	0.002	2.118
17:00 - 18:00	5	488	0.000	0.353	5	488	0.000	0.353	5	488	0.000	0.706
18:00 - 19:00	5	488	0.000	0.000	5	488	0.000	0.000	5	488	0.000	0.000
19:00 - 20:00	5	488	0.001	0.706	5	488	0.000	0.353	5	488	0.001	1.059
20:00 - 21:00	5	488	0.000	0.353	5	488	0.001	0.706	5	488	0.001	1.059
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.013	12.713			0.014	12.712			0.027	25.425

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.*

Appendix E Student Move in/Move Out Strategy

Transport Statement

Plot 9b, First Street

Vita Meadow Limited

SLR Project No.: 410.065757.00001

12 December 2024

Appendix D Student Move In/Move Out Strategy

D1 Introduction

1.1 A Student Move-In / Move-Out Strategy will be put in place prior to occupation, and this can be conditioned to the planning permission. We provide a Framework for the Strategy below and it is proposed that that prior to occupation a more detailed Implementation Strategy will be developed which includes information on staffing levels, contacts and practical measures to manage the movement of people and cars efficiently and safely.

D2 Move In /Move Out Framework Strategy

1.2 The time periods which need particular consideration for the highway operation is when students are being dropped off at their accommodation at the start of term or are being picked up at the end of term and any arrivals in cars by parents or others needs to be managed to avoid any problems of traffic congestion in the area associated with this activity.

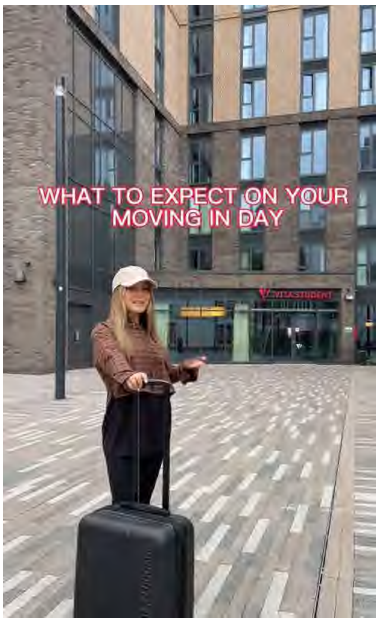


1.3 All students taking up accommodation will be informed of the car parking limitations and restrictions in place in the vicinity of the site. This information will be provided as part of the travel information pack sent to each student before the start of the academic year together with details of the sustainable travel options by public transport, active travel modes, car club locations and taxi information.

1.4 Upon gaining a tenancy, the students will be required to contact the management team to agree an appointment move in date and time. At this point, students will be notified of the limited parking availability on site and the accessibility by modes other than the car. They will also be informed of the parking availability in the First Street Car Park (Q-Park) just to the north as well as other car parks in the vicinity and their pricing charge.

1.5 House of Social will encourage students to spread their arrival to the accommodation. Students can arrive at any point from the tenancy start date, with most students arriving throughout September based on university start dates, which allows gradual fill of the building. Booked move in time slots allow for equal spread of residents throughout the first few days following the tenancy start date.

1.6 Students book their arrival online and will be assigned a time slot to arrive at the residence to avoid congested arrival periods. Student arrivals will be deliberately spread to not inconvenience other road users or cause congestion issues. There are layby spaces on Hulme Street along the southern frontage and also space along the service road where drivers can pull up for a short period to unload and turn around.



1.7 Drivers would be managed by on site traffic marshals who would ensure the safety of people, and the efficient movement of vehicles including those accessing the neighbouring properties.

1.8 The appointment system enables students to choose the time of their arrival.

1.9 The students are met at reception by House of Social staff who will have trolleys ready to take their luggage to the rooms. The student and their belongings will be taken into the building by the residence staff and shown straight up to their room, where the trolleys will be unloaded and returned to the building entrance.

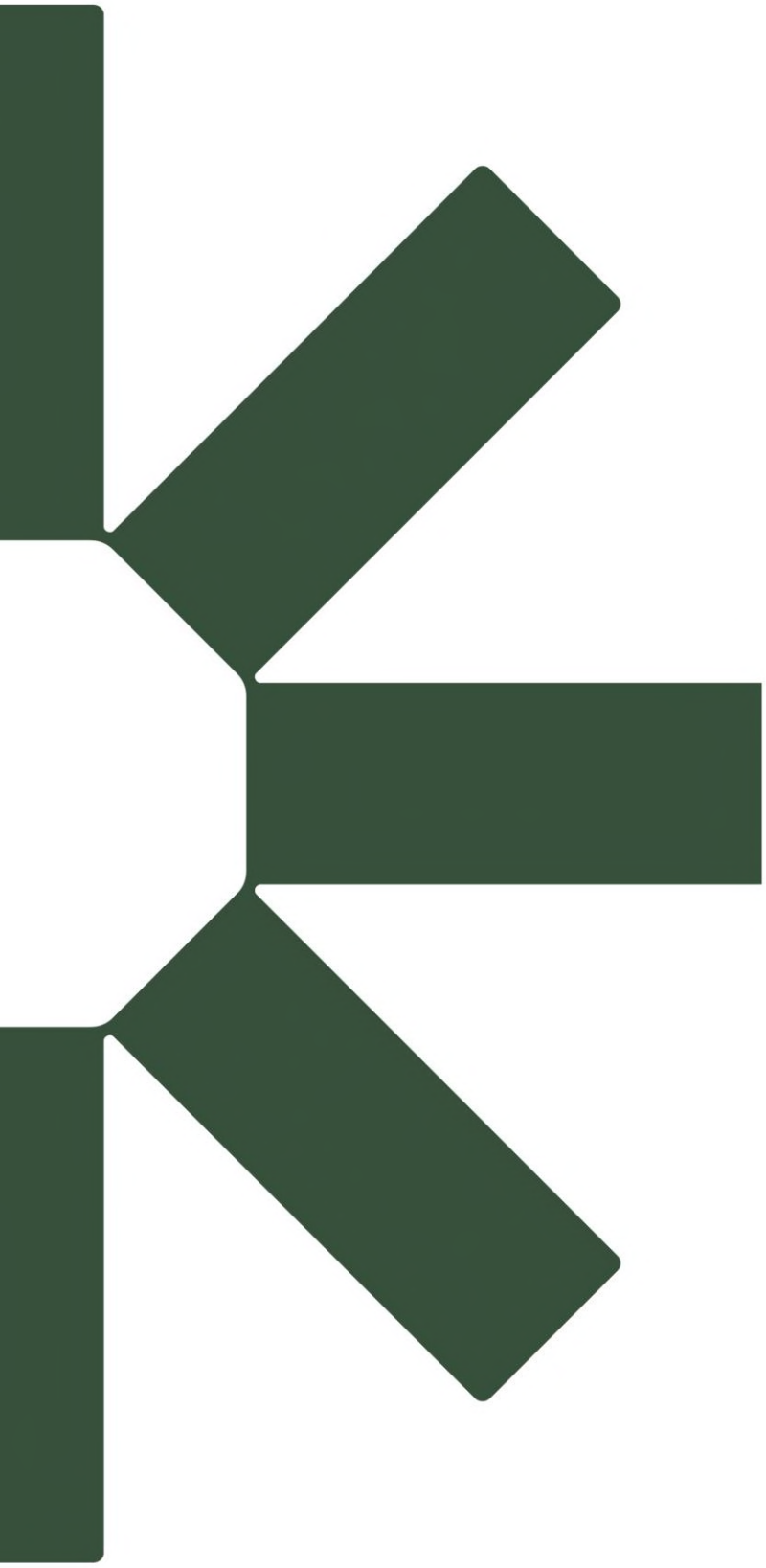
1.10 The student move-out period is managed in a similar fashion to the move-in process. Students are expected to confirm with the Accommodation Team their proposed move-out times and dates. However, busy move-out periods are unlikely as the students tend to move out over an extended period.

1.11 The Plot 9b site management team would liaise with the neighbouring property landowners/occupiers to inform on the likely peak periods of Student Arrivals/Departures to coordinate the traffic management of the area.

D3 Summary

1.12 With an appropriate Move In/Move Out Strategy in place the arrival and departure of students can occur in a safe and efficient way. The Framework described above can be developed and conditioned to updated prior to occupation with more detail on staffing levels and the practical measures needed on the ground.





Making Sustainability Happen