

TRANSPORT STATEMENT

Criterion Capital

Royal Buildings, Manchester

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Transport Statement

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Primary Author: Elliot Read Initialled: ER

Contributor: Phil Tilby Initialled: PT

Review by: Phil Tilby Initialled: PT

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Contents

1	Introduction.....	2
	Background	2
	Site Location.....	2
	Pre-Application Liaison with MCC.....	3
	Scope of Report.....	3
2	Policy Context.....	4
	National Planning Policy Framework (NPPF).....	4
	Manchester Core Strategy	4
	Guide to Development in Manchester Supplementary Planning Document (SPD).....	5
	Greater Manchester Transport Strategy 2040	6
	City Centre Transport Strategy.....	6
	Summary.....	7
3	Baseline Conditions.....	8
	Introduction.....	8
	Surrounding Highway Network.....	8
	Local Car Parking Opportunities	9
	Accident Review	10
4	Accessibility by Sustainable Modes of Travel.....	11
	Introduction.....	11
	Walking	11
	Cycling.....	12
	Emerging Bee Network Proposals	14

Bus	15
Metrolink.....	16
Rail	17
Summary.....	18
5 Proposed Development	19
Introduction.....	19
Built Proposals.....	19
Vehicle Access Proposals	19
Delivery and Refuse Arrangements	19
Construction Access Arrangements	19
Pedestrian Access Proposals.....	20
Car Parking Proposals	20
Cycle Parking Proposals.....	20
Travel Plan	21
6 Traffic Impact	22
Introduction.....	22
Existing Office Trip Generation.....	22
Proposed Hotel Trip Generation.....	22
Net Impact.....	23
Summary.....	23
7 Summary and Conclusions	24
Summary.....	24
Conclusion	25

Appendices

Appendix A	Existing and Proposed Site Layout Plans
Appendix B	TRICS Outputs (Existing Office)
Appendix C	TRICS Outputs (Proposed Hotel)

1 Introduction

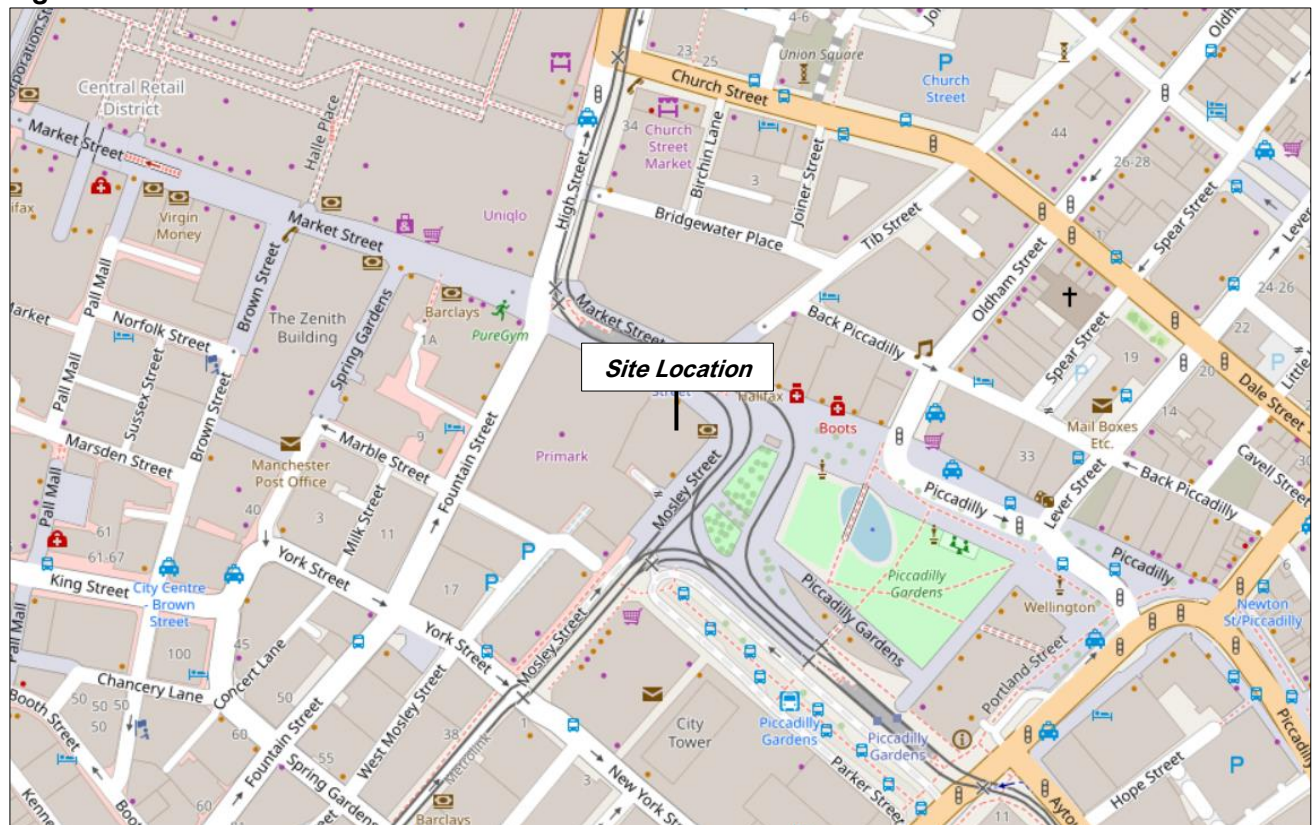
Background

- 1.1 Vectos has been commissioned by Criterion Capital to provide transport and highways advice in support of a full planning application for the change of use at Royal Buildings bordering Mosley Street and Fountain Street in Manchester City Centre.
- 1.2 The proposals comprise changing the site's use from office (use class C1) to hotel (use class E). The site currently accommodates 5,585 square metres (sqm), 3,448sqm is of office space which is to be replaced by a hotel consisting of 187 rooms. The scheme will not include any on-site car parking provision.

Site Location

- 1.3 The site is located within the jurisdiction of Manchester City Council (MCC), who act as both the local planning and highway authority. The location of the site is shown in **Figure 1.1**.

Figure 1.1: Site Location



Source: OpenStreetMap

- 1.4 As shown in **Figure 1.1**, the site is bound by Mosely Street to the east, with Fountain Street bordering the site to the north. Existing retail premises border the site to both the west and south.

Pre-Application Liaison with MCC

- 1.5 It is understood that the client team have engaged with MCC Planning Officers at the pre-application stage for feedback on the scope and submission requirements for the change of use planning application. As part of these discussions, MCC have confirmed that a Transport Statement and Framework Travel Plan will be required to support the planning submission, and Vectos have prepared this documentation in line with the pre-application feedback on the key information requirements and issues to address for highways and transportation.

Scope of Report

- 1.6 This Transport Statement will comprise of the following sections:
- **Section 2** outlines both national and local planning policy that is pertinent to the development proposals;
 - **Section 3** describes the development site and its location in greater detail, along with the local highway network and a review of accident data;
 - **Section 4** reviews the site's accessibility in regard to sustainable travel modes, including a BREEAM compliant public transport assessment;
 - **Section 5** describes the development proposals, including a review of the proposed site layout, access, servicing and refuse arrangements;
 - **Section 6** assesses the traffic generating characteristics of the proposed development and associated highway impact; and
 - **Section 7** summarises the findings and provides a conclusion to the Transport Statement.

2 Policy Context

National Planning Policy Framework (NPPF)

- 2.1 The National Planning Policy Framework (NPPF) was updated in 2021 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 published in March 2012 and revised in July 2021. At the heart of the Framework is a presumption in favour of sustainable development.
- 2.2 As part of promoting sustainable transport, paragraph 110 of the revised NPPF states that in assessing applications for development, it should be ensured that:
- I. Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - II. Safe and suitable access to the site can be achieved for all users;
 - III. 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
 - IV. 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.
- 2.3 Paragraph 111 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”*.

Manchester Core Strategy

- 2.4 The Core Strategy was adopted by Manchester City Council in July 2012. It forms the key document in Manchester's Local Development Framework and covers the period of 2012 to 2027.
- 2.5 Policy SP1 sets out the spatial principles that will guide development to 2027. One of these principles is as follows:
- “New development will maximise the potential of the city's transport infrastructure, in particular promoting walking, cycling and the use of public transport.”*
- 2.6 Sustainable travel is discussed in Policy T1 which aims to deliver a sustainable high quality and integrated transport system to encourage a modal shift away from the car. The policy states that the Council will support proposals that:
- “Improve choice by developing alternatives to the private car”; and*
- “Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*

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

- 2.7 Policy T2 surrounds accessible areas of opportunity and need. It states that Manchester City 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 and is easily accessible by walking, cycling and public transport. It is stated that Traffic Impact Assessments and Travel Plans are needed for all major applications and for any proposals where there are likely to be access or transport issues.
- 2.8 In regard to development management, it is stated that all development should be fully accessible to disabled people and access to new development should be accessible to sustainable transport modes.

Guide to Development in Manchester Supplementary Planning Document (SPD)

- 2.9 The Guide to Development in Manchester SPD was adopted in April 2007. Paragraph 2.22 of the document states that:
- “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.”*
- 2.10 Within the document’s ‘Vehicular Access Including Servicing’ section it is stated that Developers should consider the servicing needs of any development at an early stage to ensure that adequate servicing is provided on site. It is also stated that poor on-site provision can lead to a reduction in pedestrian safety on adjacent roads as well as higher costs in the maintenance of an attractive street environment.
- 2.11 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 that 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.
- 2.12 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

- 2.13 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.
- 2.14 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; and
 - Developing an Innovative City Region.
- 2.15 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.
- 2.16 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

- 2.17 The City Centre Transport Strategy for Manchester, including Salford Central areas, was adopted March 2021. The central aim is to set an ambitious goal for 90% of all trips to the city centre to be made on foot, by cycle or using public transport by 2040 in the morning peak. For travel within the city centre, there is an aspiration that walking will become an even more important mode of travel.
- 2.18 To achieve this, it will be necessary to consider how to reduce the negative impacts of vehicles, how to make the environment a more pleasant place for pedestrians and cyclists, how to best make use of highly valuable city centre space and ensure the city centre continues to thrive as the hub for economic growth.
- 2.19 Based on predicted levels of growth, the plan is for:
- Almost a doubling of Rail and Metrolink trips in the morning peak;
 - A 50% increase in bus trips into the city centre in the morning peak;
 - More than doubling the number of people walking and cycling into the city in the morning peak; and
 - A reduction in car trips.

- 2.20 The practical measures in the City Centre Transport Strategy that are particularly relevant to the development are the predominance of public transport or active travel measures to access day to day activities. By creating a development with no car parking set in a quality landscaped space, the development conforms to the vision and goals as set out in these aspirations.

Summary

- 2.21 The relevant national and local transport planning policy and guidance has been reviewed. The proposed development accords with the guidance set out in the NPPF, as it will not give rise to any highway safety impacts nor any severe impacts upon the road network.
- 2.22 The proposed development satisfies the key objectives within local transport planning policy as there is a good range and level of sustainable transport services to access the site. Local policy and guidance also acknowledges the importance of travel planning for new developments, and a Travel Plan document has been prepared alongside this Transport Statement report to support the application.

3 Baseline Conditions

Introduction

- 3.1 As outlined in Section 1, the proposals do not include any on-site car parking. There is however expected to be traffic activity associated with servicing vehicle movements. The site's existing highway conditions, including a review of local accident data is therefore now set out.
- 3.2 As the site is located in Manchester City Centre, the immediate area comprises a mix of commercial and retail uses, including offices and other Class E premises. The existing site layout plan at ground floor level is included in **Appendix A**.

Surrounding Highway Network

- 3.3 As outlined, the site is bound by Mosley Street to the east and Fountain Street to the north.
- 3.4 Mosley Street is pedestrianised where it borders the site. To the south, Mosley Street accommodates vehicle movement but this is restricted to a one-way arrangement permitting only buses and non-articulated servicing vehicles. Servicing vehicles use an existing access from Mosley Street to service the various retail units located in Royal Buildings.
- 3.5 Further south of where Marble Street terminates where it meets Mosley Street, South Mosley Street forms both the north and south arms of a priority crossroads junction with York Street and New York Street. All traffic is permitted to access New York Street from York Street, but as noted only buses and non-articulated vehicles are permitted to access Mosley Street to the north where this road approaches the site. Vehicle movement to this junctions southern arm from either York Street or New York Street is not permitted as that segment of Mosley Street is restricted to tram use only.
- 3.6 New York Street facilitates vehicle movement to Portland Street with dedicated right and left turn lanes provided. It is not permitted for vehicles to access New York Street from Portland Street at this junction. York Street is also restricted to one-way vehicle movement and connects to Spring Gardens further west of the site.
- 3.7 Parker Street is located to the east of the site and the aforementioned pedestrianised area of Mosley Street. It is restricted to bus use only given the location of Piccadilly Gardens Bus Interchange. A signalised arrangement facilitates access between Parker Street and Portland Street.
- 3.8 To the north of the site, Fountain Street connects to Market Street. A signalised arrangement is located where Market Street meets Fountain Street and High Street. At this location vehicles can travel northbound from Fountain Street to High Street towards Shudehill.
- 3.9 Fountain Street is restricted to one-way vehicle movements and connects to York Street following crossroads arrangement with Marble Street.

Local Car Parking Opportunities

- 3.10 Given the expected day to day operation of the proposals and lack of on-site car parking availability, it is expected that those driving to and from the site will account for a minimal proportion of overall trips.
- 3.11 However, in order to present a robust assessment, the extent of local car parking opportunities has been analysed. Should staff or guests require parking, there are over 5,000 spaces of public parking available within an estimated 10-minute walk of the site and over a further 5,000 spaces within an estimated 15-minute walk, as detailed in **Table 3.1**.

Table 3.1: Public Car Parking Opportunities Within a 10 and 15-Minute Walk

Car Parking Spaces within a 10-minute Walk of the Site	
Manchester Printworks	777
Arndale	1487
Northern Quarter	685
Piccadilly Gardens	712
Piccadilly Plaza	160
Major St	130
Aytoun St	54
Bloom St	42
Chorlton St	572
China Town	75
Sackville St	119
Abingdon St	10
Piazza	225
Total	5,048
Additional Car Parking Spaces within a 15-minute Walk of the Site	
Chapel Wharf	208
King Street	554
Deansgate (Blackfriars Street)	340
Blackfriars	200
M&S	155
Cleminson Street	70
Wilton Space	140
Stone Street	12
Bridgewater Hall	288
Park Avenue	112
Silvercroft Street	83
Dantzic St	24
Edgehill St	13
York St	240
Manchester Central	643
Spinningfields NCP	680
New Bailey, Salford NCP	605
Great Northern 1&2 NCP	1,200
Bridge Street NCP	73
Total	5,640

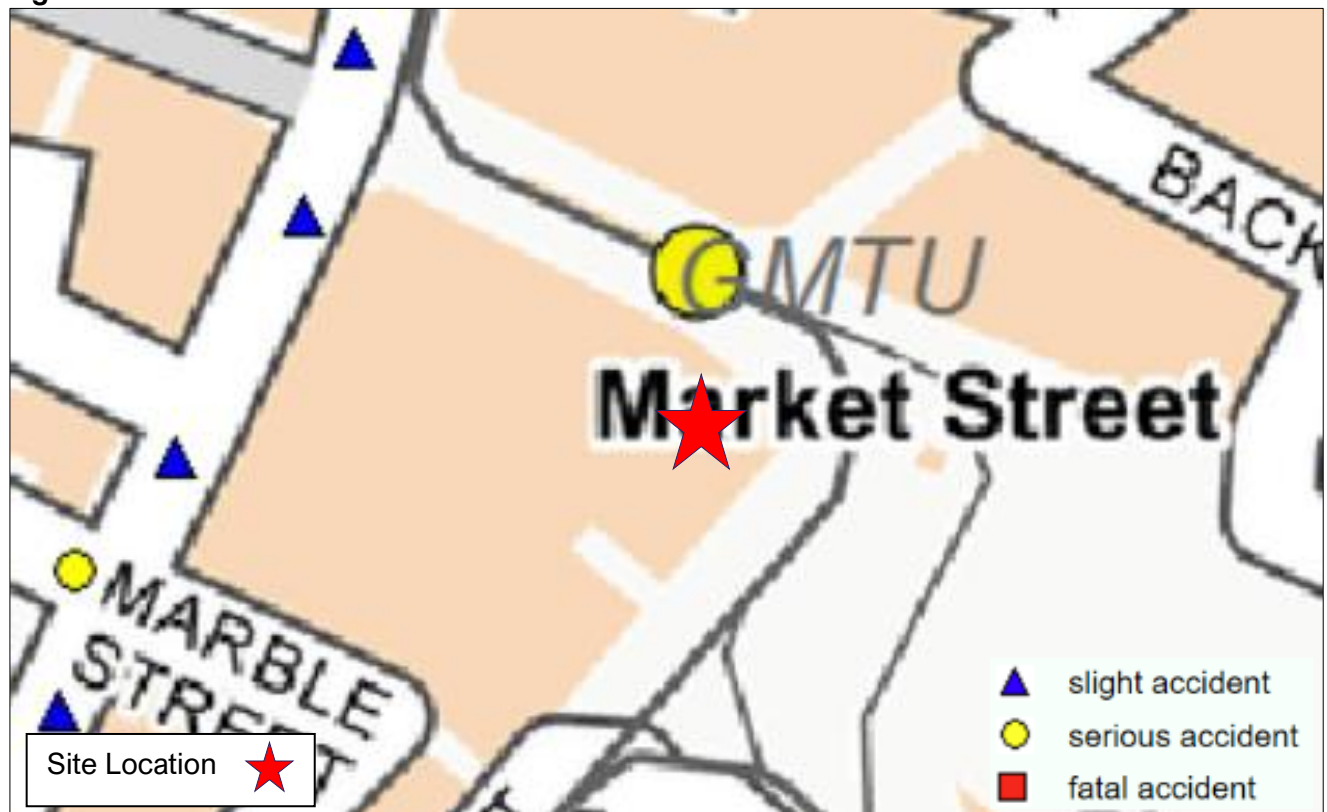
- 3.12 As shown in **Table 3.1**, there are numerous opportunities for staff to park in a range of public car parks located within Manchester City Centre, and as such a short walk from the site.

- 3.13 It is also noted that there are seven on-street parking bays located on Fountain Street and 18 on-street motorcycle bays on Marble Street.

Accident Review

- 3.14 With the surrounding highway network described, collision statistics are now analysed. TfGM's Accident Map is available through the Road Traffic Accident Database. This has been interrogated for the most recently available five-year period. The accidents in the vicinity of the site are shown in the extract in **Figure 3.2**.

Figure 3.2: Accident Review



- 3.15 As outlined, the site's northern and eastern boundaries are pedestrianised (Mosley Street and Fountain Street). A total of 4 slight accidents have occurred on Fountain Street and 1 serious accident has occurred at the Fountain Street / Marble Street junction in the most recent five-year period.
- 3.16 As shown, all accidents in the site's study area equates to around 1 accident per year.
- 3.17 It can therefore be concluded that there are no known highway features that contribute to the occurrence of accidents that would need to be addressed as part of this application, and the accident record in the vicinity of the site does not present any grounds for concern in the context of the development proposals.

4 Accessibility by Sustainable Modes of Travel

Introduction

- 4.1 Promoting sustainable transport is a key pillar of the NPPF, and this section identifies the excellent opportunities to promote walking, cycling and public transport use for this location.

Walking

- 4.2 The site is very well located to encourage journeys to be undertaken on foot. A walk distance of 2km or around 25 minutes (assuming an average walk speed of 80m per minute) is described by the Institute of Highways and Transportation (IHT) as a suggested maximum walking distance for commuting trips. This would cover the entirety of the city centre and would reach the areas of Cheetham Hill to the north, New Islington and Ardwick to the east, Hulme to the south and Salford to the west. Walking can also be promoted as part of a multi-modal journey, particularly in conjunction with public transport.
- 4.3 This means that many of the city's residential areas are accessible on foot, along with access from the main transport interchanges accommodating staff travelling into the city. The site is located in close proximity to numerous footways and public transport nodes providing connections between the site and nearby residential areas within the city centre and further afield. Accessibility by public transport is detailed further within this section.
- 4.4 The local pedestrian network comprises high-quality pedestrian friendly streets within the city centre, which are also considered appropriate to use for those who are mobility impaired. To support pedestrian trips in the local area and to and from nearby transport nodes, Fountain Street, Market Street and part of Mosley Street are completely pedestrianised. Footways are provided on both sides of all nearby streets within proximity of the site, such as those on Mosley Street further south of the site that to those on York Street and New York Street.
- 4.5 Fountain Street and Mosley Street provide key pedestrian routes to and from the central retail district and to the north of the city centre where Manchester Victoria Station is situated. Dropped kerbs and tactile paving are also located on this road facilitating the safe movement of those who are visually impaired and / or may need to use a wheelchair. This street can also be used to facilitate pedestrian trips to and from St Peter's Square to the south. The connecting pedestrian network from this location includes Deansgate and Oxford Street, facilitating trips to and from the south of Manchester City Centre.
- 4.6 The west of the city centre and Salford Central Station can be accessed using Spring Gardens that provides a connection to a series of other streets such as King Street, St Annes Street and Bridge Street. Likewise, pedestrian trips are facilitated to the west of the city centre by use of Parker Street, Aytoun Street, the A6 Piccadilly or Minshull Street.
- 4.7 It is considered that all routes used by those travelling on foot within Manchester City Centre and the site are pedestrian friendly. These comprise of controlled crossings at signalised junctions, as well as dropped kerb and tactile paving crossing points. Local footways are generally considered to be in good condition, with appropriate street lighting provided.

- 4.8 The site is situated in close proximity to an extensive range of amenities, given its city centre location. This provides the opportunity for staff and visitors to undertake journeys on foot for a variety of purposes, and by association removes the need for travel by private car.
- 4.9 A summary of key facilities located within the 2km pedestrian catchment is provided in **Table 4.1**.

Table 4.1: Local Amenities

Amenity	Name	Location	Distance from Site	Approximate Journey Time on Foot
Selection of nearby Food Outlets (core amenity)	Moose Coffee	York Street	210 metres	3 minutes
	Take 5	Mosley Street	280 metres	3 minutes
	Café Nero	Fountain Street	220 metres	3 minutes
	Costa	Fountain Stret	170 metres	2 minutes
	Trove	Marble St	220 metres	3 minutes
ATM (core amenity)	ATM at Tesco Express	Parker Street	280 metres	4 minutes
Recreation / Leisure / Sports Facility (core amenity)	Sugden Sports Centre Manchester Aquatics Centre	Oxford Road	1.5 kilometres	19 minutes
		Oxford Road	1.6 kilometres	20 minutes
Outdoor open space	Piccadilly Gardens	Parker Street	70 metres	1 minutes
	Sackville Gardens	Sackville Street	700 metres	9 minutes
	Cathedral Gardens	Corporation Street	850 metres	11 minutes
	Parsonage Gardens	Parsonage Gardens	850 metres	11 minutes
	Vimto Park	Granby Row	900 metres	12 minutes
Postal Facility	Post Office	Mosley Street	120 metres	2 minutes
Pharmacy	Boots Pharmacy	Piccadilly Gardens	100 metres	2 minutes
Medical Centre	City Centre Walk-in Centre	New Market	500 metres	7 minutes
Childcare Facility	Tinkerbelle Nursery	Store Street	800 metres	10 minutes
Bus Stop	Piccadilly Gardens Bus Interchange		80 metres	1 minute
Convenience Store / Food retail	Tesco Express	Market Street	280 metres	4 minutes
	M&S Simply Food	Piccadilly Gardens	80 metres	1 minute

Note: Distances taken from the site frontage on Mosley Street

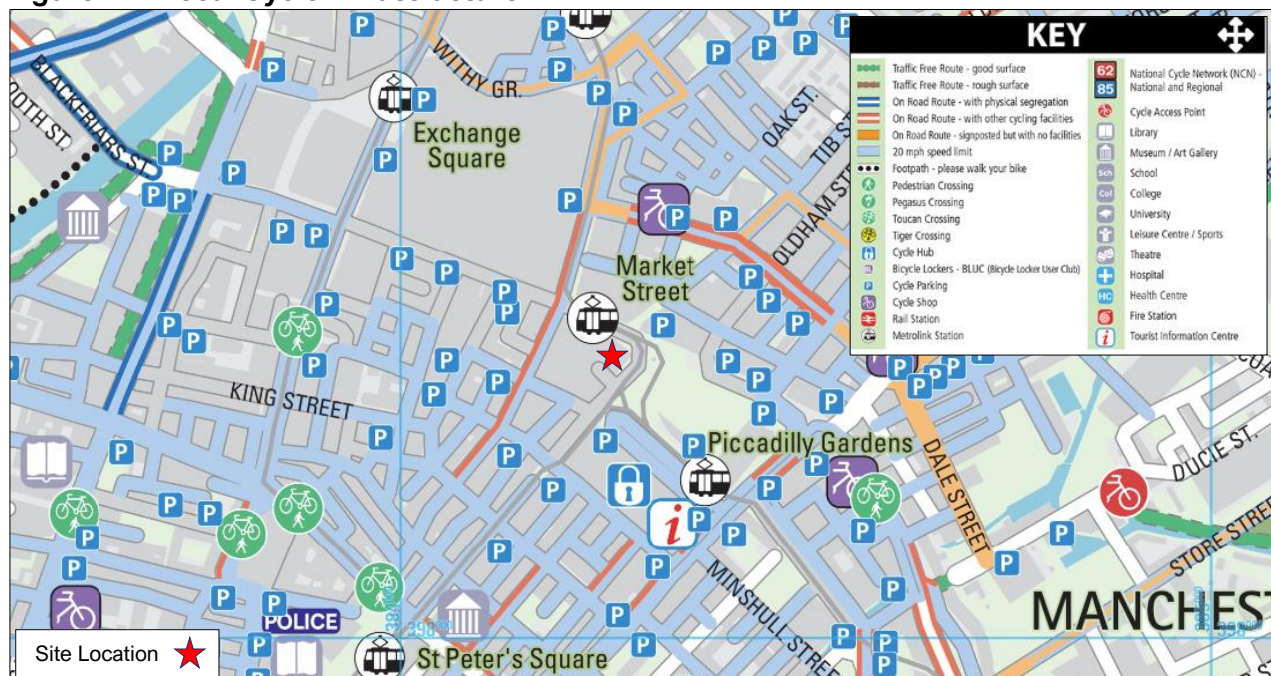
- 4.10 In summary, the pedestrian facilities in the surrounding area will ensure that the site is accessible on foot by staff and guests.

Cycling

- 4.11 Cycling is increasingly being recognised as a viable alternative to the car and there has been sustained growth in cycling as both a mode of travel and leisure activity. DfT 'Local Transport Note 1/20 Cycling Infrastructure Design' states that, "two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people".
- 4.12 TfGM's online mapping facility shows that the site is located in close proximity to various cycle routes, including on-road routes and traffic-free routes of a good surface annotated in green, and on-road routes annotated in beige, as shown in the extract in **Figure 4.1**.

- 4.13 It is also shown on the figure that all of the site's surrounding roads are subject to a reduced 20mph speed limit and as such cater for a safer cycling environment, including Mosley Street, Fountain Street, York Street, New York Street and High Street.

Figure 4.1: Local Cycle Infrastructure



- 4.14 As outlined, the area's cycle network is supported by the one-way traffic system in proximity to the site. This is of benefit to the safety of cyclists given there is a lack of opposing traffic movement when navigating local streets.
- 4.15 Cycling is generally considered suitable for distances of up to 3 miles (4.8km) for regular journeys in urban areas, and 5 miles (8km) for commuting journeys. Using these guidelines, a 5km cycle distance would equate to a journey of around 25 minutes using a leisurely cycle speed of 12km per hour. Based upon the above guidance this catchment represents the lower threshold of the potential cycle catchment of the site.
- 4.16 As well as the entirety of the city centre, this catchment would cover the surrounding areas of Cheetham Hill and Crumpsall to the north, along with Clayton, Openshaw and Belle View to the east. The catchment would also cover the areas of Longsight, Fallowfield, Chorlton-Cum-Hardy and Streford to the south and Salford Old and Trafford to the west where staff may reside.
- 4.17 It is also noted that Manchester Victoria, Piccadilly, Oxford Road, Deansgate and Salford Central Train Stations are located within a short cycle from the site, facilitating the possibility of multi modal journeys by bicycle and train.
- 4.18 In summary, it is considered that the transport conditions in the vicinity of the site allow cycling to be promoted as a sustainable mode of travel.

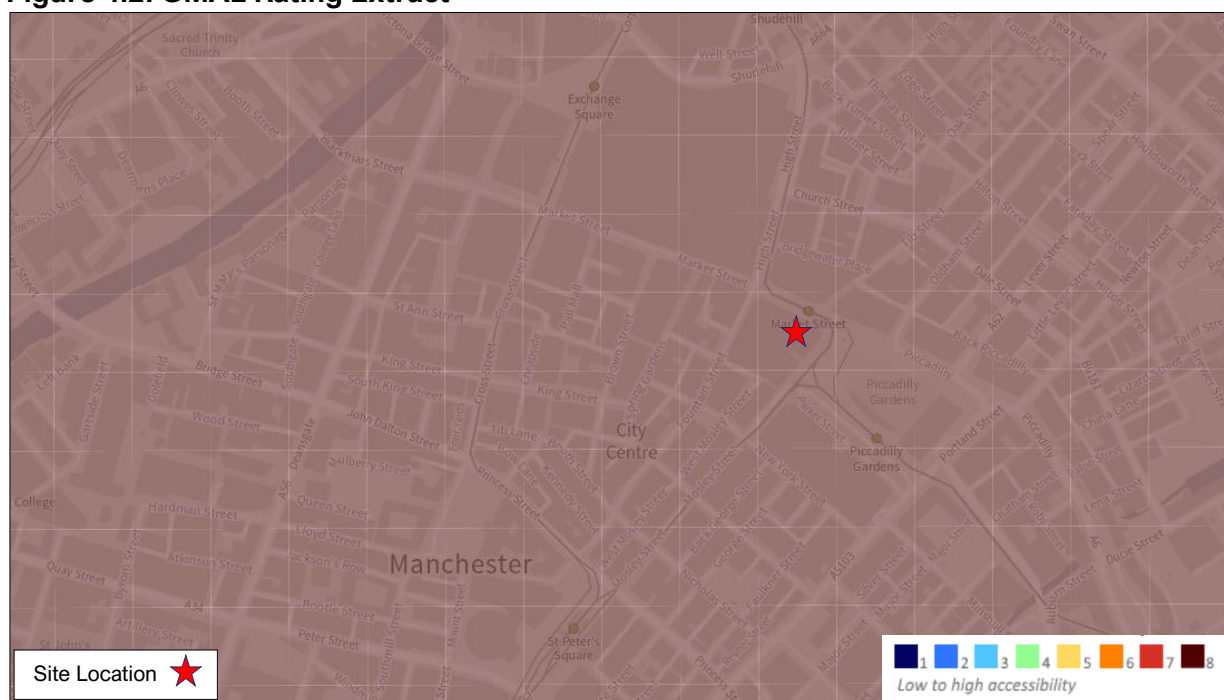
Emerging Bee Network Proposals

- 4.19 The aspirations for improvements to pedestrian and cycle connections that form part of the Bee Network have also been reviewed, referencing TfGM's Bee Network interactive network map.
- 4.20 The Bee Network is a proposal for Greater Manchester to have the UK's largest joined up network for walking and cycling. It is a decade-long plan to connect every neighbourhood in the city region starting with 1,000 miles of walking and cycling network planned, as well as 1,400 new crossing points proposed.
- 4.21 The network will consist of signed 'Beeway' routes that will mark the most direct and pleasant way to navigate a neighbourhood on foot or by bike, and the initiative is being supported by the Greater Manchester Local Authorities and TfGM. Located around 500m away from the site to the northeast, Hilton Street will accommodate a 'Busy Beeway' route that will be accessible to staff and visitors using the building.

Greater Manchester Public Transport Accessibility Level

- 4.22 TfGM publish accessibility to public transport, and this is known as the Greater Manchester Accessibility Level (GMAL). GMAL is a useful guide to measure a site's accessibility using public transport.
- 4.23 The site's location in relation to the Greater Manchester Accessibility Level map extract is shown in **Figure 4.2**.

Figure 4.2: GMAL Rating Extract



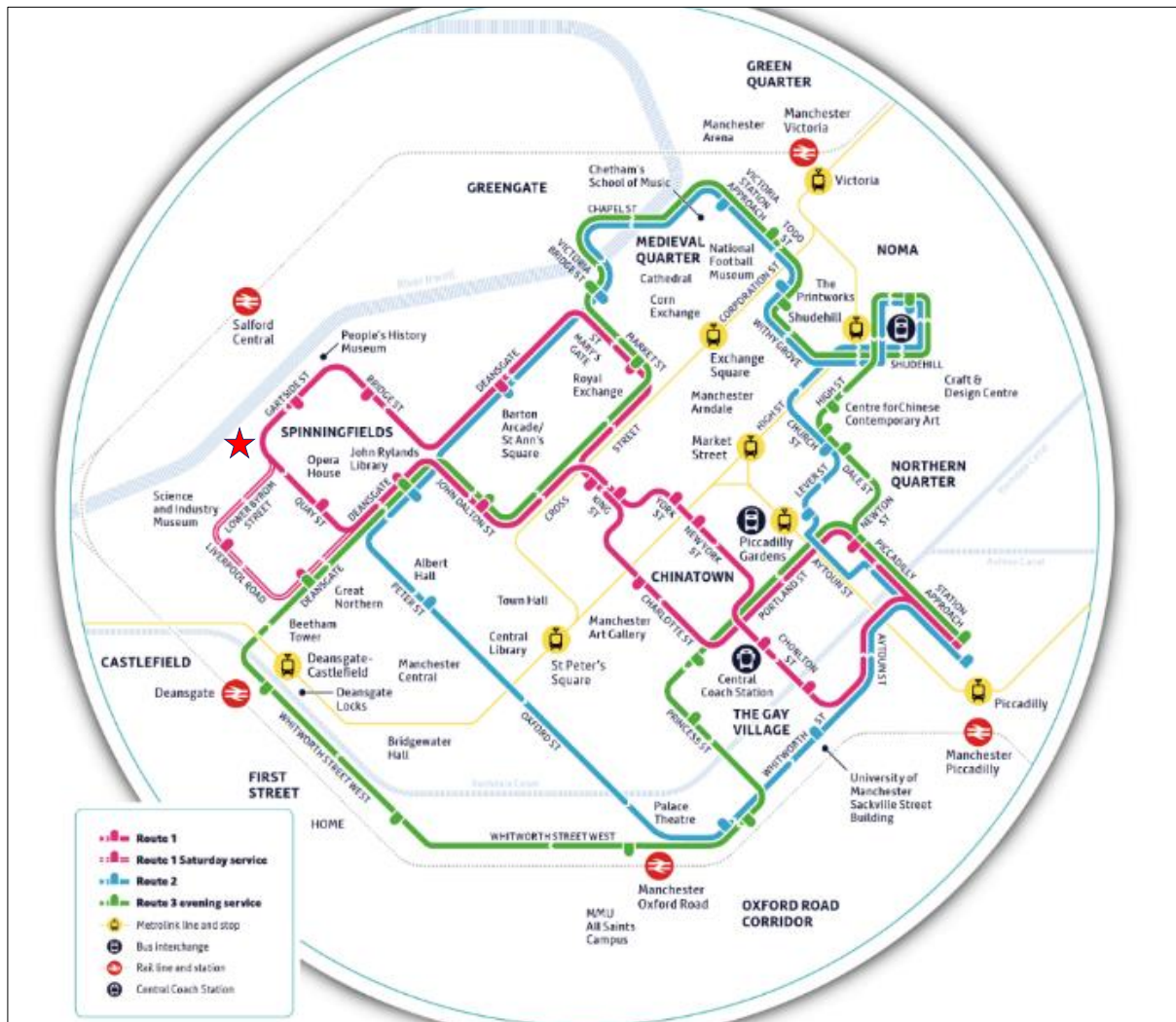
Source: <https://mappinggm.org.uk>

- 4.24 As shown in **Figure 4.2**, the site is located in Accessibility Level 8, which translates as an area of 'Very High' public transport accessibility. This is the highest possible GMAL rating and confirms the excellent opportunity the site offers for travel by public transport services.

Bus

- 4.25 The IHT document 'Guidelines for Planning for Public Transport in Developments' (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400m.
- 4.26 Bus stops provided at Piccadilly Gardens Bus Interchange 80m (1-minute walk) from the site provide access to approximately 32 bus services are available at these bus stops in total, providing regular bus services to and from a range of destinations across Greater Manchester. The vast majority of bus stops that provide access to these services have both shelter and seating arrangements, as well as flag posts displaying service information. It is therefore considered that there are a considerable number of scheduled bus services within an acceptable walking distance of the site.
- 4.27 The Manchester Freebus also operates across Manchester City Centre. Such buses are highly branded and are instantly recognisable, running on around a 10 or 12-minute frequency. High quality stops are provided along the service routes with clear branded images on bus stop plates. Three routes all pass through the city centre's main commercial, financial and cultural districts. These are named Route 1, 2 and 3. All these services can be boarded at Piccadilly Gardens within a 400m distance of the site, and can also be boarded on New York Street, Charlotte Street and King Street. An extract of the Manchester Free Bus Route Map is provided in **Figure 4.3**.

Figure 4.3: Manchester Free Bus Route Map



Metrolink

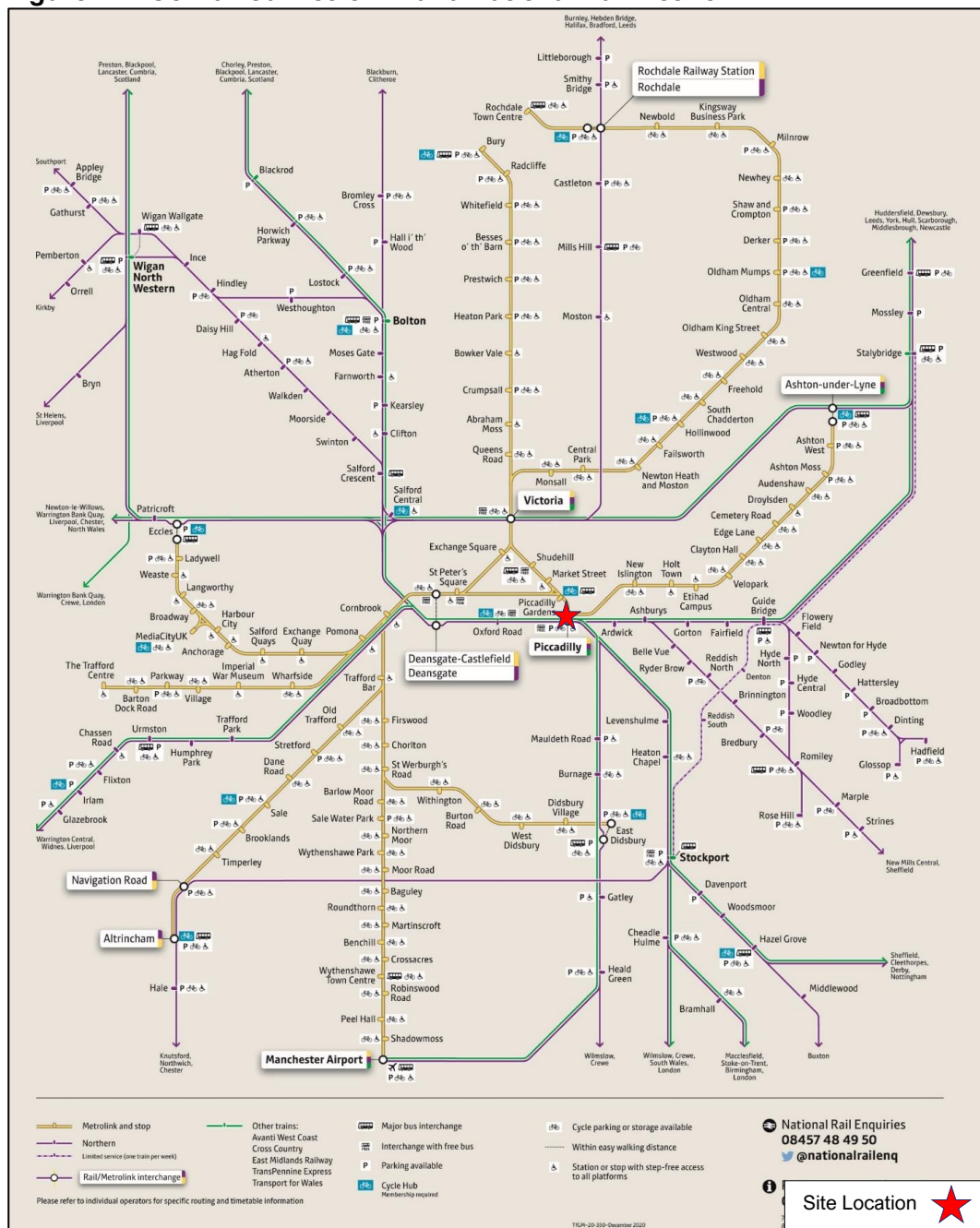
- 4.28 Metrolink services operate on around a 12-minute frequency in each direction on Monday to Sunday. All lines operate between 06:00 and 00:00, with the Airport line (Victoria to Manchester Airport) operating from 03:00 from Deansgate Castlefield. Given the high frequency of Metrolink services, number of routes and tram stops that are accessible from the site, it is considered that these would offer a feasible travel alternative as part of a linked sustainable mode trip.
- 4.29 All Metrolink stops provide shelters, seating and real-time journey information. All Metrolink trams and stations also provide disabled access in the form of step-free access, tactile paving and dropped kerbs. The existing Metrolink services currently cover a broad area of Manchester and its outlying residential districts.
- 4.30 Market Street is the closest Metrolink stop to the site located 80m from the site's frontage with Mosley Street. Piccadilly Gardens Metrolink stop also is located 250m from the site and as such well within an acceptable walking distance. Both stops are situated on the Ashton-under-Lyne, Altrincham and Bury lines, with the Market Street stop also providing access to these lines along with the Manchester Airport line.

- 4.31 Metrolink will offer excellent public transport connectivity for staff and visitors to the proposed development.

Rail

- 4.32 Manchester Piccadilly Station is the closest city centre station to the site, and is accessible via around a 10-minute walk (800m). This station provides access to numerous national rail services, with regional and local services providing access to various destinations across Greater Manchester including Stockport, Wilmslow, Heaton Chapel, Hyde, Gatley, Romiley, Marple, Altrincham, Cheadle Hulme and Wigan. The comprehensive network by rail for the Greater Manchester area is given in **Figure 4.4**. This station is also readily accessible by the aforementioned Free Bus service.

Figure 4.4: Combined Metrolink and National Rail Network



Summary

- 4.33 The site occupies a highly sustainable location in the heart of Manchester City Centre and is accessible by a range of sustainable travel modes. As such, it is considered that the site is well-placed to facilitate access by active modes and public transport for staff and guests, supporting a development that will not provide any on-site car parking.

5 Proposed Development

Introduction

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

Built Proposals

- 5.2 The proposals comprise changing the site's use from office (use class C1) to hotel (use class E). The site currently accommodates 5,585 square metres (sqm), 3,448sqm is of office space which is to be replaced by a hotel consisting of 187 rooms. The scheme will not include any on-site car parking provision.

Vehicle Access Proposals

- 5.3 As the proposals do not include any on-site car parking, the only vehicle access included as part of the proposals will be the retention of the servicing access from Mosley Street, as described next.

Delivery and Refuse Arrangements

- 5.4 Refuse and servicing access is currently provided from an entrance on Mosley Street (Meal Street) at the southern end of the existing building via a one-way traffic order. This existing arrangement will be retained, and it is proposed that service vehicles will continue to use this servicing access. The delivery and servicing activity for the proposed hotel will need to be co-ordinated with the existing operations by the other retail uses in the building at ground floor level, given the vehicle constraints at the site in terms of access / waiting restrictions and the adjacent tram tracks and pedestrianised area. It is suggested that the provision of a more detailed delivery and servicing management plan for the development site for approval by MCC and TfGM could be secured by planning condition.
- 5.5 An MCC Waste Proforma has also been prepared alongside this planning application, which sets out the site's waste generation, recyclable waste streams and collection regime, as per GD04 guidance. This has been prepared under a separate cover.

Construction Access Arrangements

- 5.6 TfGM have commented that Portland Street and Charlotte / Nicholas Street would likely be utilised as the preferred routing for wider access to the site.
- 5.7 The management of construction activity will be a key focus for the proposed hotel scheme at the Royal Buildings, given the proximity of the Metrolink tramlines and the pedestrianised area immediately adjacent to the site which will be operational during construction. A Construction Traffic Management Plan (CTMP) will be required to set out the construction vehicle management procedures, including the proposals for construction vehicle access, extents of the construction site, measures to ensure potential conflicts as a result of construction activity are managed and mitigated appropriately.

- 5.8 It is suggested that the provision of a detailed CTMP for the development site for approval by MCC and TfGM could be secured by planning condition.

Pedestrian Access Proposals

- 5.9 Pedestrian access to the site will be achieved from both Mosley Street and Fountain Street, as currently provided.

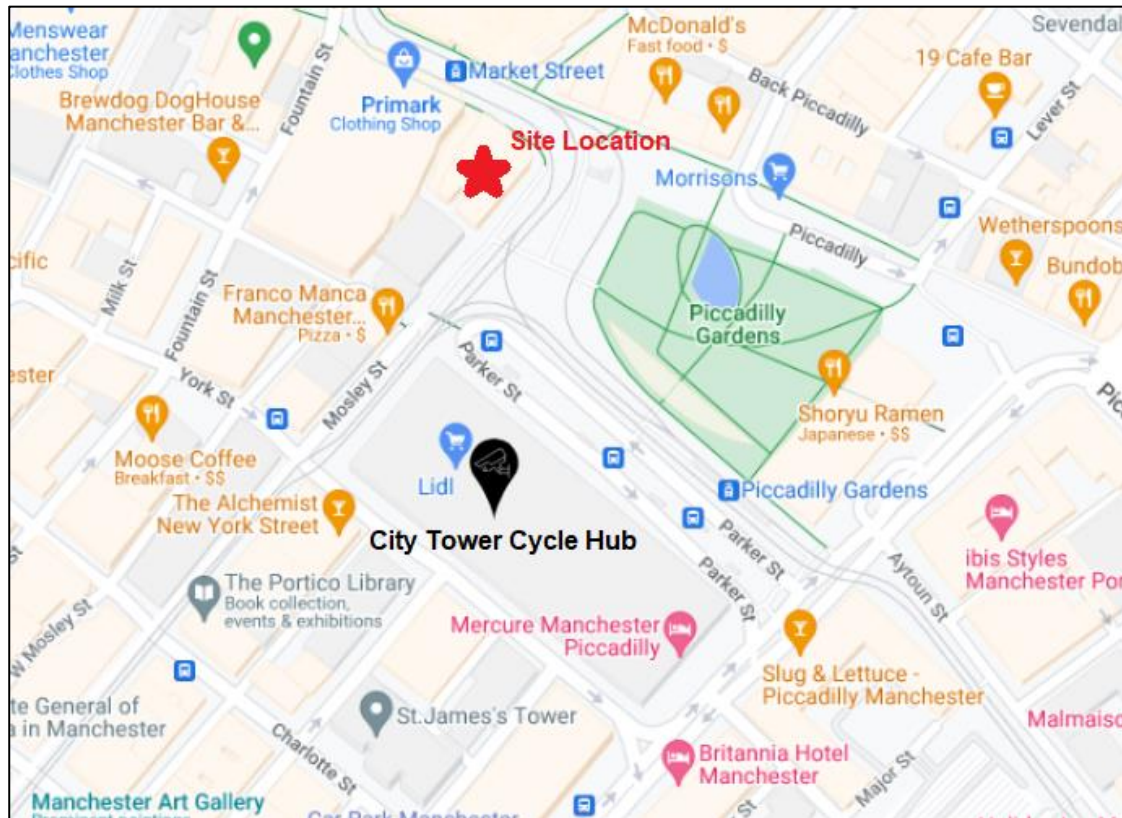
Car Parking Proposals

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

Cycle Parking Proposals

- 5.11 The development will provide some on-site cycle parking spaces if spatially feasible within the proposed site layout.
- 5.12 Criterion Capital and the hotel operator are committed to supporting cycling access to the site by staff and providing access to the associated facilities. The applicant will agree to pay for staff memberships at the City Tower Cycle Hub for those staff that wish to cycle to work so that they can use the hub for cycle parking. The City Tower Cycle Hub is conveniently located close to the development site adjacent to Piccadilly Gardens and New York Street, around a two-minute walk from the Royal Buildings, as shown in **Figure 5.1**. The cycle hub contains 194 spaces and is located in the basement of the City Tower (M1 4BT).

Figure 5.1: City Tower Cycle Hub Location Plan



Travel Plan

- 5.13 A Travel Plan has been prepared which accompanies the Transport Statement. This will ensure the development works towards the sustainable travel principles highlighted in national and local planning policy guidance. This document has been prepared under separate cover.

6 Traffic Impact

Introduction

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

Existing Office Trip Generation

- 6.2 As the site currently accommodates 3,448sqm of office space. The traffic generation associated with this represents a baseline against which the traffic generation of the proposed uplift in office space should be compared.
- 6.3 In order to establish the trip generation of the existing site, the TRICS database has been interrogated. To obtain representative results, city centre sites of a similar size and parking provision have been collated. The average trip rate for typical weekday morning and evening peak, together with the resultant trip generations are provided in **Table 6.1**, with full TRICS outputs provided in **Appendix B**.

Table 6.1: Existing Office Trip Generation

Weekday Time Period	Trip Rates (per 100sqm)			Traffic Generation (3,448sqm)		
	Arr	Dep	Total	Arr	Dep	Total
AM Peak (08:00-09:00)	0.327	0.022	0.349	11	1	12
PM Peak (17:00-18:00)	0.051	0.189	0.240	2	7	9

Note: Rounding errors may be present

- 6.4 As presented in **Table 6.1**, the TRICS trip rate analysis suggests that the site's existing use generates in the region of 12 two-way vehicles movements in the morning peak period, with 9 two-way vehicle movements generated in the evening peak period.

Proposed Hotel Trip Generation

- 6.5 In order to establish the trip generation of the proposed hotel use, an interrogation of the TRICS database has again been undertaken. The land use category '06 / A - Hotel' has been selected and to obtain representative results, city centre sites of a similar size and parking provision have been collated.
- 6.6 In order to provide a consistent assessment, trip rates have been applied to the proposed floor area of 3,448sqm. The resultant trip generations are provided in **Table 6.2**. Full TRICS outputs provided in **Appendix C**.

Table 6.2: Proposed Hotel Trip Generation

Weekday Time Period	Trip Rates (per 100sqm)			Traffic Generation (3,448sqm)		
	Arr	Dep	Total	Arr	Dep	Total
AM Peak (08:00-09:00)	0.207	0.59	0.797	7	20	27
PM Peak (17:00-18:00)	0.133	0.044	0.177	5	2	7

Note: Rounding errors may be present

Net Impact

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

Table 6.3: Net Impact

Weekday Time Period	Net Impact		
	Arr	Dep	Total
AM Peak (08:00-09:00)	-4	+20	+16
PM Peak (17:00-18:00)	+3	-5	-2

- 6.8 It is demonstrated that during the weekday morning peak period, the proposals will increase the number of two-way vehicle trips by 16. This equates to an additional vehicle trip approximately every 4 minutes.
- 6.9 During the evening peak period, the proposals will reduce the number of two-way vehicle trips by 2. This is due to the difference between the trip generating characteristics of the two uses where there will be more departing trips in the evening peak period for the office use than hotel use.
- 6.10 Across the course of the day, the proposals are expected to uplift traffic in the order of an extra 31 arrivals and 52 departures, equating to a total of 83 vehicle trips.
- 6.11 It is expected that the proposals will therefore have no material impact on the operation of the surrounding highway network. Such trips will be dispersed across the city centre at the different car park locations set out in **Table 3.1**, given that there will be no on-site car parking provision at Royal Buildings and therefore the traffic generation impacts of the proposals will be dispersed.

Summary

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

7 Summary and Conclusions

Summary

- 7.1 Vectos has been commissioned by Criterion Capital to provide transport and highways advice in support of full planning application for the change of use at Royal Buildings bordering Mosley Street and Fountain Street in Manchester City Centre.
- 7.2 The proposals comprise changing the site's use from office (use class C1) to hotel (use class E). The site currently accommodates 3,448sqm of office space which is to be replaced by a hotel of the same floor area and consisting of 187 rooms. The scheme will not include any on-site car parking provision.
- 7.3 The Transport Statement draws the following conclusions:
- The site is located within a comprehensive pedestrian network, with street lit footways provided, complemented by crossing facilities at surrounding junctions and pedestrian access to the site will be achieved from both Mosley Street and Fountain Street, as currently provided;
 - The site is also accessible by bicycle with a number of safe cycle routes identified in the site locale, including the Bee Network route proposals by TfGM. Access to the City Tower Cycle Hub will be secured for those staff that wish to cycle to work;
 - The site is highly accessible by public transport, with a range of bus services, Metrolink stops and railway stations located within a short walking distance;
 - The high public transport accessibility of the site is reflected in the highest possible GMAL rating of 8;
 - The site is extremely well located for access to a range of local services and amenities which is of benefit to staff and guests of the hotel development;
 - The development is concluded to be fully in accordance with national and local planning policy guidance, which encourages travel by non-car modes;
 - The development represents an excellent opportunity for a development to include no on-site car parking, and therefore as a reflection of the highly sustainable city centre location;
 - Off-street public car parks are located close to the site that would cater for any staff and guests who require car parking or any visitors to the site travelling by car;
 - The existing arrangement for refuse and servicing at the Royal Buildings for the proposed hotel scheme will be retained from Mosley Street. It is suggested that the provision of a more detailed delivery and servicing management plan for the development site for approval by MCC and TfGM could be secured by planning condition;

- The management of construction activity will be a key focus for the proposed hotel scheme at the Royal Buildings, given the proximity of the Metrolink tramlines and the pedestrianised area immediately adjacent to the site which will be operational during construction. It is suggested that the provision of a detailed CTMP for the development site for approval by MCC and TfGM could be secured by planning condition; and
- A Travel Plan will be implemented, which is intended to encourage staff and visitors to travel by non-car modes.

Conclusion

- 7.4 As outlined in Section 2, the National Planning Policy Framework states that, “*development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe*”.
- 7.5 This Transport Statement has demonstrated that the proposed development site is located in a highly accessible location, and that the development at Royal Buildings would have no impact upon the safe or efficient operation of the surrounding highway network.
- 7.6 It is therefore concluded that the residual cumulative impact of the development would not be severe, and on this basis there are no material reasons why the proposed development should be refused on highways or transportation grounds.

Appendices

Appendix A

Existing and Proposed Site Layout Plans



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

Key

- BOH Lift
- Burger King
- Staircore
- Tenant 02
- Tenant 03
- Tenant 04



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Buttress

41 Bengal Street
Manchester
M4 6AF

Clockwise, Yorkshire House
Greek Street, Leeds
LS1 5SH

T 0161 236 3303 0113 539 7965
E contact@buttress.net
W www.buttress.net

Project Title Royal Buildings
Client Criterion Capital
Location Manchester

Drawing ref Existing Ground Floor Plan

Date 09/06/2023 16:31:45 **Scale** 1 : 100

Checker TW **Size** A1

Job No: 9609 **Status** S0 Initial Status

Project	Origin	Volume	Level	Type	Role	Number	Rev
9609-BUT-ZZ-00-DR-A-01001-P1							



Note:
Do Not Scale from this drawing.
Dimensions are to be checked on site.
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Key

- BOH Lift
- Burger King
- Circulation
- Lift
- Staircore
- Tenant 02
- Tenant 03
- Tenant 04



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Rev Date Intls Details

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Buttress

41 Bengal Street
Manchester
M4 6AF

Clockwise, Yorkshire House
Greek Street, Leeds
LS1 5SH

T 0161 236 3303 0113 539 7965
E contact@buttress.net
W www.buttress.net

Project Title Royal Buildings
Client Criterion Capital
Location Manchester

Drawing ref Proposed Ground Floor Plan

Date 09/06/2023 16:34:25 Scale 1 : 100

Checker TW Size A1

Job No: 9609 Status S0 Initial Status

Project	Origin	Volume	Level	Type	Role	Number	Rev
9609-BUT-ZZ-00-DR-A-04001-P1							

Appendix B

TRICS Outputs (Existing Office)

Calculation Reference: AUDIT-715001-221125-1125

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

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

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

Primary Filtering selection:

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

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

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 04/05/21

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

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

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*Selected Locations:

Town Centre	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:

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.

Secondary Filtering selection:

Use Class:

Not Known

4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000

3 days

50,001 to 100,000

1 days

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

Population within 5 miles:

125,001 to 250,000

2 days

250,001 to 500,000

1 days

500,001 or More

1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0

2 days

1.1 to 1.5

1 days

1.6 to 2.0

1 days

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

Travel Plan:

No

4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present

4 days

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

Covid-19 Restrictions

Yes

At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

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

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

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	4	6880	0.145	4	6880	0.047	4	6880	0.192
08:00 - 09:00	4	6880	0.327	4	6880	0.022	4	6880	0.349
09:00 - 10:00	4	6880	0.182	4	6880	0.040	4	6880	0.222
10:00 - 11:00	4	6880	0.058	4	6880	0.058	4	6880	0.116
11:00 - 12:00	4	6880	0.022	4	6880	0.033	4	6880	0.055
12:00 - 13:00	4	6880	0.044	4	6880	0.058	4	6880	0.102
13:00 - 14:00	4	6880	0.058	4	6880	0.105	4	6880	0.163
14:00 - 15:00	4	6880	0.040	4	6880	0.069	4	6880	0.109
15:00 - 16:00	4	6880	0.047	4	6880	0.080	4	6880	0.127
16:00 - 17:00	4	6880	0.036	4	6880	0.214	4	6880	0.250
17:00 - 18:00	4	6880	0.051	4	6880	0.189	4	6880	0.240
18:00 - 19:00	4	6880	0.022	4	6880	0.145	4	6880	0.167
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.032			1.060			2.092

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.

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Parameter summary

Trip rate parameter range selected:	3960 - 10265 (units: sqm)
Survey date range:	01/01/14 - 04/05/21
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix C

TRICS Outputs (Proposed Hotel)

Calculation Reference: AUDIT-715001-230609-0624

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

TOTAL VEHICLES

Selected regions and areas:

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

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

Primary Filtering selection:

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

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

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Monday	1 days
Friday	1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*Selected Locations:

Town Centre	2
-------------	---

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

Built-Up Zone	2
---------------	---

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

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

Secondary Filtering selection:

Use Class:

C1 2 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000 1 days

25,001 to 50,000 1 days

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

Population within 5 miles:

75,001 to 100,000 1 days

500,001 or More 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 2 days

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

Travel Plan:

No 2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 2 days

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

LIST OF SITES relevant to selection parameters

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

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

MANUALLY DESELECTED SITES

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

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

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

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

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Parameter summary

Trip rate parameter range selected:

3178 - 3600 (units: sqm)

Survey date date range:

01/01/15 - 12/11/21

Number of weekdays (Monday-Friday):

2

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

4

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

Contact

London

Network Building,
97 Tottenham Court Road,
London W1T 4TP.
Tel: 020 7580 7373

Bristol

5th Floor, 4 Colston Avenue,
Bristol BS1 4ST
Tel: 0117 203 5240

Cardiff

Helmont House, Churchill Way,
Cardiff CF10 2HE
Tel: 029 2072 0860

Exeter

6 Victory House,
Dean Clarke Gardens,
Exeter EX2 4AA
Tel: 01392 422 315

Birmingham

Great Charles Street,
Birmingham B3 3JY
Tel: 0121 2895 624

Manchester

Oxford Place, 61 Oxford Street,
Manchester M1 6EQ.
Tel: 0161 228 1008

Leeds

7 Park Row, Leeds LS1 5HD
Tel: 0113 512 0293

Bonn

Stockenstrasse 5, 53113,
Bonn, Germany
Tel: +49 176 8609 1360
www.vectos.eu

Registered Office

Vectos (North) Limited
Oxford Place
61 Oxford Street
Manchester M1 6EQ.
Company no. 07794057