



Transport Assessment

Upper and Lower Campfield, Enterprise City

Allied London Campfield Developments Limited

Prepared by:

SLR (trading as Vectos (North) Limited)

4th Floor, Oxford Place, 61 Oxford Street,
Manchester, M1 6EQ

SLR Project No.: VN232776

15 September 2023

Revision: 01

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	15 September 2023	Emilia Gosden	Gareth Davis	Gareth Davis

Basis of Report

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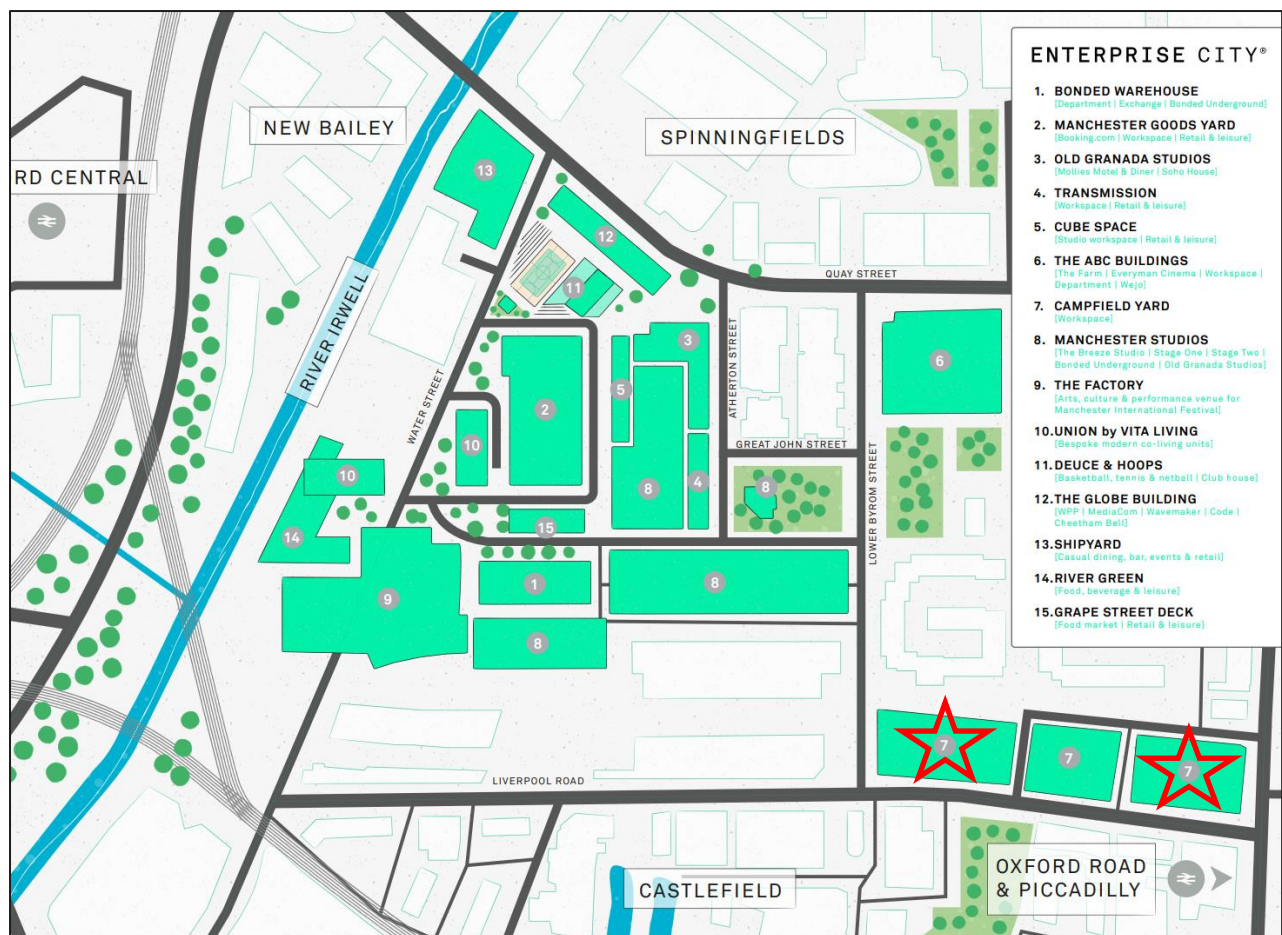


1.0 Introduction

Background

- 1.1 SLR has been appointed by Allied London Campfield Developments Limited to provide traffic and transportation advice as part of a Full Planning Application for the development of a defined cluster for media, digital and creative industries to generate new employment in these areas. The site is located in two of the existing Campfield market halls; Upper and Lower Campfield.
- 1.2 The development lies within the wider Enterprise City Masterplan area which involves the creation of a new tech, media and creative cluster in the Manchester City Centre. **Figure A** below outlines these wider Enterprise City proposals with the Campfield sites starred.

Figure A: Site Location



- 1.3 The proposed application site is located in Manchester City Centre, neighbouring the district of Spinningfields and Deansgate.
- 1.4 The existing buildings currently consist of the Grade II-listed Upper Campfield Market and Lower Campfield Market buildings. Both buildings are listed as in need of renovation and refurbishment by Manchester City Council.



- 1.5 The Upper Campfield Market building is currently vacant and the Lower Campfield Market was until more recently used as the Air and Space Hall by the Science and Industry Museum (MOSI). This building is also now vacant. Both buildings are currently served by multiple entrances from road level on all street facades.

Structure of the Report

- 1.6 This Transport Assessment (TA) has been prepared in accordance with guidance provided by the Department for Transport's (DfT) 'Guidance for Transport Assessment' (2014). Following this introduction, the report provides the following information:
- **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 and reviews the available 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: Audit of Highway Infrastructure** – details the existing pedestrian / cycle / bus infrastructure around the site in terms of tactile paving, crossing points, cycle lanes, bus stop shelters etc. including information of their existing condition (a photographic record is also presented);
 - **Section 6 and Section 7: Proposed Development** – sets out the development proposals for the application site;
 - **Section 8 and Section 9: Multi-modal Impact Assessment** – outlines the multi-modal trip generation of the proposed scheme, and the impact of the site redevelopment; and
 - **Section 10: Summary and Conclusions** – summarises the findings of the TA and provides the report conclusions.
- 1.7 In addition to the above, SLR has also prepared a Travel Plan (TP) and Waste Management Strategy submitted as part of the planning application under separate covers. This Transport Assessment should be read alongside both these supporting documents.



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 TA is in accordance with such guidance and that the principles of development are consistent with national and local policies.

National Planning Policy

National Planning Policy Framework (2023)

- 2.2 The latest National Planning Policy Framework (NPPF) was published in July 2023 by the Ministry of Housing, Communities and Local Government, replacing the previous versions. The NPPF sets out the government's planning policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development.
- 2.3 As part of promoting sustainable transport, the NPPF states that in assessing applications for development, it should be ensured that:
- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.
 - b) safe and suitable access to the site can be achieved for all users;
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 2.4 The NPPF 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'.
- 2.5 Finally, the NPPF notes that all developments that will generate significant amounts of movement should be required to provide a Travel Plan.
- 2.6 Accordingly, a Framework Travel Plan has been prepared in support of this application, which will form the basis of a long-term management strategy for the site, delivering sustainable transport objectives.



Local Planning Policy

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.
- 2.8 **Policy T1** of the Core Strategy concerns sustainable transport. It states that the Council will support proposals that:
- Improve choice by development alternatives to the private car;
 - Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:
 1. Pedestrians and disabled people;
 2. Cyclists, public transport;
 3. Commercial access;
 4. General off-peak traffic; and
 5. General peak time traffic.
- 2.9 **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 internal connections; and
 - Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.
- 2.10 The parking standards for cars do not apply as these are maximum standards and no parking will be provided as part of the development.
- 2.11 Cycle parking will be set in accordance with MCC's guidance.

City Centre Transport Strategy

- 2.12 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.
- 2.13 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.



- 2.14 t 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 Spatial Plan

- 2.15 The emerging spatial plan for nine authorities of Greater Manchester sets out a long-term plan for jobs, new homes, and sustainable growth. This is a Strategic Plan, and the Core Growth Area of the plan looks to, *'provide conditions to boost the role of Greater Manchester as a Global City...the growth potential of the Core Growth Area will continue through higher density development, building in opportunity areas'*.
- 2.16 The relevant Policy Objectives are as follows:
- **Objective 3:** Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester;
 - **Objective 4:** Maximise the potential arising from our national and internal assets;
 - **Objective 5:** Reduce inequalities and improve prosperity;
 - **Objective 6:** Promote the sustainable movement of people, goods and information; and
 - **Objective 7:** Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region.

Summary

- 2.17 The following chapters of this TA will demonstrate that the development proposals follow relevant national and local planning policy guidelines.



3.0 Baseline Conditions

Site Location

- 3.1 As described in **Chapter 1**, the site is located directly north of the A6143 Liverpool Road is located within the heart of Manchester City Centre. An aerial view of the site showing the approximate boundary, is provided as **Figure B**.

Figure B: Existing Site Location (Upper and Lower Campfield)



- 3.2 The neighbouring buildings include a wide range of uses including office, retail, hotels, public houses and a range of residential developments.

Existing Development

- 3.3 The existing buildings currently consist of the Grade II-listed Upper Campfield Market and Lower Campfield Market buildings. Both buildings are listed as in need of renovation and refurbishment by Manchester City Council (MCC).
- 3.4 The Upper Campfield Market building is currently vacant and the Lower Campfield Market was until more recently used as the Air and Space Hall by the Science and Industry Museum (MOSI). This building is also now vacant. Both buildings are currently served by multiple entrances from road level on all street facades.
- 3.5 The layout of the existing building is shown in **Appendix A** attached to the rear of this report.



Surrounding Highway Network

Liverpool Road

- 3.6 Liverpool Road runs along the southern boundary of the site. In the immediate vicinity of the application site, it is a one-way working carriageway, approximately 7.5m wide and National Cycle Route 6 runs along its length.
- 3.7 In proximity to the junction with Deansgate and along the frontage of Upper Campfield, Liverpool Road has cycle lanes on approach to Deansgate (with an advanced cycle stopline) and where it turns to join Water Street to the west. In the central sections it has cycle markings indicating cyclists run on street. On the northern frontage there is a taxi bay and pay and display on-street parking (including an electric vehicle recharging point space). On the southern side of Liverpool Road there is an on-street loading bay, bus stop and on-street parking bays.
- 3.8 Pedestrian footways are provided on both sides of the carriageway and there is street lighting at regular intervals. West of the junction with Lower Byrom Street there is a zebra crossing.

Lower Byrom Street

- 3.9 Lower Byrom Street forms a priority junction with Liverpool Road in the south and Quay Street in the north. Lower Byrom Street runs to the west of Lower Campfield. Lower Byrom Street is a one-way working carriageway, approximately 6.0m. There are sections of the road that sit directly outside of the Science and Industry Museum café entrance that have on-street parking (disabled and loading only). The remainder of Lower Byrom Street has double yellow line markings.
- 3.10 There is a zebra crossing that sits directly adjacent to Lower Campfield. The uncontrolled crossing links with the Lower Campfield entrance point on the Lower Byrom Street façade.

Byrom Street

- 3.11 Byrom Street forms the eastern frontage of Lower Campfield and is a cobbled pedestrian only link from Tonman Street to Liverpool Road. There is a paved footway on the eastern side. Byrom Street provides 10 uncovered Sheffield cycle stands. There is CCTV surveillance.

Barton Street

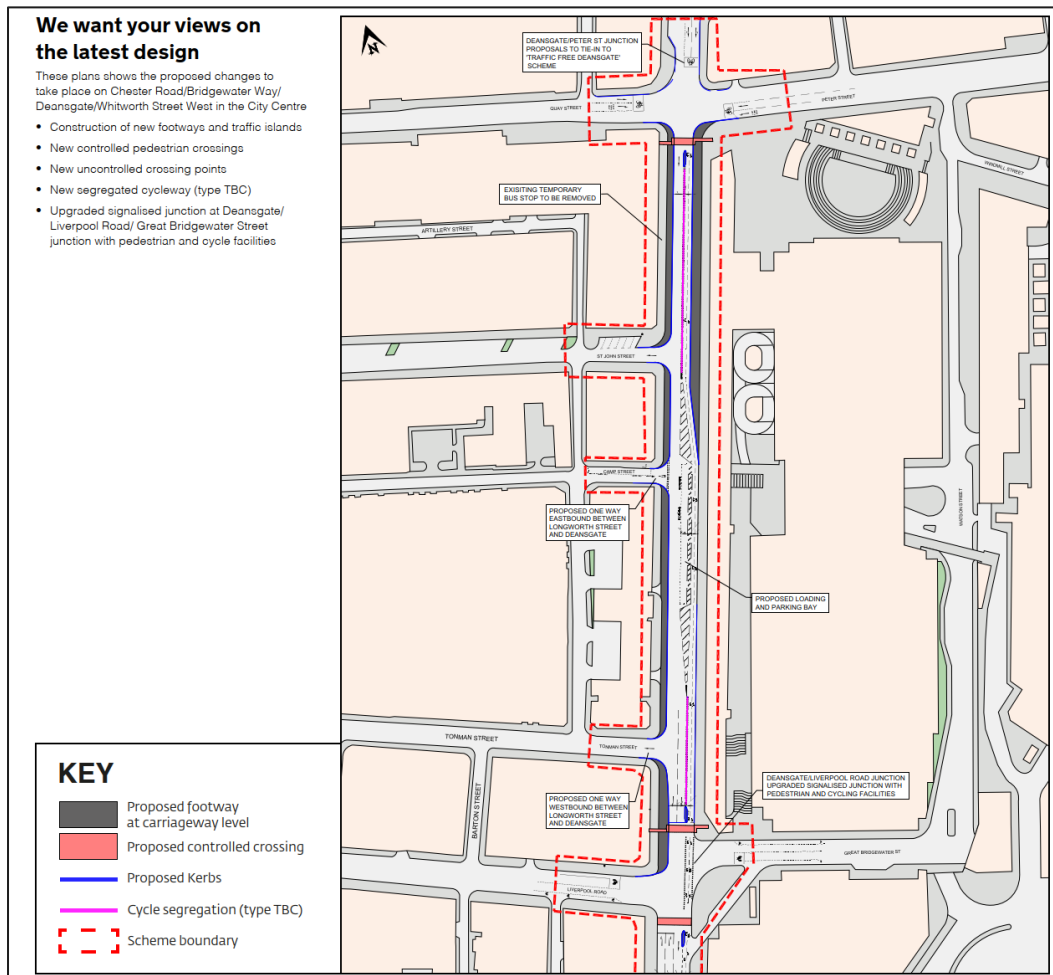
- 3.12 Barton Street forms the western frontage of Upper Campfield and is a cobbled two-way working link from Tonman Street to Liverpool Road. The street is circa. 3.7m in width and has double yellow lines and single yellow lines on either side. It is understood that this was previously used as a servicing route for Upper Campfield. There are paved footways on both sides.



Tonman Street

- 3.13 Tonman Street runs along the northern boundary of Upper Campfield and provides a link to Deansgate and Byrom Street.
- 3.14 Tonman Street is currently two-way working with double yellow lines on its northern side and Pay & Display on-street parking and a large loading bay on its southern side. Tonman Street forms a priority arrangement with Deansgate.
- 3.15 Under the City Centre Triangle proposals as shown in **Figure C** below, Tonman Street will be made one-way westbound from Deansgate.

Figure C: City Centre Triangle Proposals (Deansgate Works)



Deansgate

- 3.16 Deansgate is a main distributor road through Manchester City Centre, which runs to the east of the site. In the immediate vicinity of the site Deansgate forms a signalised intersection with Liverpool Road and Great Bridgewater Street. On approach Deansgate consists of two lanes on entry and one lane on exit. North of the junction the highway frontage consists of on-street parking bays and a bus stop.
- 3.17 In proximity to the junction with Liverpool Road, Deansgate has cycle lanes and advanced cycle stop boxes and double yellow lines. Good quality pedestrian footways are provided on both sides of the carriageway and there is street lighting at regular intervals.
- 3.18 Deansgate forms part of the City Centre Triangle works which aims to *'create an easier, safer and more attractive route for people to move between stations and will link with other walking and cycling routes, focusing on areas not already covered by other improvement schemes.'* Under these proposals the signalised junction at Deansgate/Liverpool Road/Great Bridgewater Street will be upgraded with pedestrian and cycle facilities. The proposals are detailed in **Figure C**.



Public Car Parking

- 3.19 Due to the application sites City Centre location, there are numerous large capacity public car parks within a very short walk distance of the site. The location of nearby parking (public car parks and on-street public car parking) is presented in **Table A** below. The key locations are the NCP car parks at Great Northern and Spinningfields.
- 3.20 Should occupants require parking, there are more than 3,300 spaces of public parking available within a 10-minute walk of the Site and over 5,500 spaces within a 15-minute walk, as detailed in **Table A**:

Table A Car parking Spaces within a 10-minute walk of the Site

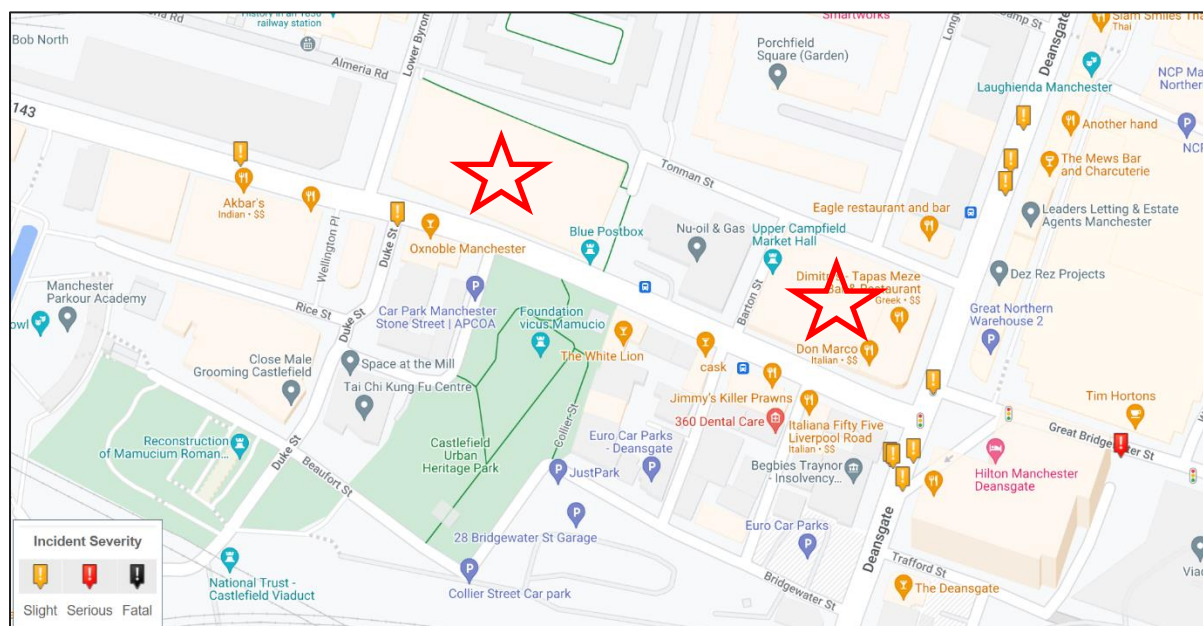
Car Parking Spaces within a 10 Minute Walk of the Site	
Great Northern 1&2 NCP	1200
Spinningfields NCP	680
New Bailey, Salford NCP	605
Deansgate Euro Car Parks	40
Stone Street	12
Bridgewater Street	70
Manchester Central NCP	700
Total	3307
There is 5000+ Additional Car Parking Spaces within a 15 Minute Walk of the Site	



Collision Record

- 3.21 A review of collision records for the local highway network has been undertaken using data available on the CrashMap website. CrashMap uses data collected by the police for collisions occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 3.22 The CrashMap analysis has been undertaken for the most recent five-year period, between 2017 and 2021. A total of 11 collisions have been recorded in the area immediately surrounding the development site as shown in **Figure D** below.

Figure D: Collision Search Area (Source: CrashMap)

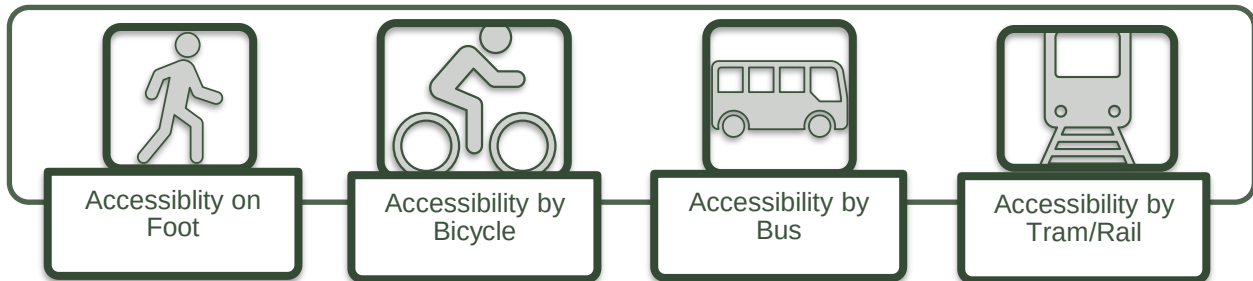


- 3.23 Out of the 11 collisions that have occurred within the vicinity of the site, six involved a cycle casualty and two involved a pedestrian casualty.
- 3.24 In summary, it is considered that this level of accidents in a busy urban environment with a high pedestrian and vehicular footfall is notable, but not sufficient to represent a collision blackspot.
- 3.25 This analysis therefore confirms that Liverpool Road and all the surrounding roads likely to be used by development multi-modal trips represent a safe arrangement for all users. It can be seen from the review of the personal injury collisions that there are no identifiable trends which would give rise to any highway safety concerns.

4.0 Accessibility By Sustainable Modes of Transport

Introduction

- 4.1 A key element of national and local policy is to ensure that developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

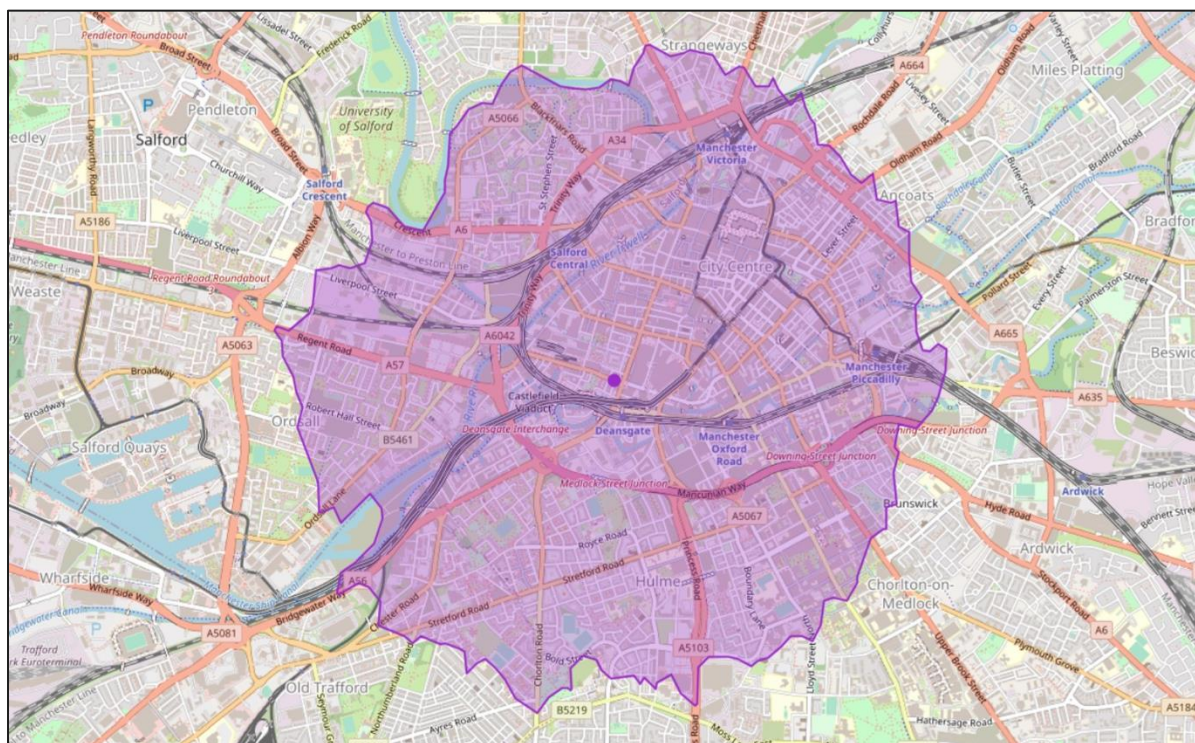


Pedestrian Accessibility

- 4.2 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, topography and other local facilities.
- 4.3 The Chartered Institution for Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests that a reasonable maximum walking distance for commuting trips is 2000m or just over a 20 minute walk time
- 4.4 To assist in summarising the accessibility of the site by foot, an indicative 2km pedestrian catchment plan for Upper and Lower Campfield has been produced. As shown in **Figure E**.



Figure E – Indicative 2km Pedestrian Catchment



- 4.5 This 2000m or 20 minute pedestrian catchment demonstrates that the entirety of the City Centre, including five train stations are located within this catchment. The catchment also includes substantial residential areas such as Hulme and Ordsall.
- 4.6 A selection of existing accessible amenities within 500m of Upper and Lower Campfield are detailed in **Table B**.

Table B: Key Amenities within 500m of the Proposed Development

Amenity's (500m or less from Upper and Lower Campfield)
Bank (Santander and Cash Machine)
Post Box (on Liverpool Road)
St John's Gardens
Roman Gardens
Public Houses / bars (The Ox Noble, White Lion, Cask)
Sainsbury's Local
Tesco Express
Lifestyle Fitness
Coffee Shop (Warehouse Café, Noir Cuts & Coffee, Hortens Coffee)
A large selection of restaurants (Dimitri's, Don Marco, Rump N Ribs Steakhouse, Akbar's)

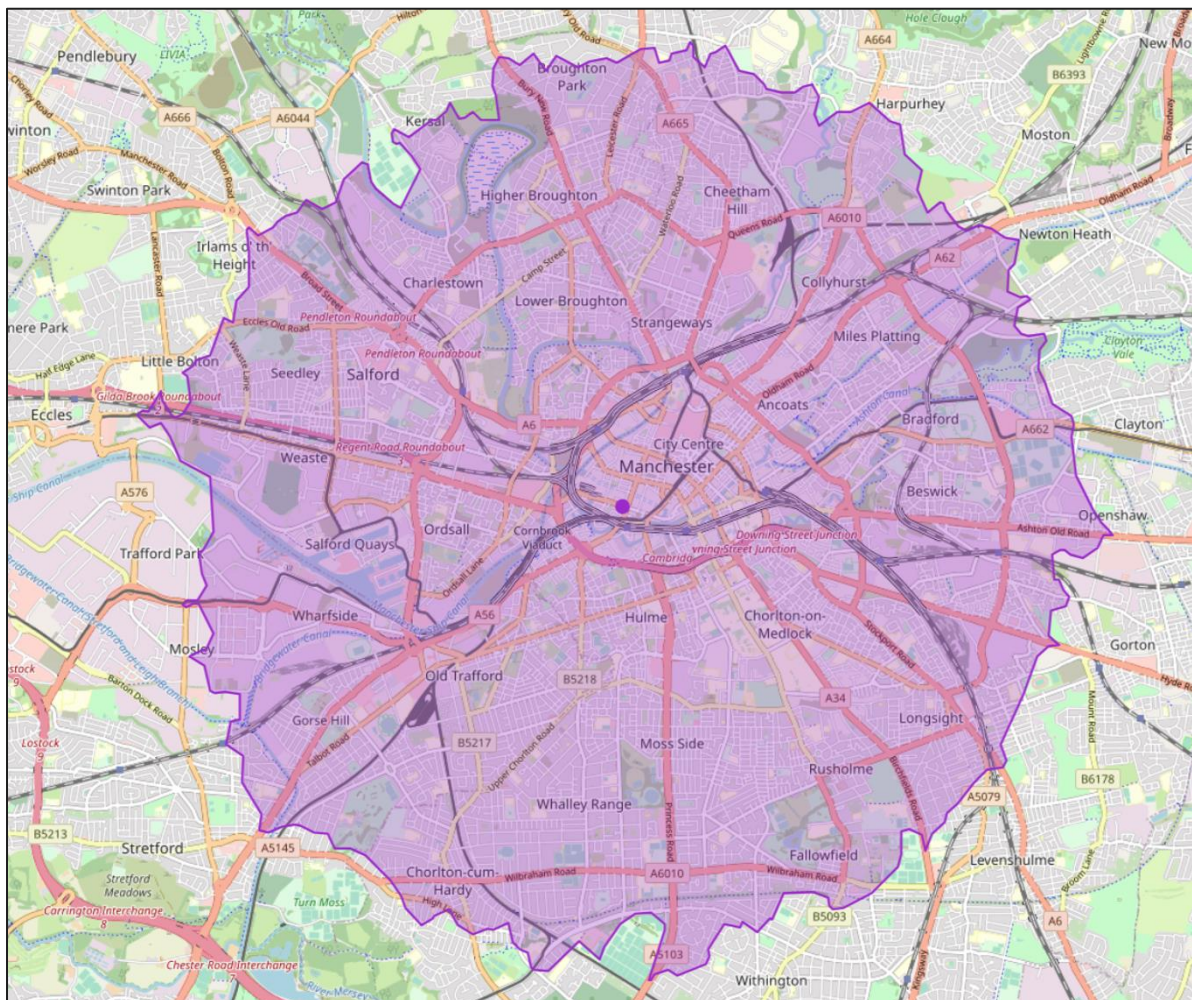


- 4.7 The site is therefore concluded to be highly accessible on foot, with convenient access to a wide range of and everyday services and amenities.

Cycle Accessibility

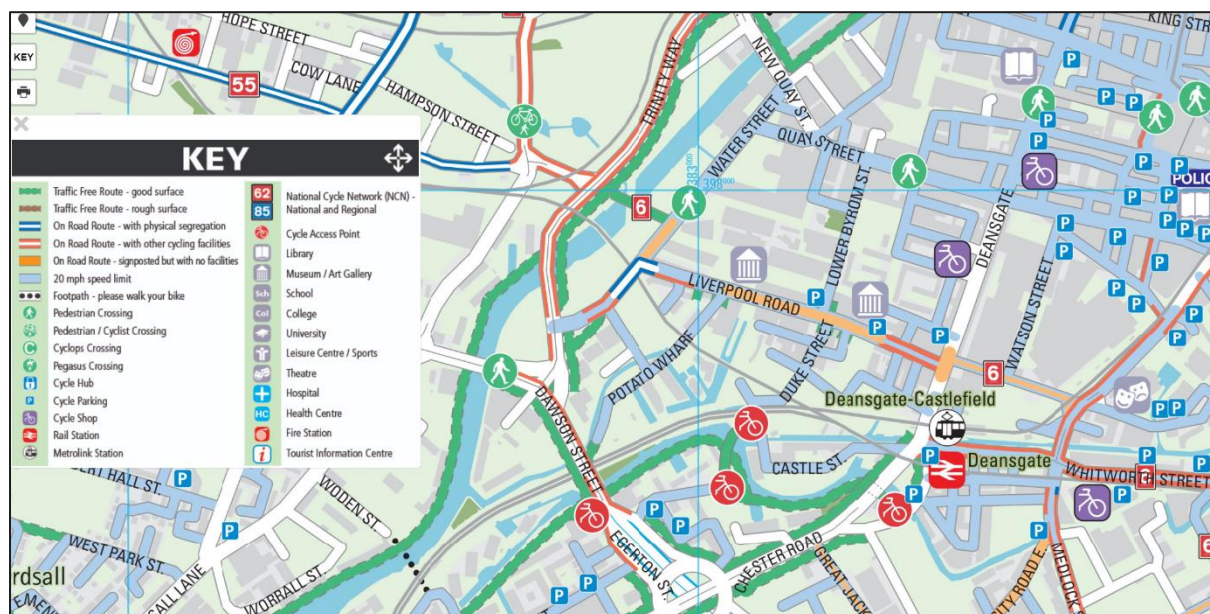
- 4.8 Cycling is a popular mode of transport and is an effective mode for short trips.
- 4.9 The DfT's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under 3 miles (approximately 5 kilometres) although for commuters a trip distance of over 5 miles is not uncommon. Consequently, cycling has the potential to replace short car journeys, particularly those under 5 kilometres. At a leisurely cycle speed of 10 miles per hour this would equate to a journey of around 25 minutes.
- 4.10 A 5-kilometre cycle catchment from both Upper and Lower Campfield is shown in **Figure F** below. This demonstrates that the 5-kilometre catchment includes the residential areas of the immediate Manchester urban area including Salford Quays, Salford, Whalley Range, Lower and Higher Broughton and Older Trafford. Thus, a large population is within the potential cycle catchment for the site.

Figure F – Indicative 5km Cycle Catchment



- 4.11 **Figure G** shows the local cycle facilities including the network of 20mph streets compatible for safe cycle use, cycle lanes, the level of cycle provision and the local cycle shops available.

Figure G: Local Cycle Facilities



- 4.12 **Figure G** demonstrates that the streets around the development site are low speed roads suitable for cycling, with Liverpool Road itself being a signposted recommended cycle route with some on-road facilities (ie. marked cycle lanes). Liverpool Road also forms part of National Cycle Route 6. There are also a number of cycle shops in the vicinity and many traffic free cycle routes to the south and west of the site.
- 4.13 As has been discussed, as part of the City Centre Triangle proposals, Deansgate will undergo works to better enhance cycling along this route.
- 4.14 Under the proposals both Upper and Lower Campfield will provide cycle parking and locker and shower facilities for site users. This will help encourage travel via this mode.
- 4.15 It is therefore considered that the site is well located for cycle access from a wide range of Manchester and that there is sufficient cycle infrastructure within the vicinity of the site.



Accessibility by Bus

- 4.16 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400 metres from a new development. This equates to a 5-minute walk.
- 4.17 The site benefits from access to thirteen bus stops within this catchment area. The closest bus stops are located on Liverpool Road, with further bus stops located on Deansgate, Great Bridgewater Street, Bridgewater Viaduct and Whitworth Street W.
- 4.18 The bus stops on Liverpool Road that lie along the application sites southern frontage are provided with a flagpole and timetable information board. The bus stops on Deansgate are provided with a shelter.
- 4.19 A summary of the bus services and their frequencies from these stops is outlined in **Table C**.
- 4.20 Table C is presented below:

Table C: Bus Services from Local Stops

Route	Destination	Frequency per Hour					
		Monday – Friday				Sat	Sun
		AM Peak	Daytime	PM Peak	Evening		
Liverpool Road & Great Bridgewater Street							
33	Manchester Shudehill – Worsley Court House	2	2	2	2	2	1
1 Free Bus	Manchester City Centre to Spinningfields circular route	5	5	5	5	5	5
Deansgate & Bridgewater Viaduct							
255	Piccadilly Gardens - Partington	2	2	2	2	2	2
Whitworth Street West							
255	Piccadilly Gardens - Partington	2	2	2	2	2	2
X50	Trafford Centre – Manchester Piccadilly	2	2	2	2	2	2
1 Free Bus	Manchester City Centre to Spinningfields circular route	5	5	5	5	5	5

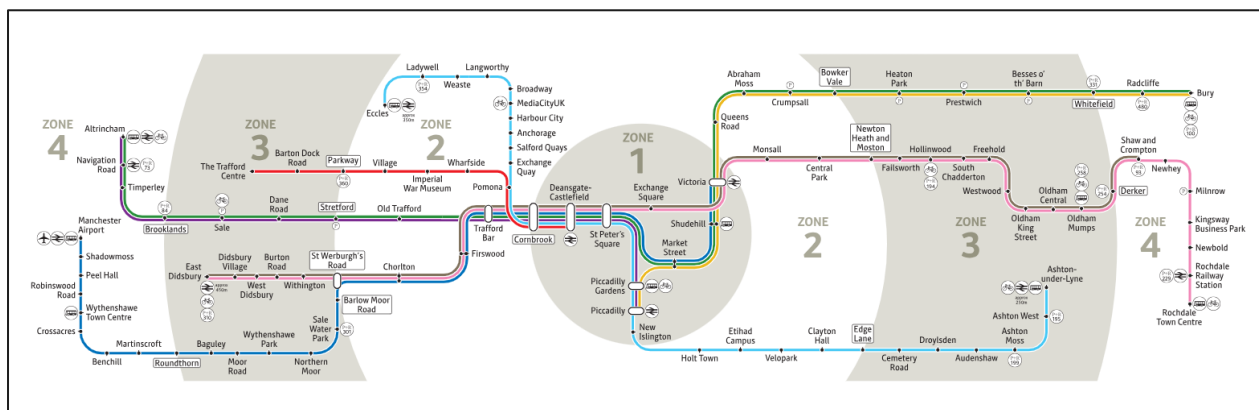


- 4.21 In addition to the above, Manchester Piccadilly Bus Station and Shudehill Interchange are located within 2km of the application site (an appropriate walk distance).
- 4.22 Manchester Piccadilly Bus Station is located 1.2km to the northeast and comprises of a large number of bus stops and services. Bus services from Manchester Piccadilly serve a wide range of destinations, including Chorlton, East Didsbury and Bolton, amongst others.
- 4.23 To assist in summarising the accessibility by public transport, a AM and PM peak hour 1-hour public transport isochrome catchment has been produced – refer to **Plan 1** and **Plan 2** attached to rear of the report.
- 4.24 It is therefore concluded that bus public transport accessibility is very good.

Accessibility by Public Transport – Metrolink

- 4.25 The nearest Metrolink stop is located at Deansgate – Castlefield approximately 200m southeast of the site. This stop is a major interchange station with services operating to a number of key destinations, including Manchester Victoria, Altrincham, Ashton-under-Lyne, The Trafford Centre and Shaw and Crompton.
- 4.26 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 approximately 06:00 and 00:00. All Metrolink stops provide shelters, seating and real-time journey information and are accessible for disabled access with step-free access, tactile paving and dropped kerbs. The Metrolink Network across the conurbation is given in **Figure H**.

Figure H: Manchester Metrolink Network



Accessibility by Public Transport – Rail

- 4.27 As has been discussed, five rail stations (including Manchester Victoria and Manchester Piccadilly) are located within 2km of the site (an acceptable walk distance), with Deansgate being the closest station at around 230m from the site. All stations can be accessed using the existing pedestrian network surrounding the site and throughout Manchester.

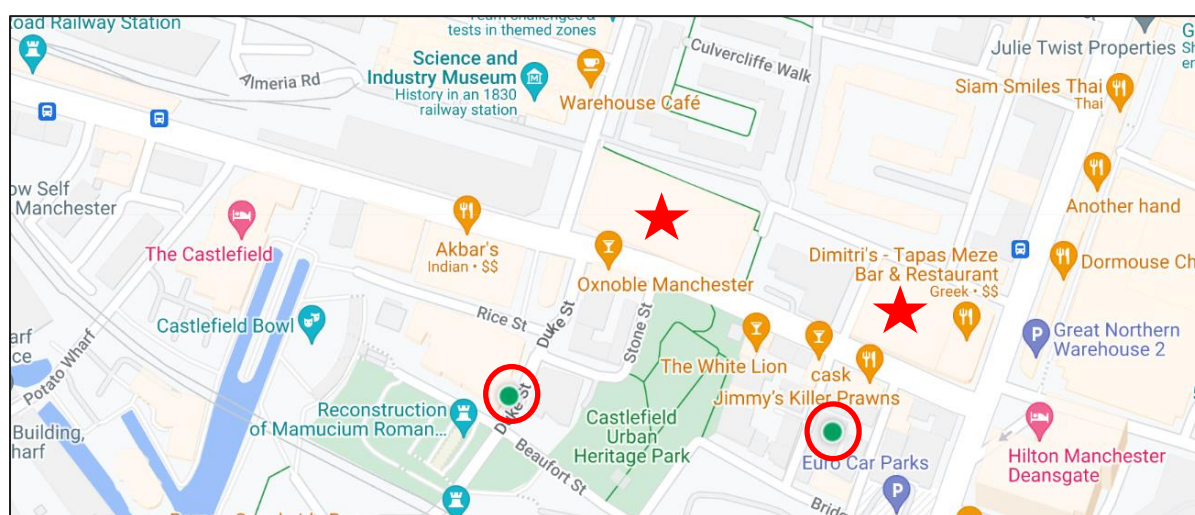


- 4.28 Deansgate station provides access to a wide range of services, such as local services to destinations across Greater Manchester and also regional rail services to destinations further afield such as Liverpool Lime Street and Blackpool.
- 4.29 Overall, it is considered that the rail facilities offered from all the main Manchester rail interchanges will provide the site with regular services which are available within an acceptable distance and at key travel times.

Car Clubs

- 4.30 There are car club spaces on Duke Steet (two cars) and on Bridgewater Street (one car), which are operated by Enterprise Car Club. The car club spaces are clearly designated by both road markings and signposts on the adjacent footways.
- 4.31 The location of these car club spaces are shown on **Figure I**.

Figure I: Local Car Club Spaces

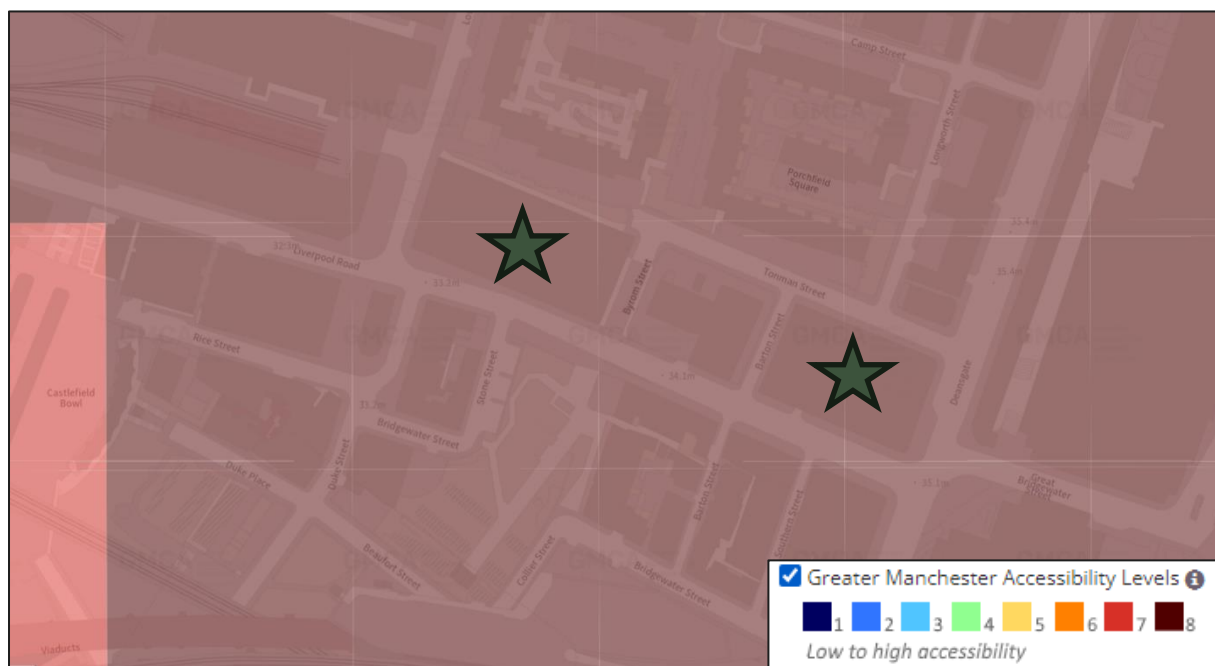


Greater Manchester Accessibility Level (GMAL)

- 4.32 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.
- 4.33 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.
- 4.34 **Figure J** 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 J: GMAL Map



- 4.35 **Figure J** highlights that the site has a GMAL scoring of 8, indicating that it is in the highest category of accessibility, with excellent connections to local and regional public transport services. As a result, it would be easy to access the site without needing a car and therefore, the site represents great opportunity for a car-free scheme.

Access for Disabled Users

- 4.36 The highway network around the site includes facilities for disabled users, including visually impaired users, as signal-controlled crossing points, dropped kerbs and tactile paving are provided.

Accessibility Conclusions

- 4.37 The National Planning Policy Framework (NPPF) supports a presumption in favour of sustainable development. Within the document, Promoting Sustainable Transport, outlines the important role that transport policies have to play in facilitating this:
- 4.38 *“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.”*
- 4.39 It has been demonstrated that the site is in the heart of Manchester City Centre, where there are ample opportunities for sustainable travel. The existing standard of pedestrian and cycle infrastructure around the site is very good and users of the site would be able to walk to a large variety of local facilities / amenities using the existing crossing points and interconnected network of well-maintained footways. Cycle access around the site is also easily achievable with on-road cycle lanes on Liverpool Road and Deansgate and further linkages to both the local and national cycle network that lies within the immediate vicinity.



- 4.40 The site has also been demonstrated to benefit from convenient access to rail and bus services, both which provide access to a wide range of local and regional destinations.
- 4.41 The site therefore offers substantial opportunity for users to undertake trips for a variety of purposes using the existing public transport infrastructure that is considered appropriate in the context of the proposed development.
- 4.42 It is therefore concluded that the site is location in a highly sustainable location, in line with the NPPF and local guidance.



5.0 Street Audit

Introduction

- 5.1 As access by sustainable modes (in particular walking) will be one of the main means of arrival and departure to the site and following MCC guidance, an audit of the local pedestrian and cycle infrastructure has been undertaken in the immediate vicinity of the site.
- 5.2 This street audit assessment can be found in **Appendix C**.



6.0 Development Proposals – Lower Campfield

Existing Use

- 6.1 The existing Lower Campfield building is a Grade II listed building, which until recently was occupied as the Air and Space Hall by the Science and Industry Museum (MOSI). The building is now vacant.
- 6.2 Lower Campfield is served by multiple entrances from road level on all street facades and no direct vehicular access.

Development Proposals

- 6.3 Lower Campfield will be refurbished and converted into a modern office space for media, digital and creative industries to generate new employment in these areas. The full description of the development proposals for Lower Campfield are detailed below:
- A total of two floors which total circa. 605 office stations / desk space (total 3,329sqm);
 - A café / bar space, including a balcony lounge (also open to the public) (total 361sqm / maximum 150 covers);
 - A small retail space (60sqm);
 - Event Space (ancillary to the office / workspace function; anticipated to host larger events circa. 5 – 10 times a year).
- 6.4 All pedestrian entrances around the site will be retained; the main pedestrian entrances located on the southern, eastern and western elevations.
- 6.5 The maximum occupancy for Lower Campfield is around 600. However, this is a worst-case and average daily occupancy is anticipated to be less than this figure.
- 6.6 The development proposal floor layouts for Lower Campfield are given in **Appendix A**.

Parking

- 6.7 Lower Campfield will not provide any car parking provision. Due to the City Centre location and excellent sustainable connections to the site this is considered an appropriate provision. As is shown from the details and plans presented in **Chapter 4**, the site encompasses a very large walking, cycling and public transport catchment.



Cycle Parking

- 6.8 MCC's general cycle parking standards have been applied to the proposed development, with the proposed level of cycle parking set in accordance with these standards. A breakdown of the proposed provision is provided below in **Table D**.

Table D: Lower Campfield Proposed Cycle Parking Provision

Cycle Parking Standard	Proposed Floor Area	Proposed Cycle Parking Provision
Office Space – 1 space per 200sqm	3329sqm	17 spaces
Café / bar – 1 space per 50sqm	361sqm	8 spaces
Retail – 1 space per 200sqm (min 2 spaces)	60.2sqm	2 spaces
TOTAL	27 CYCLE PARKING SPACES	
Notes: the event space is ancillary to the office space. The limited number of larger events (hosted 5 – 10 times a year) would use the existing short-stay cycle parking spaces provided around the site.		

- 6.9 The proposed cycle parking provision will be secure and covered and provided in the adjacent Castlefield House. This is secured as part of this planning permission, with the proposed cycle parking plan attached as **Appendix B** to the rear of this report.
- 6.10 The site will also be provided with lockers, changing rooms and shower facilities within the curtilage of the site (ground floor).

Footway Improvements

- 6.11 As part of the proposed development, we propose to make good the footway surfacing around the site and provide new or replacement dropped crossing / tactile paving where required. Any improvements will be consistent with the standard palette of materials provided in the vicinity and to the approval of Manchester CC Highways. Consideration would be given to the carbon footprint of these materials including the recycling of materials to meet MCCs targets. We expect that these works would be subject to a Section 278 / 184 agreement.

Servicing & Deliveries

- 6.12 Refuse collection will be undertaken from Tonman Street to the rear of the building. The proposals are subject to a separate Waste Management Plan for the site. This document has been prepared to accompany this planning application and will detail all arrangements regarding servicing for the site.
- 6.13 General delivery vehicles will have the option of using the on-street parking and loading bays available on Liverpool Road, Lower Byrom Street and Tonman Street.



Travel Plan

- 6.14 To support and encourage residents to travel by sustainable means, the development with adopt a Travel Plan. Accordingly, a Framework Travel Plan has been prepared to accompany this planning application, which provides a Heads of Terms for a Full Travel Plan which can then be secured by a suitably worded planning condition.



7.0 Development Proposals – Upper Campfield

Existing Use

- 7.1 The Upper Campfield Market building is currently vacant and is listed as in need of renovation and refurbishment by MCC. The building is currently served by multiple entrances from road level on all street facades and has a narrow vehicular access point off Barton Street (servicing / deliveries only).

Development Proposals

- 7.2 Upper Campfield will be refurbished and converted into a modern studio and workstation area for media, digital and creative industries to generate new employment in these areas. The main pedestrian entrance to the site will be from Liverpool Road, on the southern elevation. The description of the development proposals for Upper Campfield are detailed below:

Ground Floor

- 5 studio spaces and 7 Edit suites (total 842 sqm); and
- Loading Bay off Barton Street.

Mezzanine Floor

- 3 x creative workspaces (total 517sqm).

- 7.3 The maximum occupancy for Upper Campfield will be 241. However, this is a worst-case and average daily occupancy is anticipated to be less than this figure.
- 7.4 The development proposal floor layouts for Upper Campfield are given in **Appendix A**.

Parking

- 7.5 Upper Campfield will not provide any car parking provision. Due to the City Centre location and excellent sustainable connections to the site this is considered an appropriate provision. As is shown from the information and plans provided in **Chapter 4**, the site encompasses a very large walking, cycling and public transport catchment.

Cycle Parking

- 7.6 MCC's general cycle parking standards have been applied to the proposed development, with the proposed level of cycle parking set in accordance with these standards. A breakdown of the proposed cycle parking provision is provided below in **Table E**.



Table E: Upper Campfield Proposed Cycle Parking Provision

Cycle Parking Standard	Proposed Upper Campfield Creative Floor Area	Proposed Cycle Parking Provision
Studios / Edit Suites / Workspace – 1 space per 200sqm (the cycle parking standard for office space has been applied)	1359sqm	7 spaces
TOTAL	7 CYCLE PARKING SPACES	

- 7.7 The proposed cycle parking provision will be secure and covered and provided in the adjacent Castlefield House. This is secured as part of this planning permission, with the proposed cycle parking plan is attached as **Appendix B** to the rear of this report.
- 7.8 The site will also be provided with lockers, changing rooms and shower facilities within the curtilage of the site (ground floor).

Footway Improvements

- 7.9 As part of the proposed development, we propose to make good the footway surfacing around the site and provide new or replacement dropped crossing / tactile paving where required. Any improvements will be consistent with the standard palette of materials provided in the vicinity and to the approval of Manchester CC Highways. Consideration would be given to the carbon footprint of these materials including the recycling of materials to meet MCCs targets. We expect that these works would be subject to a Section 278 / 184 agreement.

Servicing & Deliveries

- 7.10 Refuse collection will be undertaken from Tonman Street to the rear of the building. The proposals are subject to a separate Waste Management Plan for the site. This document has been prepared to accompany this planning application and will detail all arrangements regarding servicing for the site.
- 7.11 General delivery vehicles will utilise the loading bay within the internals of the site, accessed off Barton Street, via the only existing vehicular access point.

Travel Plan

- 7.12 To support and encourage users of the site to travel by sustainable means, the development will adopt a Travel Plan. Accordingly, a Framework Travel Plan has been prepared to accompany this planning application, which provides a Heads of Terms for a Full Travel Plan which can then be secured by a suitably worded planning condition.



8.0 Multi-Modal Impact Assessment – Lower Campfield

Introduction

- 8.1 This section of the report considers the multi-modal trip generation associated with the Lower Campfield proposals and its impact on the surrounding highway network.

Total Persons Trip Generation – Office

- 8.2 The office trip forecasts have been derived from the TRICS database using Town/City Centre office sites. The TRICS data is presented in **Appendix D**. This shows the anticipated Person Trip Forecasts plus the level of Service Activity expected. These trips are the forecast numbers for the development, but it must be noted that the building under its extant use already generates trips.
- 8.3 The peak hour periods are the traditional AM Peak (08:00-09:00) and PM Peak Hours (17:00-18:00). **Table F** shows the trip rates and the number of person trips expected to arrive in relation to the proposed office use.

Table F: Trip Rates / Number of Trips (Total People) – Office

Office	Person Trip Rate (per 100sqm)			Person Trip Generation (Proposed 3329sqm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak	1.62	0.207	1.827	54	7	61
PM Peak	0.165	1.38	1.545	5	46	51
Daily	6.856	6.767	13.623	228	225	454

- 8.4 In order to derive the trips by the different travel modes, reference has been made to Greater Manchester Transportation Units Transport Statistics 2019 report for access to and from Manchester City Centre. The modal share for trips to and from the centre in the peak hours specific to Manchester. The modal splits provided in the TfGM report are as below in **Table F**.

Table G: Manchester Key Centre Modal Share (2019)

Car	Bus	Rail	Walk	Metrolink	Cycle	Total
21%	21%	26%	13%	17%	2%	100%

- 8.5 Applying the modal splits above to the calculated total person trip rates presented in **Table F**, **Table H** provides the estimated numbers of trips by mode specific to the site for the office element of the Lower Campfield proposals.



Table H: Forecast Trips by Mode (Multi-modal) - Office

	Car		Bus		Rail		Walk		Metrolink		Cycle		Total	
Lower Campfield (Office Space 3329sqm)														
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
AM Peak	11	1	11	1	14	2	7	1	9	1	1	0	54	7
PM Peak	1	10	1	10	1	12	1	6	1	8	0	1	5	46
Daily	48	47	48	47	59	59	30	29	39	38	5	5	228	225

- 8.6 It can be seen from **Table H**, that access by public transport equates to 64% of trips, with rail having the greatest mode share, with access by bus being the next highest mode of public transport followed by Metrolink. The number of pedestrians walking in reflects the large population that lies within walking distance of the site with just a modest number expected to cycle, although we are aware that this mode of travel is growing significantly and this will be further encouraged through the provision of the on-site cycle parking and associated facilities. The number of car trips being made will be trips to the numerous car parks spread across the city, so the implications of this minimal traffic is dispersed and will not result in material changes to the capacity or safety of the surrounding highway network.
- 8.7 As discussed, the existing site replaces an existing Market Hall which would have already created a number of trips to / from the site. The site is Grade II listed and there will be no increase in floor area.
- 8.8 The number of trips created by the proposals will not cause any adverse implications on the transport network with the existing infrastructure within the city centre location meaning that the proposed occupiers of the development will benefit from the excellent choice of sustainable travel modes and therefore the development complies with the national and local policy initiatives.
- 8.9 As disused, the event space will operate as ancillary to the office use for users of the office element to host events etc. There is expected to be circa. 5 to 10 large scale events per year. Given this ancillary minimal use, a formal trip generation exercise has not been deemed necessary.

Total Persons Trip Generation – Food & Beverage (F&B)

- 8.10 The person trip rates for the café / bar / balcony lounge element are given as **Table I**. Applying these to the 361sqm café & bar area, which will be open to office users and the general public, the following trip generation has been calculated using the TRICS database (**Appendix E**):



Table I: Trip Rates / Number of Trips (Total People) – F&B

F&B	Person Trip Rate (per 100sqm)			Person Trip Generation (proposed 361sqm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak	3.093	1.031	4.124	11	4	15
PM Peak	4.244	1.982	6.226	15	7	22
Daily	52.675	47.040	99.715	190	170	360

- 8.11 It must be recognised that the F&B (café and bar) land use is very different from the office land use, but in summary many of these F&B trips will come from people already in the building (utilising the office space) and from members of the public utilising the facility for lunch etc. that are already in the city for a different purpose. Therefore, it is considered that the 'Key Centre' modal share as used above is still appropriate. Therefore, the modal share for the F&B trips is given in **Table J** below.

Table J: Forecast Trips by Mode (Multi-modal) – F&B

	Car		Bus		Rail		Walk		Metrolink		Cycle		Total	
Lower Campfield (F&B Space 361sqm)														
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
AM Peak	2	1	2	1	3	1	1	0	2	1	0	0	11	4
PM Peak	3	2	3	2	4	2	2	1	3	1	0	0	15	7
Daily	40	36	40	36	49	44	25	22	32	29	4	3	190	170

- 8.12 The implication of this extra activity is limited, as most people using this F&B space would already either be at the site utilising the office use, or already within Manchester City Centre for another purpose.

Total Persons Trip Generation – Retail

- 8.13 The proposal will be provided with a small 60sqm retail unit. It is anticipated that this will operate as a non-food retail store. There are no comparable trip rates for a unit of this small scale in the TRICS database and therefore a first principles trip assessment for this element has been undertaken.
- 8.14 It is anticipated that the site will employ one person who will live local to the site (and travel via sustainable modes). Customer rates are expected to be between 20 – 60 visits per day.
- 8.15 For a store of this size, it is highly unlikely that customers will make a 'primary' trip to this store, and therefore customer trips associated with this retail unit will already be on the highway network.



Delivery and Service Trips

- 8.16 The typical deliveries for the office element of the development will be as follows:
- Office supplies, post/courier, consumables, occasional IT supplies and office furniture.
- 8.17 The typical deliveries for the F&B element of the development are as follows:
- Food supplies, drink supplies and tableware laundry.
- 8.18 SLR has also looked at the TRICS output reports for service trips for the whole of Lower Campfield. These show that the number of delivery and servicing trips to Lower Campfield will be around 6 delivery / service vehicles per day for the office element and three servicing / delivery vehicles per day for the F&B element. However, this will vary slightly daily due to ad hoc deliveries.
- 8.19 The majority of deliveries will be undertaken in a box van, with these daily deliveries and servicing trips spread across the course of a day (daytime hours only), with one vehicle at any one time expected to service the site.

Service Vehicle Impact Measures

- 8.20 Measures will be taken regarding pedestrian safety/amenity and servicing will be made with a minimum amount of noise and no use of the horn at any time.
- 8.21 As such, vehicles will manoeuvre on-site with as little noise as possible, and drivers will ensure they:
- Engage gears quietly;
 - Keep engine revs to a minimum;
 - Apply brakes gently;
 - Close driver's door quietly; and
 - Engine off when not in use and when appropriate.

Conclusions

- 8.22 The number of trips created by Lower Campfield will not cause any adverse implications on the transport network, with the existing infrastructure within the city centre location meaning that the proposed occupiers of the development will benefit from the excellent choice of sustainable travel modes and therefore the development complies with the national and local policy initiatives.
- 8.23 On this basis it is concluded that the proposed development will not lead to any material reduction on highway safety or amenity. The existing sustainable travel provision is appropriate for the anticipated movements that the site will experience.



9.0 Multi-Modal Impact Assessment – Upper Campfield

Introduction

- 9.1 This section of the report considers the multi-modal trip generation associated with Upper Campfield and its impact on the surrounding highway network.

Total Persons Trip Generation – Studio and Edit Space (Ground Floor)

- 9.2 To inform trip rates for the studio and edit space element of the proposals, the TRICS database has been interrogated to find a comparable studio space site to that of the proposals. The Anglia Television Studio site has been selected and used to inform the trip rates for the proposed ground floor elements of Upper Campfield. The Anglia Television Studio site is 5000sqm and open Monday to Friday 8am to 7pm. Therefore, this raw trip rate (presented in **Appendix F**) has been factored down to create a suitable trip rate for the proposed studio / edit space for Upper Campfield.
- 9.3 The trip forecast calculation for the studio and edit space for Upper Campfield is provided as **Table K**.
- 9.4 The peak hour periods are the traditional AM Peak (08:00-09:00) and PM Peak Hours (17:00-18:00). Table shows the trip rates and the number of person trips expected to arrive at the office.

Table K: Trip Rates / Number of Trips (Total People) – Media Studio Space Trip Rates

	Person Trip Rate (Anglia TV Studio – 5000sqm)			Person Trip Generation (Upper Campfield – 842sqm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak	52	12	64	9	2	11
PM Peak	12	43	55	2	7	9
Daily	358	329	687	60	55	116

- 9.5 In order to derive the trips by the different travel modes, reference has again been made to Greater Manchester Transportation Units Transport Statistics 2019 report for access to and from Manchester City Centre. The modal splits provided in the TfGM report are as below in **Table L**.



Table L: Forecast Trips by Mode (Multi-modal) – Media Studio Space

	Car		Bus		Rail		Walk		Metrolink		Cycle		Total	
Upper Campfield (Media Studio Space 842sqm)														
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
AM Peak	2	0	2	0	2	1	1	0	1	0	0	0	9	2
PM Peak	0	2	0	2	1	2	0	1	0	1	0	0	2	7
Daily	13	12	13	12	16	14	8	7	10	9	1	1	60	55

- 9.6 It can be seen from **Table K**, the number of trips created by the ground floor studio space will not cause any adverse implications on the transport network with the existing infrastructure within the city centre location meaning that the proposed occupiers of the development will benefit from the excellent choice of sustainable travel modes and therefore the development complies with the national and local policy initiatives.
- 9.7 As discussed, the existing site replaces an existing Market Hall which would have already created a number of trips to / from the site.

Total Persons Trip Generation – Workspace (Mezzanine Floor)

- 9.8 The trip forecasts for the workspace element of Upper Campfield (Mezzanine Floor) have again been derived from the TRICS database using the same methodology and office trip rate applied for Upper Campfield. Applying this methodology, the corresponding trip rates for the workspace area that forms the mezzanine floor of Upper Campfield is presented below:

Table M: Anticipated Trips by Mode (Multi-modal) - Workspace

	Car		Bus		Rail		Walk		Metrolink		Cycle		Total	
Upper Campfield (Workspace 517sqm)														
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
AM Peak	2	0	2	0	2	0	1	0	1	0	0	0	8	1
PM Peak	0	1	0	1	0	2	0	1	0	1	0	0	1	7
Daily	7	7	7	7	9	9	5	5	6	6	1	1	35	35

- 9.9 Again, the number of trips created by the workspace area of the proposals will not cause any negative implications on the highway network and as discussed, the existing site replaces an existing Market Hall which would have already created a number of trips to / from the site.



Delivery and Service Trips

- 9.10 SLR has also looked at the TRICS output reports for service trips for the whole of Upper Campfield. These show that the number of delivery and servicing trips to Upper Campfield will be around two - three vehicles per day. However, this will vary slightly daily due to ad hoc deliveries.
- 9.11 These daily deliveries and servicing trips will be spread across the course of a day (daytime hours only), with one vehicle at any one time expected to service the site.

Service Vehicle Impact Measures

- 9.12 Measures will be taken regarding pedestrian safety/amenity and servicing will be made with a minimum amount of noise and no use of the horn at any time
- 9.13 As such, vehicles will manoeuvre on-site with as little noise as possible, and drivers will ensure they:
- Engage gears quietly;
 - Keep engine revs to a minimum;
 - Apply brakes gently;
 - Close driver's door quietly; and
 - Engine off when not in use and when appropriate.

Conclusions

- 9.14 The number of trips created by the proposals will not cause any adverse implications on the transport network, with the existing infrastructure within the city centre location meaning that the proposed occupiers of the development will benefit from the excellent choice of sustainable travel modes and therefore the development complies with the national and local policy initiatives.
- 9.15 On this basis it is concluded that the proposed development will not lead to any material reduction on highway safety or amenity. The existing sustainable travel provision is appropriate for the anticipated movements that the site will experience.



10.0 Summary and Conclusion

Summary

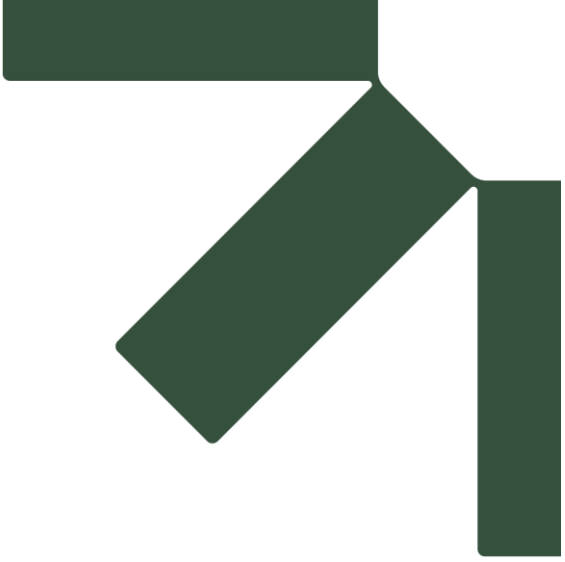
- 10.1 SLR has been appointed by Allied London Campfield Developments Limited to provide traffic and transportation advice as part of a Full Planning Application for the development of a defined cluster for media, digital and creative industries to generate new employment in these areas. The site is located in two of the existing Campfield market halls; Upper and Lower Campfield.
- 10.2 The development lies within the wider Enterprise City proposals which involves the creation of a new tech, media and creative cluster in the Manchester City Centre. Figure A below outlines these wider Enterprise City proposals.
- 10.3 The proposed application site is located in Manchester City Centre, neighbouring the district of Springfields and Deansgate.
- 10.4 The existing buildings currently consist of the Grade II-listed Upper Campfield Market and Lower Campfield Market buildings. Both buildings are listed as in need of renovation and refurbishment by Manchester City Council. Both buildings are currently vacant.
- 10.5 The proposals will involve the refurbishment of the two buildings to create workspace for the creative industry. Lower Campfield will be office led with a Food and Beverage use, along with space for larger events. Upper Campfield will be more focused on Studio space.
- 10.6 The site location is very well placed for access by sustainable modes, with a comprehensive network of footways and cycle infrastructure in the vicinity of the site. The site is in one of the most accessible locations for access by public transport with comprehensive bus, tram and rail services available within a very short walk distance.
- 10.7 The site also benefits from a large number of street pay & display parking bays around the site and numerous off street car parks within a short walk distance. There are also three car club spaces available on Duke Street (two cars) and on Bridgewater Street (one car).
- 10.8 A review of historical collision data demonstrates that there are no significant road safety issues in the vicinity of the site.
- 10.9 Due to the city centre location of the site, the proposed development will naturally result in sustainable outcomes and person trips. The number of trips generated by the proposed re-development is not expected to give rise to any adverse implications on the operation of the local highway, pedestrian, cycle and public transport network.
- 10.10 The site will be supported by a Full Travel Plan which will make all users of the site aware of the sustainable modes of transport that are available from the site.
- 10.11 The volumes of service vehicles will be modest and are not expected to cause any adverse implications for the local highway. The site will be supported by a Waste Management Plan which will detail the proposed servicing arrangements for the site.



Conclusion

- 10.12 Overall, it is considered that the proposed re-development of Upper and Lower Campfield will have no detrimental impact upon either the operation or safety of the local highway network. The proposal is located as such that the excellent city centre location will naturally limit demand for car trips to / from the site.
- 10.13 The National Planning Policy Framework states that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*
- 10.14 This report has demonstrated that the proposed development would have no negative impact upon highway safety and that the residual cumulative impacts of the proposed development would not be severe. Therefore, it is considered there are no reasons why the planning application should be refused on highway or transportation grounds.





Plans

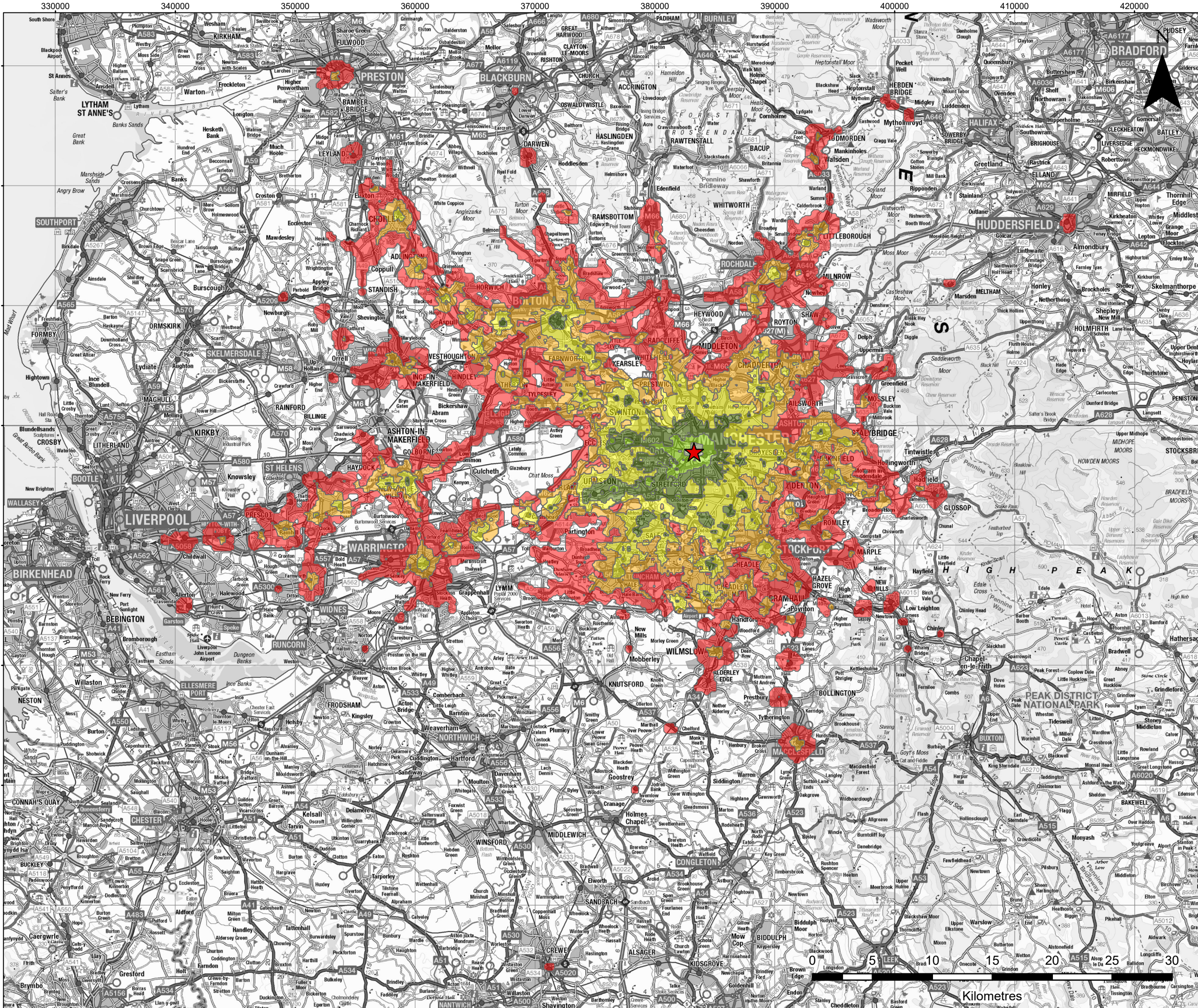
Transport Assessment

Upper and Lower Campfield, Enterprise City

Allied London Campfield Developments Limited

SLR Project No.: VN232776

15 September 2023



LEGEND

 Site Location

AM PT Combined (Bus, Rail and Tram) Travel Catchment:
(7:00am to 10:00am)

	0 - 10 minutes
	10 - 20 minutes
	20 - 30 minutes
	30 - 40 minutes
	40 - 50 minutes
	50 - 60 minutes

 4TH FLOOR OXFORD PLACE
61 OXFORD STREET
MANCHESTER
M1 6EQ

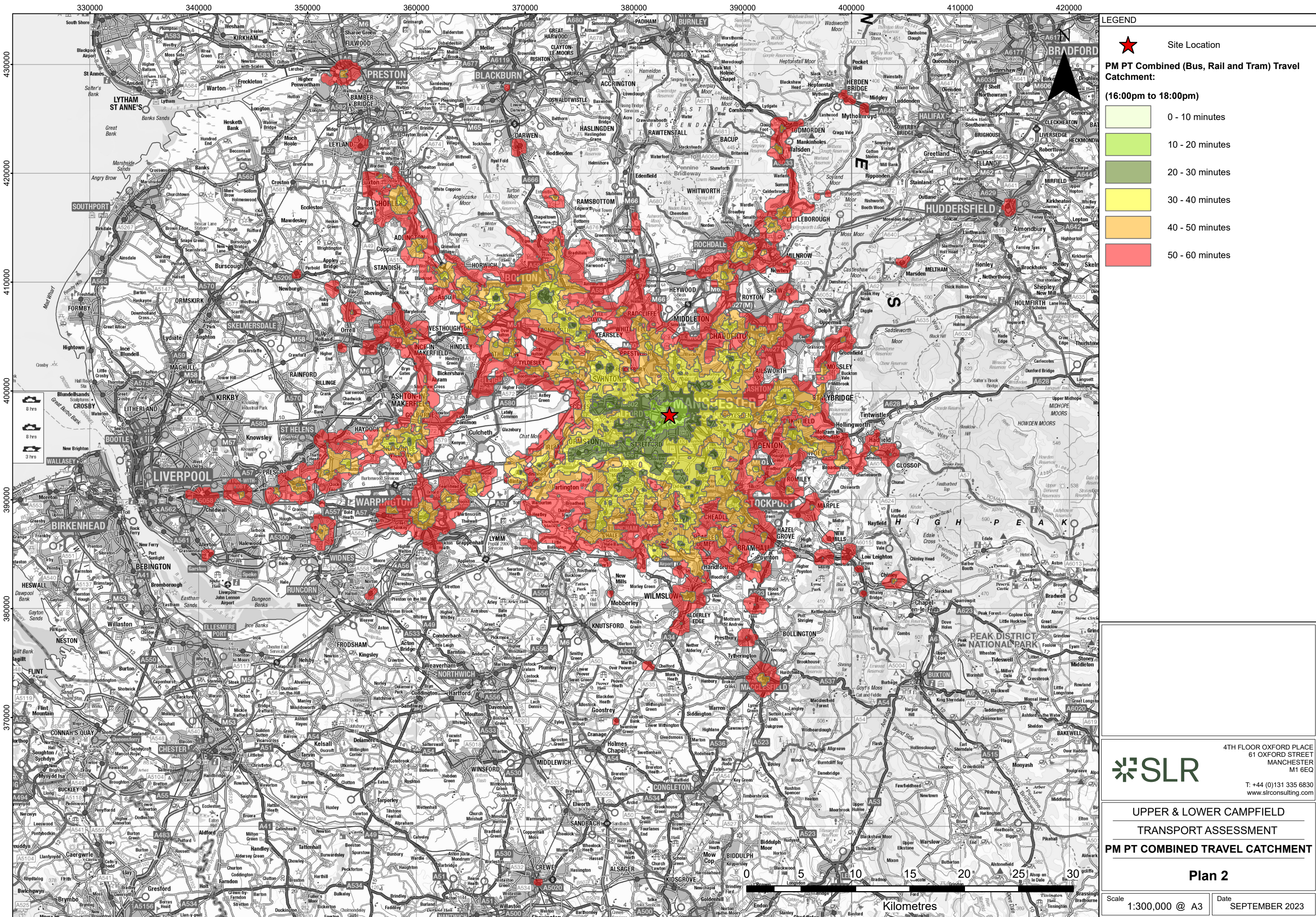
T: +44 (0)131 335 6830
www.slrconsulting.com

**UPPER & LOWER CAMPFIELD
TRANSPORT ASSESSMENT**

AM PT COMBINED TRAVEL CATCHMENT

Plan 1

Scale 1:300,000 @ A3	Date SEPTEMBER 2023
-------------------------	------------------------



LEGEND

★ Site Location

PM PT Combined (Bus, Rail and Tram) Travel Catchment:

(16:00pm to 18:00pm)

- 0 - 10 minutes
- 10 - 20 minutes
- 20 - 30 minutes
- 30 - 40 minutes
- 40 - 50 minutes
- 50 - 60 minutes

SLR

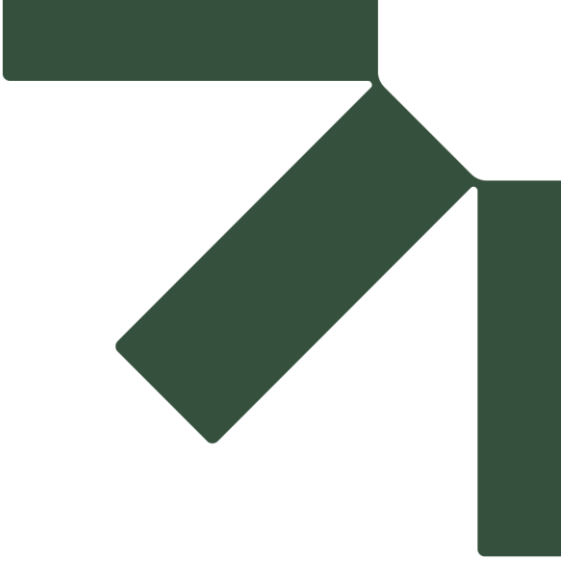
4TH FLOOR OXFORD PLACE
61 OXFORD STREET
MANCHESTER
M1 6EQ

T: +44 (0)131 335 6830
www.slrconsulting.com

**UPPER & LOWER CAMPFIELD
TRANSPORT ASSESSMENT
PM PT COMBINED TRAVEL CATCHMENT**

Plan 2

Scale 1:300,000 @ A3 Date SEPTEMBER 2023



Appendix A Site Plan

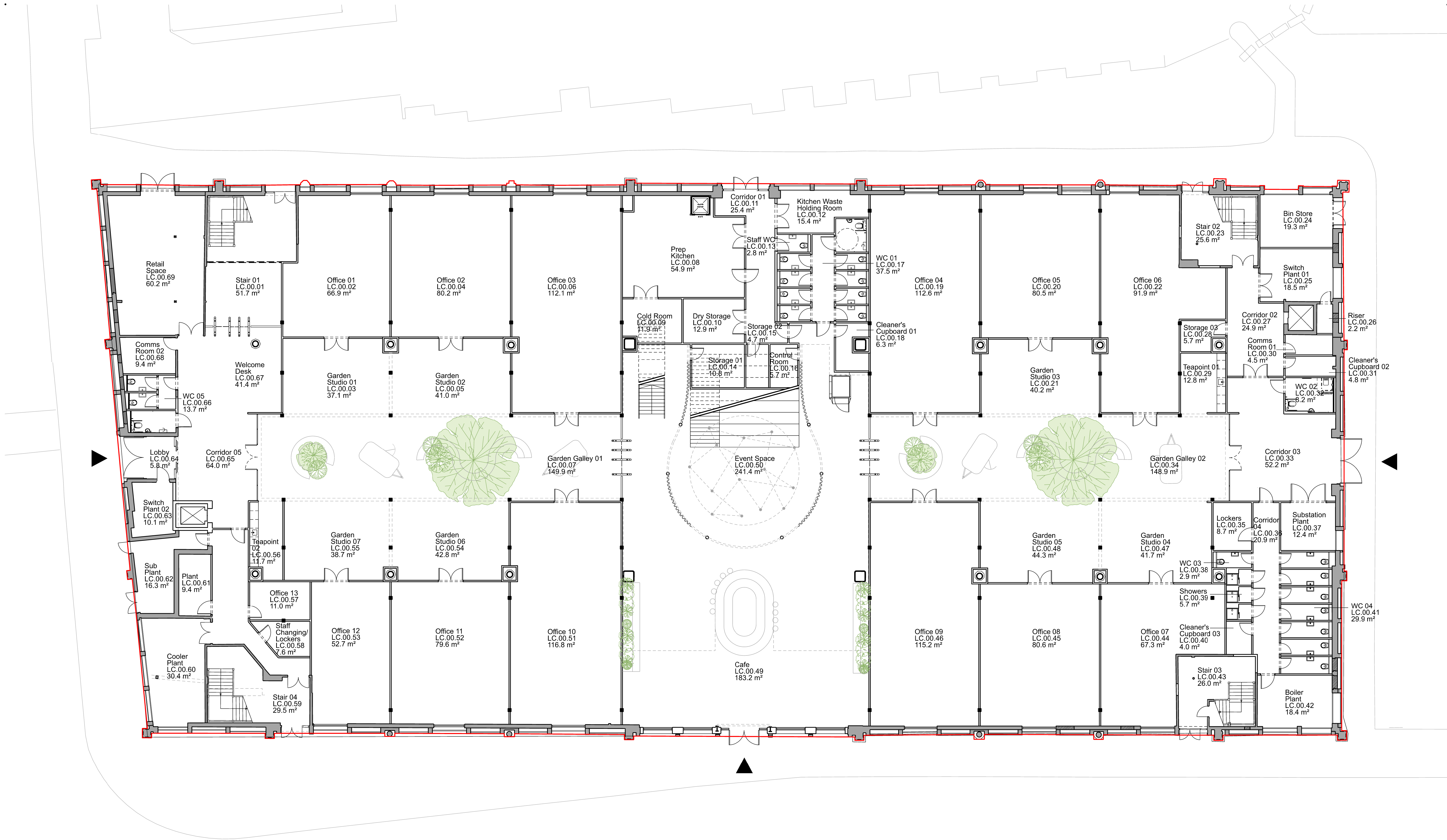
Transport Assessment

Upper and Lower Campfield, Enterprise City

Allied London Campfield Developments Limited

SLR Project No.: VN232776

15 September 2023



Proposed Plan - Ground Floor

Notes:	Rev:	Date:	Description:	By:
Do not scale from this drawing.	P01	14/07/23	First Issue	ws
All dimensions are in millimetres unless otherwise noted.	P02	18/08/23	Room names updated	ws
All dimensions to be checked on site before proceeding with work.	P03	21/08/23	Louvers addition	ko
All omissions and discrepancies to be reported in writing to Project 3 Architects Ltd.	P04	30/08/23	Layout updated	ko
Areas indicated on this drawing are approximate and indicative only.	P05	11/09/23	Layout updated	ko
© Project 3 Architects Limited Registered in England & Wales Number 08021795.				



PROJECT3
architects

4 back grafton street
altrincham
cheshire
WA14 1DY

0161 233 0575
mail@project3architects.com
www.project3architects.com

Project:
Lower Campfield
Liverpool Road, Manchester

Title:
Proposed Floor Plans
Ground Floor

Status:
PLANNING

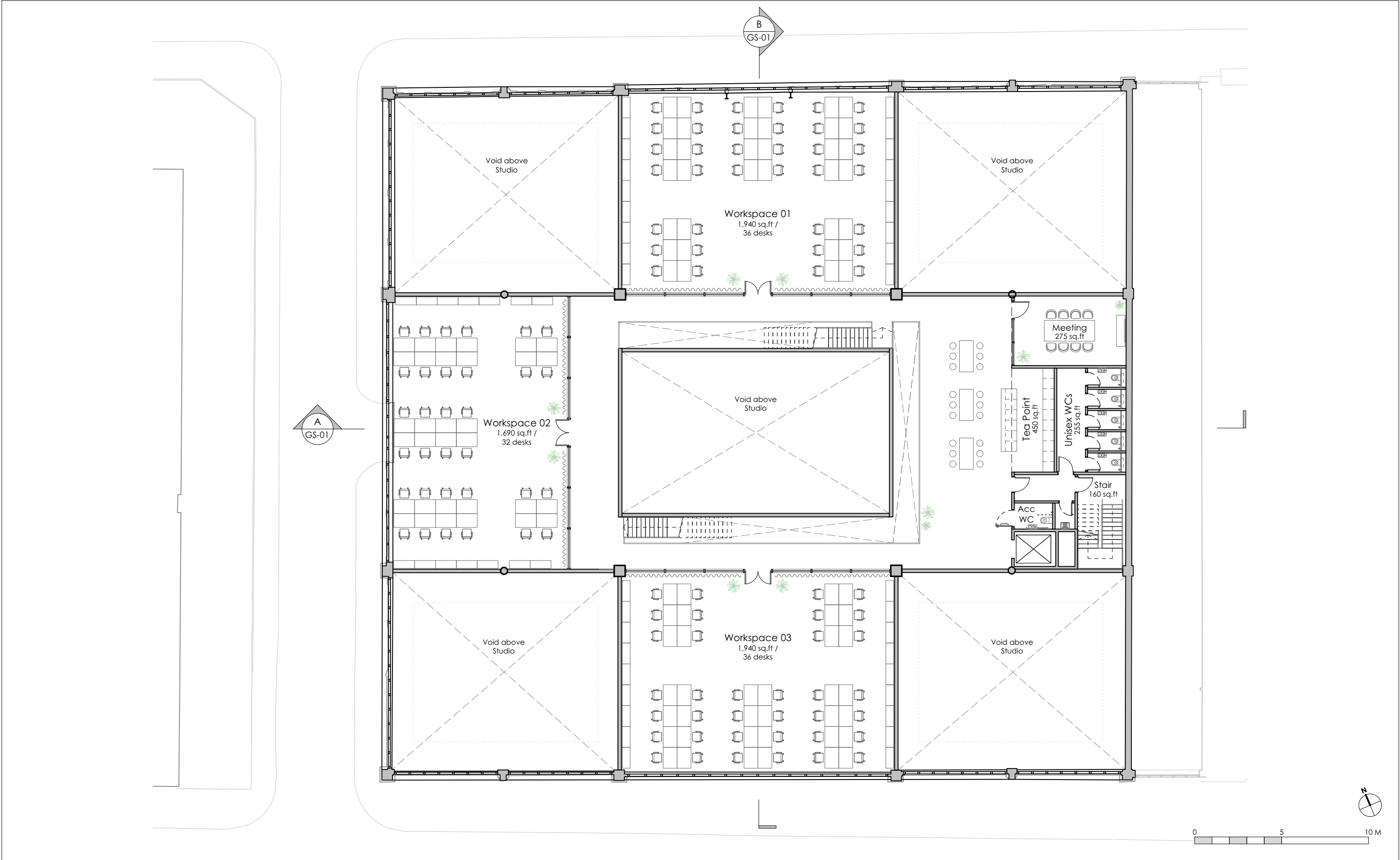
Drawing Number:
0774-P3A-XX-X_DR-A-05020

Scale @ ISO A1:
1:125

Revision:
P05

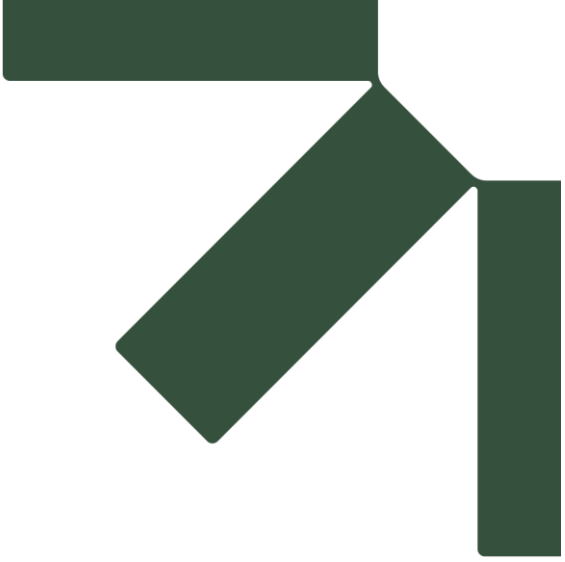


	DRAWING PROPOSED GROUND FLOOR			
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	DRAWING <i>PROPOSED MEZZANINE FLOOR</i>	
	SCALE <i>1:200 at A3</i>	PROJECT NUMBER <i>23-058</i>
	DATE <i>Aug 2023</i>	DRAWING STATUS <i>Planning</i>
	DWG No. <i>UC_GA-01</i>	REVISION <i>P3</i>
PROJECT <i>Upper Campfield</i>		

<i>P3</i>	<i>Planning</i>	<i>13/09/23</i>	General Notes: All dimensions to be checked on site prior to commencement of any works, and/or preparation of any shop drawings. Sizes of and dimensions to any structural elements are indicative only. See structural engineers drawings for actual sizes / dimensions. Sizes of and dimensions to any service elements are indicative only. See service engineers drawings for actual sizes and dimensions. This drawing to be read in conjunction with all other Architect's drawings, specifications and other Consultants' information. All proprietary systems shown on this drawing are to be installed strictly in accordance with the Manufacturers/Suppliers recommended details. Any discrepancies between information shown on this drawing and any other contract information or manufacturers/suppliers recommendations is to be brought to the attention of the Architect.
<i>P2</i>	<i>Planning</i>	<i>04/09/23</i>	
<i>P1</i>	<i>Planning: Public Consultation</i>	<i>31/08/23</i>	
STATUS	REVISION	DATE	
DO NOT SCALE FROM THIS DRAWING.			



Appendix B Cycle Plan

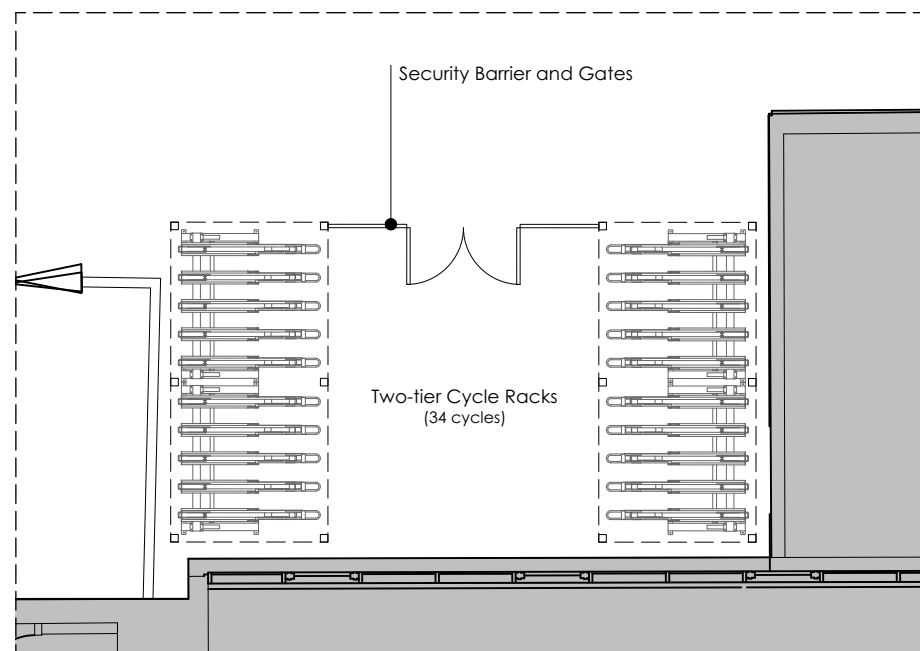
Transport Assessment

Upper and Lower Campfield, Enterprise City

Allied London Campfield Developments Limited

SLR Project No.: VN232776

15 September 2023



DETAILED PLAN
1:100 at A3

PROPOSED WORKS

- Install a secure external cycle store to the rear of Castlefield House, which serves both Lower and Upper Campfield
- Provide two levels of security - the existing fence and lockable gates, along with a new lockable enclosure around the cycle racks.
- The cycle racks will be two-tier
- Total quantity of cycle racks will be 34.

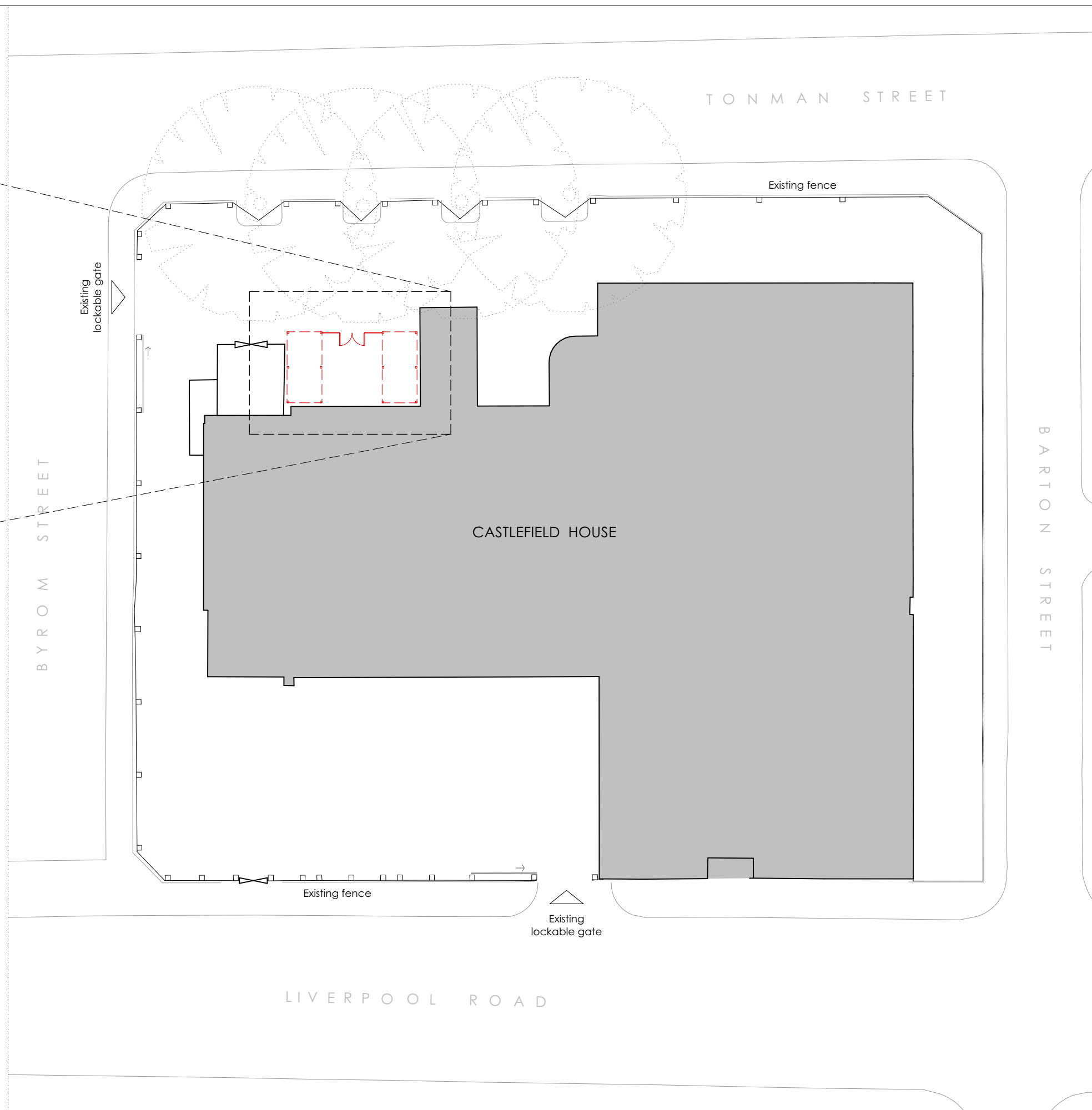


SKETCH - SK-01
Cycle Parking at Castlefield House

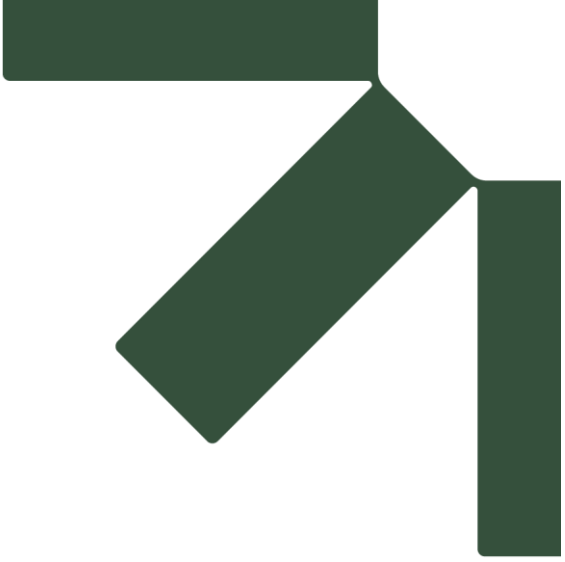
14th Sept 2023
Scales as Noted

PROJECT

Campfield Planning Submission



PLAN SHOWING PROPOSED LOCATION OF CYCLE RACKS
1:250 at A3



Appendix C Street Audit

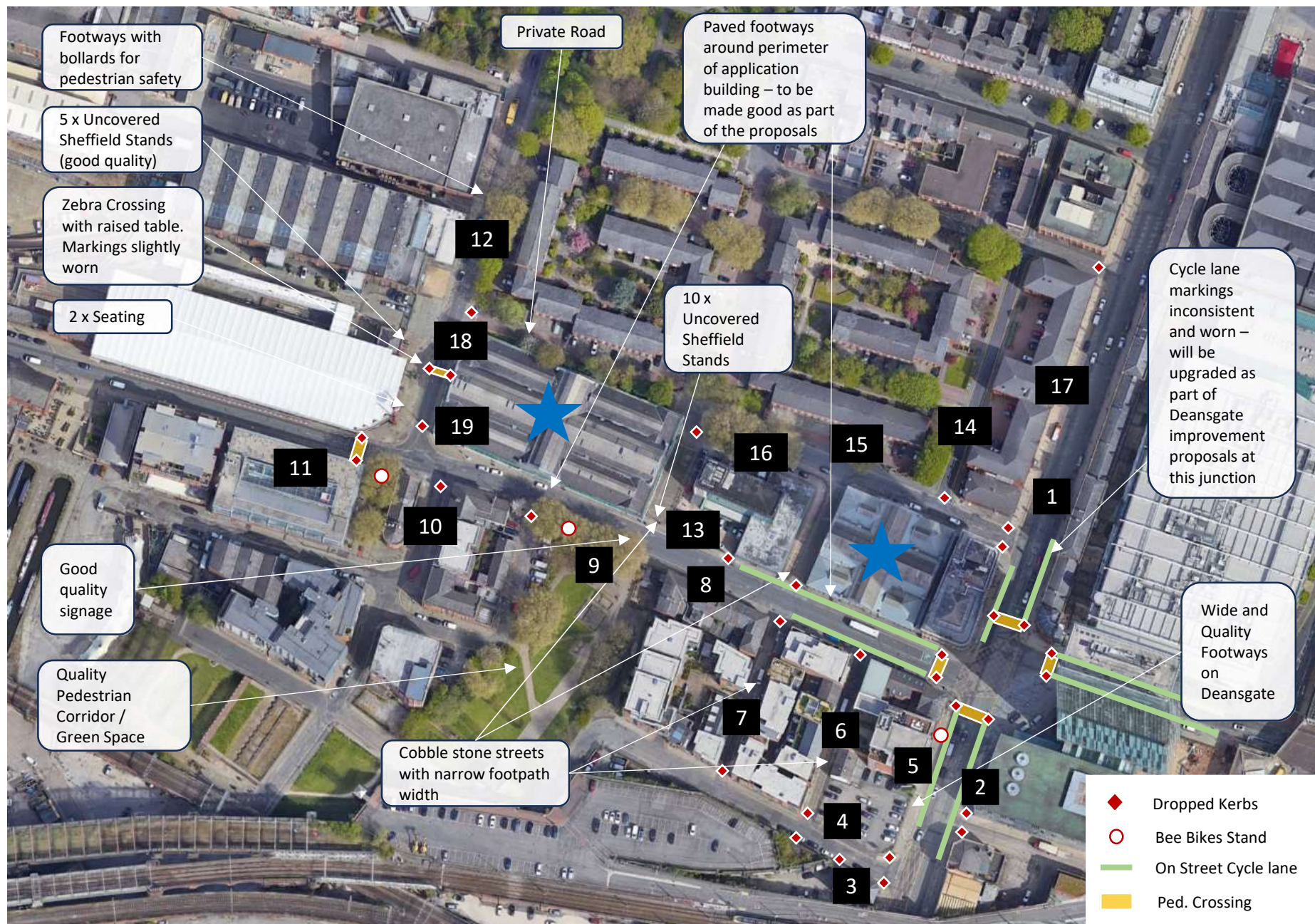
Transport Assessment

Upper and Lower Campfield, Enterprise City

Allied London Campfield Developments Limited

SLR Project No.: VN232776

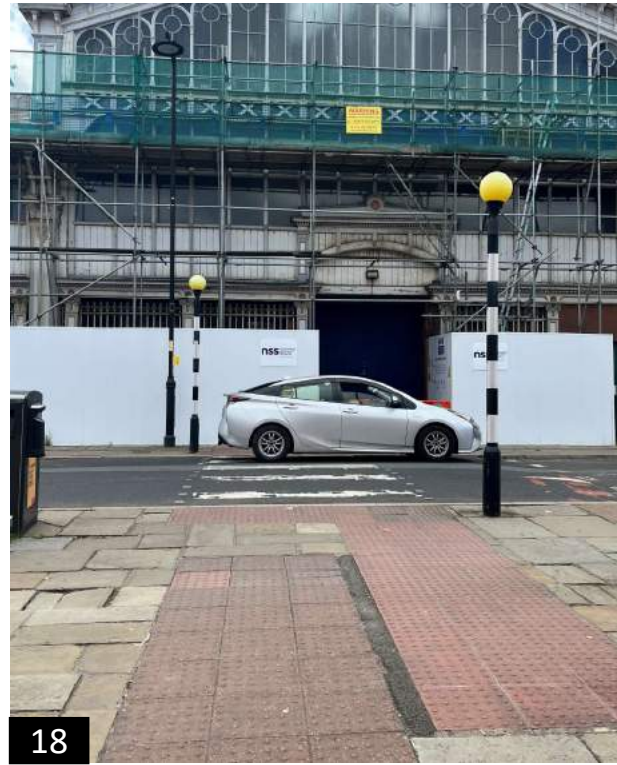
15 September 2023

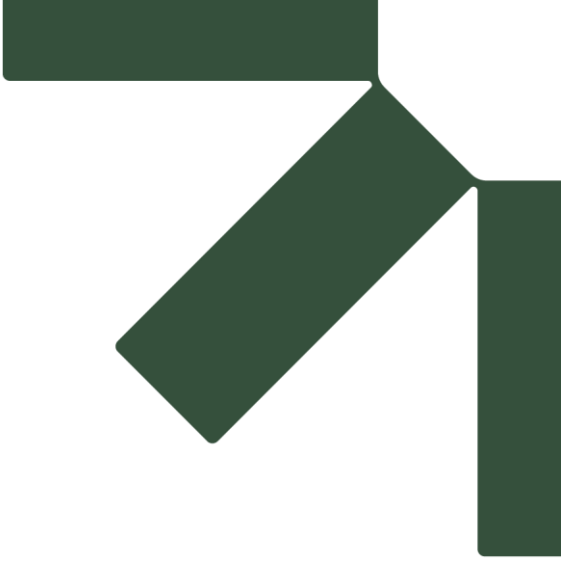












Appendix D TRICS

Transport Assessment

Upper and Lower Campfield, Enterprise City

Allied London Campfield Developments Limited

SLR Project No.: VN232776

15 September 2023

Calculation Reference: AUDIT-715001-230914-0951

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	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: 280 to 11250 (units: sqm)
 Range Selected by User: 178 to 7000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 23/11/22

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	2 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 undertaken using machines.

Selected Locations:

Town Centre	3
Edge of Town Centre	3

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	1
Built-Up Zone	5

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	11 days - Selected
Servicing vehicles Excluded	10 days - Selected

Secondary Filtering selection:

Use Class:

Not Known

6 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000

6 days

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

Population within 5 miles:

250,001 to 500,000

2 days

500,001 or More

4 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

4 days

1.1 to 1.5

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

6 days

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

PTAL Rating:

No PTAL Present

6 days

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

LIST OF SITES relevant to selection parameters

1	BC-02-A-08 HOLDENHURST ROAD BOURNEMOUTH	OFFICES		BOURNEMOUTH CHRISTCHURCH & POOLE
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	2600 sqm		
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL	
2	BH-02-A-05 ROMAN ROAD HOVE	OFFICES		BRIGHTON & HOVE
	Edge of Town Centre Residential Zone			
	Total Gross floor area:	280 sqm		
	Survey date: WEDNESDAY	04/07/18	Survey Type: MANUAL	
3	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	
4	GM-02-A-11 SAINT PETER'S SQUARE MANCHESTER	OFFICES		GREATER MANCHESTER
	Town Centre Built-Up Zone			
	Total Gross floor area:	6420 sqm		
	Survey date: FRIDAY	22/04/22	Survey Type: MANUAL	
5	MS-02-A-02 MOUNT PLEASANT LIVERPOOL	SCIENCE PARK OFFICES		MERSEYSIDE
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	11250 sqm		
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL	
6	TW-02-A-07 MULGRAVE TERRACE GATESHEAD	OFFICES		TYNE & WEAR
	Town Centre Built-Up Zone			
	Total Gross floor area:	2090 sqm		
	Survey date: MONDAY	13/06/16	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.

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

Parameter summary

Trip rate parameter range selected:	280 - 11250 (units: sqm)
Survey date date range:	01/01/15 - 23/11/22
Number of weekdays (Monday-Friday):	6
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	4433	0.000	6	4433	0.000	6	4433	0.000
08:00 - 09:00	6	4433	0.004	6	4433	0.004	6	4433	0.008
09:00 - 10:00	6	4433	0.000	6	4433	0.000	6	4433	0.000
10:00 - 11:00	6	4433	0.004	6	4433	0.004	6	4433	0.008
11:00 - 12:00	6	4433	0.000	6	4433	0.000	6	4433	0.000
12:00 - 13:00	6	4433	0.004	6	4433	0.004	6	4433	0.008
13:00 - 14:00	6	4433	0.000	6	4433	0.000	6	4433	0.000
14:00 - 15:00	6	4433	0.000	6	4433	0.000	6	4433	0.000
15:00 - 16:00	6	4433	0.000	6	4433	0.000	6	4433	0.000
16:00 - 17:00	6	4433	0.000	6	4433	0.000	6	4433	0.000
17:00 - 18:00	6	4433	0.000	6	4433	0.000	6	4433	0.000
18:00 - 19:00	6	4433	0.000	6	4433	0.000	6	4433	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 3.08

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	6	4433	0.504	6	4433	0.102	6	4433	0.606
08:00 - 09:00	6	4433	1.620	6	4433	0.207	6	4433	1.827
09:00 - 10:00	6	4433	1.026	6	4433	0.372	6	4433	1.398
10:00 - 11:00	6	4433	0.590	6	4433	0.383	6	4433	0.973
11:00 - 12:00	6	4433	0.444	6	4433	0.376	6	4433	0.820
12:00 - 13:00	6	4433	0.684	6	4433	1.030	6	4433	1.714
13:00 - 14:00	6	4433	0.906	6	4433	0.808	6	4433	1.714
14:00 - 15:00	6	4433	0.451	6	4433	0.387	6	4433	0.838
15:00 - 16:00	6	4433	0.199	6	4433	0.357	6	4433	0.556
16:00 - 17:00	6	4433	0.199	6	4433	0.816	6	4433	1.015
17:00 - 18:00	6	4433	0.165	6	4433	1.380	6	4433	1.545
18:00 - 19:00	6	4433	0.068	6	4433	0.549	6	4433	0.617
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.856			6.767			13.623

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

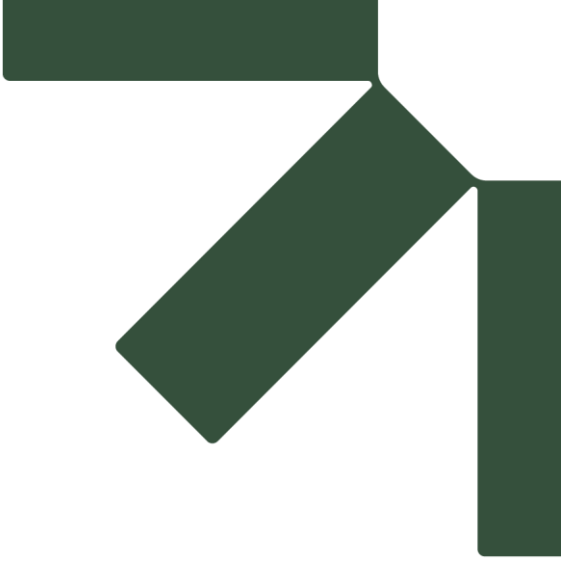
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	4433	0.023	6	4433	0.011	6	4433	0.034
08:00 - 09:00	6	4433	0.015	6	4433	0.008	6	4433	0.023
09:00 - 10:00	6	4433	0.023	6	4433	0.023	6	4433	0.046
10:00 - 11:00	6	4433	0.019	6	4433	0.019	6	4433	0.038
11:00 - 12:00	6	4433	0.015	6	4433	0.015	6	4433	0.030
12:00 - 13:00	6	4433	0.019	6	4433	0.019	6	4433	0.038
13:00 - 14:00	6	4433	0.019	6	4433	0.019	6	4433	0.038
14:00 - 15:00	6	4433	0.023	6	4433	0.023	6	4433	0.046
15:00 - 16:00	6	4433	0.004	6	4433	0.015	6	4433	0.019
16:00 - 17:00	6	4433	0.011	6	4433	0.015	6	4433	0.026
17:00 - 18:00	6	4433	0.000	6	4433	0.000	6	4433	0.000
18:00 - 19:00	6	4433	0.004	6	4433	0.004	6	4433	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.175			0.171			0.346

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 TRICS

Transport Assessment

Upper and Lower Campfield, Enterprise City

Allied London Campfield Developments Limited

SLR Project No.: VN232776

15 September 2023

Calculation Reference: AUDIT-715001-220928-0938

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : B - RESTAURANTS

PERSON TRIPSSelected regions and areas:

01	GREATER LONDON	
	LB LAMBETH	1 days
03	SOUTH WEST	
	DC DORSET	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
12	CONNAUGHT	
	GA GALWAY	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: 180 to 1300 (units: sqm)
 Range Selected by User: 75 to 2400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 25/09/19

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 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 undertaken using machines.

Selected Locations:

Town Centre	3
Edge of Town Centre	3

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:

Development Zone	1
Built-Up Zone	2
High Street	2
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

E(b) 6 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®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	2 days
25,001 to 50,000	3 days
100,001 or More	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 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:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	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 6 days

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

PTAL Rating:

No PTAL Present	5 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	DC-06-B-02	PREZZO	DORSET
	HIGH WEST STREET		
	DORCHESTER		
	Town Centre		
	High Street		
	Total Gross floor area:	525 sqm	
	Survey date: FRIDAY	16/09/16	Survey Type: MANUAL
2	DS-06-B-04	FRENCH RESTAURANT	DERBYSHIRE
	FRIAR GATE		
	DERBY		
	Town Centre		
	High Street		
	Total Gross floor area:	180 sqm	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
3	GA-06-B-01	PIZZA RESTAURANT	GALWAY
	MIDDLE STREET		
	GALWAY		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1300 sqm	
	Survey date: MONDAY	27/05/19	Survey Type: MANUAL
4	LB-06-B-01	PORTUGUESE RESTAURANT	LAMBETH
	STOCKWELL ROAD		
	STOCKWELL		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	194 sqm	
	Survey date: MONDAY	24/06/19	Survey Type: MANUAL
5	LN-06-B-01	PREZZO	LINCOLNSHIRE
	BRAYFORD WHARF NORTH		
	LINCOLN		
	BRAYFORD WHARF		
	Edge of Town Centre		
	Development Zone		
	Total Gross floor area:	1136 sqm	
	Survey date: TUESDAY	10/10/17	Survey Type: MANUAL
6	WM-06-B-05	AKBARS	WEST MIDLANDS
	THE BUTTS		
	COVENTRY		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	600 sqm	
	Survey date: THURSDAY	17/11/16	Survey Type: MANUAL

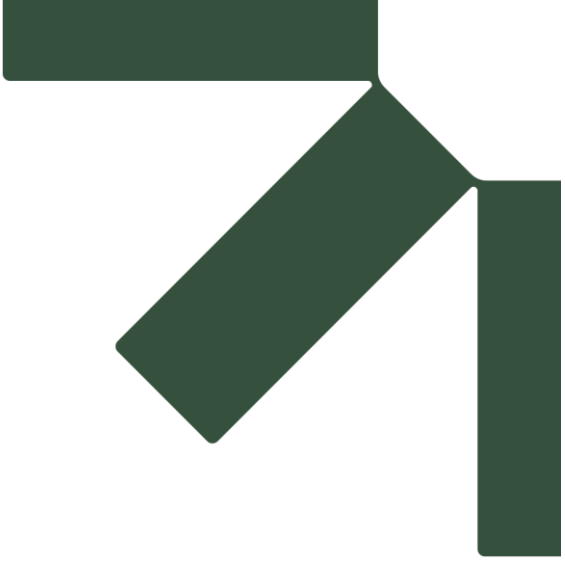
This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 3.69

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	1	194	1.546	1	194	0.000	1	194	1.546
08:00 - 09:00	1	194	3.093	1	194	1.031	1	194	4.124
09:00 - 10:00	1	194	3.608	1	194	2.062	1	194	5.670
10:00 - 11:00	2	360	1.530	2	360	0.974	2	360	2.504
11:00 - 12:00	5	667	1.169	5	667	0.540	5	667	1.709
12:00 - 13:00	5	667	3.868	5	667	0.990	5	667	4.858
13:00 - 14:00	5	667	4.498	5	667	3.718	5	667	8.216
14:00 - 15:00	5	667	3.208	5	667	4.588	5	667	7.796
15:00 - 16:00	5	667	2.369	5	667	3.088	5	667	5.457
16:00 - 17:00	6	656	1.753	6	656	1.601	6	656	3.354
17:00 - 18:00	6	656	4.244	6	656	1.982	6	656	6.226
18:00 - 19:00	6	656	7.624	6	656	4.600	6	656	12.224
19:00 - 20:00	6	656	8.005	6	656	6.607	6	656	14.612
20:00 - 21:00	6	656	4.396	6	656	4.930	6	656	9.326
21:00 - 22:00	6	656	1.321	6	656	5.464	6	656	6.785
22:00 - 23:00	6	656	0.280	6	656	4.091	6	656	4.371
23:00 - 24:00	4	614	0.163	4	614	0.774	4	614	0.937
Total Rates:			52.675			47.040			99.715

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 F TRICS

Transport Assessment

Upper and Lower Campfield, Enterprise City

Allied London Campfield Developments Limited

SLR Project No.: VN232776

15 September 2023

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

Licence No: 715001

Site reference: NF-16-A-01

Survey date: 27/09/05

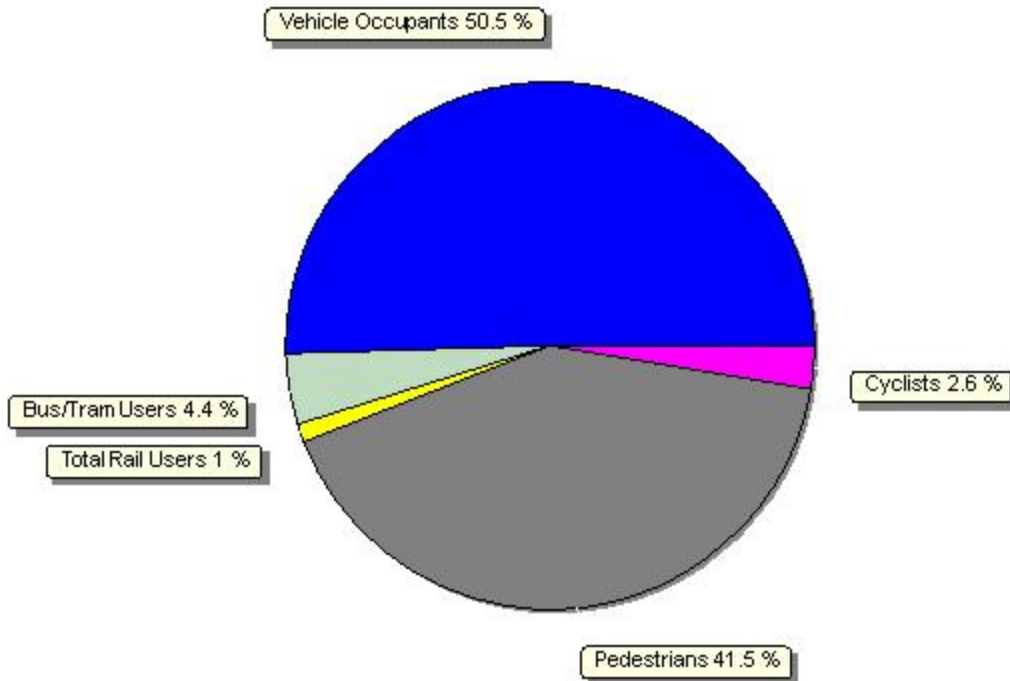
Day of week: Tuesday

Multi-Modal survey site

People Surveyed: Total people

Time	Arr 358	Dep 329	Totals 687	Accumulation
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	32	4	36	(28)
08:00-09:00	52	12	64	(68)
09:00-10:00	65	17	82	(116)
10:00-11:00	17	10	27	(123)
11:00-12:00	38	18	56	(143)
12:00-13:00	26	47	73	(122)
13:00-14:00	50	44	94	(128)
14:00-15:00	22	34	56	(116)
15:00-16:00	21	29	50	(108)
16:00-17:00	7	32	39	(83)
17:00-18:00	12	43	55	(52)
18:00-19:00	16	39	55	(29)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Modal Split Percentages for NF-16-A-01 Surveyed: 27/09/05 Tuesday



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

Licence No: 715001

Site reference: NF-16-A-01

Survey date: 27/09/05

Day of week: Tuesday

Multi-Modal survey site

Vehicles surveyed: OGV

Data proportions in % OGV (1) 100 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 5	Dep 5	Totals 10	Accumulation
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	1	0	1	(1)
08:00-09:00	0	0	0	(1)
09:00-10:00	0	0	0	(1)
10:00-11:00	1	1	2	(1)
11:00-12:00	2	2	4	(1)
12:00-13:00	0	0	0	(1)
13:00-14:00	0	0	0	(1)
14:00-15:00	0	0	0	(1)
15:00-16:00	0	1	1	(0)
16:00-17:00	1	0	1	(1)
17:00-18:00	0	1	1	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				



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