

TRANSPORT STATEMENT

House of Social 1 Ltd

Plot 10b, First Street

April 2023

VN222431

Report control

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PL1471.3-PLA-ZZ-00-DR-L-010	- External Landscaping Plan (Combined Plot 10a/10b)
PL1471.3-PLA-ZZ-00-DR-L-001-	External Landscaping Plan (Just Plot 10b)
VD20344-VEC-HGN-XX-DR-CH-100 C	- Proposed Pedestrian Crossing Medlock Street
7378-MJ-00-00-DR-D-1799	- Princess Rd/Mancunian Way Junction Improvement
VN222431-G104	- Public Car Parks within 800m Catchment
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Appendix A	- Audit of Local Transport Infrastructure
Appendix B	- House of Social Statement on Bike Provision
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1 INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Vectos on behalf of House of Social 1 Ltd in support of a planning application for a proposed mixed-use development comprising purpose-built student accommodation (PBSA), (Use Class Sui Generis) and a Food Hall (Use Class E & Sui Generis) on Plot 10b of the First Street Masterplan Area. This Report has been prepared with consideration of comments and discussions with highways officers. In particular we have clarified how service vehicles will access the service area and operate in a safe manner and the facilities available disabled users and cyclists.
- 1.2 This TS provides an assessment of the development proposals in terms of highways and transport and forms supplementary information to assist in the determination of a planning application.
- 1.3 This development is also supported by a Framework Travel Plan (FTP) and a Waste and Servicing Strategy Report prepared by Vectos.

Development Site

- 1.4 The location of the development site is shown in a local context in **Dwg 1172-TGA-XX-XX-DR-A-95020-P07**.
- 1.5 This planning application for Plot 10b forms the second part of the Plot 10 development site. The Plot 10 site has already been subject to a planning application for Plot 10a, which is a proposed 13-storey commercial office development to the immediate west of Plot 10b.
- 1.6 Plot 10b overall covers roughly 0.36 hectares and it is bound by River Street to the north, Wilmott Street to the east, Hulme Street to the south, and the development Plot 10a to the west. There are no permanent structures on the site, and no trees on or adjacent to the site.
- 1.7 To the south of the site beyond Hulme Street lies the development of First Street South which is being constructed by Downing. This is a development comprising four buildings of over 2200 bedrooms along with large amenity space and 17,000 sqft of commercial leisure, restaurant and retail space.
- 1.8 More widely the area is characterised by a mix of uses including office and leisure uses to the north, residential to the east and west and student residential to the south. For clarity, the local highway of River Street, Wilmott Street and Hulme Street through the First Street Masterplan area are private roads with the maintenance and management of the highway network managed by the First Street management company.

Proposed Development

- 1.9 The development proposals for Plot 10b can be summarised as follows:
- A Ground + 14 storey PBSA building with a Food Hall commercial offering at ground floor, offering F&B provision to both residents and members of the public. The quantum of development includes:
 - 20,382 sqm of Total Development Floorspace;
 - Apartment clusters of 5 and 6 bed apartments providing 576 bedspaces;
 - Food Hall of 1304sqm floorspace (709sqm Ground Floor & 595sqm Mezzanine) offering food and beverage for the public including a take-away use;
 - 88 secure double stacked cycle parking places within an internal bike store plus 6 x Sheffield Stands in the public realm that offers cycle parking for 12 cycles;
 - There is no car parking provided. As above, users will be able to access the First Street multi-storey car park and the on-street parking bays on River Street.
- 1.10 The proposed ground floor plan for the site is presented in **1172-TGA-XX-01-DR-A-95031-P03**.
- 1.11 Plot 10b has been designed in collaboration with Plot 10a to ensure a cohesive and coordinated streetscape is achieved. As part of the Plot 10a planning application, new public realm has been proposed to complete the missing link of First Street in the space adjacent to the office development of Plot 9a. The landscaping aims to provide a continuity to the existing First Street works implemented to the north of the site.
- 1.12 Between Plot 10a and 10b lies an area for servicing of the two plots accessed from Hulme Street. In this location there is no access for the general public, but the space will still be designed to a high standard. In general, large vehicles would reverse in from Hulme Street to serve Plot 10b.
- 1.13 A 'pocket park' is proposed between the Plot 10a and Plot 10b which consists of seating for the public and planting.
- 1.14 To clarify a comment from highways officers we can confirm that all external doors (with the exception of fire doors) should be inwardly opening, in order to prevent obstruction to passing footway users. Fire doors should also be protected by bollards when opening directly onto a shared surface route.
- 1.15 The combined public realm plan for Plot 10a and 10b is shown in **Dwg PL1471.3-PLA-ZZ-00-DR-L-010**.
- 1.16 It is possible that Plot 10b could be constructed prior to Plot 10a and we have considered the servicing issues should a construction hoarding be in place prior to completion. In this situation a sacrificial surfacing would be put down to permit service vehicle access which would then be finalised once Plot 10a is finished. The proposed layout treatment under this scenario is given in **Dwg PL1471.3-PLA-ZZ-00-DR-L-001**, noting that the tree planter, bollards and kerb detail would be finalised as part of Plot 10a and a temporary surface would be in place until that was complete.

Report Structure

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

2 POLICY CONTEXT

Overview

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

National Planning Policy Framework (2021)

- 2.2 The current National Planning Policy Framework (NPPF) was published in July 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 NPPF published in March 2012 and revised in July 2018 and February 2019. At the heart of the Framework is a presumption in favour of sustainable development.
- 2.3 As part of promoting sustainable transport, paragraph 110 of the revised NPPF states that in assessing applications for development, it should be ensured that:
- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.
 - safe and suitable access to the site can be achieved for all users;
 - the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
 - any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 2.4 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'.

Local Planning Policy

- 2.5 Relevant transport planning policy and guidance at the local level is contained within the Manchester Core Strategy document, the Guide to Development in Manchester SPD and Planning Guidance and the Greater Manchester Transport Strategy. The First Street Strategic Development Framework document has also been considered.

Manchester Core Strategy

- 2.6 The Core Strategy forms the key document in Manchester's Local Development Framework and was adopted in 2012. It sets out a number of strategic policies that will guide the development of the city. Policy SP1 sets out the spatial principles that will guide development to 2027. One of these principles is as follows:
- 'New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.'
- 2.7 In addition, the policy goes on to state that developments in all parts of the city should '*improve access to jobs, services and education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision*'.
- 2.8 This is reinforced through policy DM 1 of the Core Strategy, which concerns development management. This states that all developments should have regard to specific issues including the access to new development by sustainable transport modes and vehicular access and car parking.
- 2.9 Policy T1 of the Core Strategy concerns sustainable transport. It states that the Council will support proposals that:
- '*Improve choice by developing alternatives to the private car.*
 - '*Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*
- i) *Pedestrians and disabled people,*
 - ii) *Cyclists, public transport,*
 - iii) *Commercial access,*
 - iv) *General off-peak traffic,*
 - v) *General peak time traffic.'*
- 2.10 The development proposals are in line with these policy objectives, ensuring that the site will be accessible to all users by a range of different transport modes.
- 2.11 Policy T2 states that the Council will actively manage the pattern of development to ensure that new development:
- '*Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections*
 - '*Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.'*
- 2.12 With regards to parking standards, the Core Strategy states that the '*maximum standards for car parking do not apply to the City Centre as each development in the City Centre will be considered on a case-by-case basis.*'

Guide to Development in Manchester SPD & Planning Guidance

- 2.13 This document brings together the development principles that will apply to new developments in Manchester. 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.’

- 2.14 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:

‘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.’

- 2.15 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

- 2.16 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.

- 2.17 The vision is for Greater Manchester to have ‘World class connections that support long-term, sustainable economic growth and access to opportunity for all’. The Transport Vision aims are as follows:

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

- 2.18 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.

- 2.19 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

- 2.20 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.
- 2.21 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.
- 2.22 It will set out ambitious targets for the city centre in the wider context of the GMSF, emerging Local Plan, Climate Change Policy and Clean Air proposals, including the ambition to be a zero-carbon city by 2038 at the latest. The focus is upon significant shifts to sustainable transport modes, which will require enhancements to the walking and cycling networks, providing additional Metrolink capacity in the city centre and increasing electric vehicle charging points. Additionally, the ambition is for a shift in car parking spaces over time from the centre to the periphery.

First Street Strategic Regeneration Framework (SRF)

- 2.23 A Development Framework for First Street was first endorsed by Manchester City Council's Executive Committee in 2005. This was updated in 2007 and 2010 to broadly focus on a commercially led neighbourhood.
- 2.24 The 2012 and 2015 Frameworks identified three distinct development areas of First Street, incorporating four of the character zones: First Street North, First Street Central, First Street South, and the Creative Ribbon.
- 2.25 The site falls within the 'First Street Central' character zone, a new office destination targeted at a range of commercial occupiers, particularly those seeking the benefits of a central and highly accessible city centre location.
- 2.26 An update to the First Street Strategic Development Framework (SDF) was approved by Manchester's Executive on 14 November 2018. The focus of the 2018 Framework was to update the development principles for the First Street Central area of the masterplan, particularly Plots 9 and 10, which were subject to further viability and design analysis. This analysis indicates that greater scale and density of office accommodation can be delivered on these plots, to ensure that First Street can meet the level of demand in the area and maximise its contribution to the City's economic growth.
- 2.27 An Addendum to the 2018 First Street SDF was adopted in July 2020. Whilst the Addendum provides more focus on the western plots of First Street, it also reiterates the economic context of the regeneration area, as well as the demand for office space in the city. In addition, the Addendum provides an added emphasis on climate change and sustainability. To this effect, all developments within the SRF area must positively contribute toward the City's net zero carbon by 2028.



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

3 BASELINE CONDITIONS

Overview

- 3.1 This section of the report provides information on the baseline conditions in the vicinity of the site, providing a detailed overview of the existing site. It describes the local highway network in detail, existing car parking facilities and accident data in the vicinity of the site.
- 3.2 An audit of the local transport/highway infrastructure in the area was conducted to establish the baseline conditions for the street environment has been undertaken with a particular focus on the provision for pedestrians, cyclists and public transport users. The summary of this walkover audit is given in **Appendix A** and some of the key features are considered further below. It is noted that the First Street Plot 9a will deliver a new pedestrian crossing of Medlock Street and footway paving improvements on the east side of Medlock Street as described later.

Existing Site

- 3.3 The site currently consists of an area of hard standing that has previously been used as a surface car park and more recently as Homeground, which was a temporary food, beverage and events space.
- 3.4 As described, the wider area is characterised by a mix of uses including office and leisure uses to the north, residential to the east and west and student residential to the south.

Local Highway Network

A5103 Medlock Street

- 3.5 The A5103 Medlock Street, located to the west of the proposed site, is a key strategic route into Manchester City Centre from the south of Manchester. The A5103 Medlock Street connects with the A57 Mancunian Way gyratory, which forms part of the Manchester and Salford Inner Relief Route (MSIRR). This route connects the north and south of the city and providing strategic access to the City Centre.
- 3.6 In the vicinity of the site, Medlock Street is circa 12m in width and the southbound lane flares on approach to the roundabout provide two lanes. Northbound, there is a right turn ghost island arrangement which provides a dedicated right turn lane into River Street. Medlock Street is subject to a 30mph speed limit, and there are footways, mandatory cycle lanes and street lighting provided on both sides of the carriageway. **Photo Plate 1** shows a view of Medlock Street looking north towards the City Centre.



Photo Plate 1: Medlock Street looking North towards the City Centre

- 3.7 A new pedestrian crossing has been proposed on Medlock Street approximately 40m north of River Street. This crossing is to be signalised and staggered, comprising a 3.5m x 12m pedestrian refuge in the middle of the road. The general arrangement of the proposed pedestrian crossing is shown in **Dwg VD20344-VEC-HGN-XX-DR-CH-100 C** and is being delivered as part of Plot 9a.

A5103 / A57 (M) Mancunian Way Junction

- 3.8 The A5103 Medlock Street forms a gyratory passing underneath the A57(M) Mancunian Way to the south of the site. Travelling east from this gyratory, access can be gained to the A57(M) eastbound and Cambridge Street. Travelling west, access can be gained to the A57(M) westbound, and to the south the A5103 continues, becoming Princess Road and providing connections to the M60 and M56.
- 3.9 This junction was recently improved with the introduction of traffic signals and layout changes to increase separation of traffic streams, and also provide new dedicated off-road cycle infrastructure at the junction. The scheme layout is shown in **Dwg 7378-MJ-00-00-DR-D-1799**.

River Street

- 3.10 River Street forms the northern boundary of the site and links to Medlock Street via an all-movement priority junction. River Street is circa 6m in width and is subject to a 30mph speed limit. It is a private road which is privately maintained and whereby the on-street parking is managed by a private parking enforcement company. Traffic calming is provided in the form of speed table arrangements at two locations in the vicinity of James Grigor Square. **Photo Plate 2** shows a view of River Street looking west past James Grigor Square.



Photo Plate 2: River Street looking West past James Grigor Square

- 3.11 River Street is street lit with footways along both sides of the carriageway. It provides access to the First Street Q-Park multi-storey car park via Anne Horniman Street. There is loading bay provision along the northern side of River Street along with 3x disabled parking spaces.
- 3.12 The traffic flows on River Street were surveyed pre-pandemic and are considered robust. These are shown **Figure 3.1** overleaf.

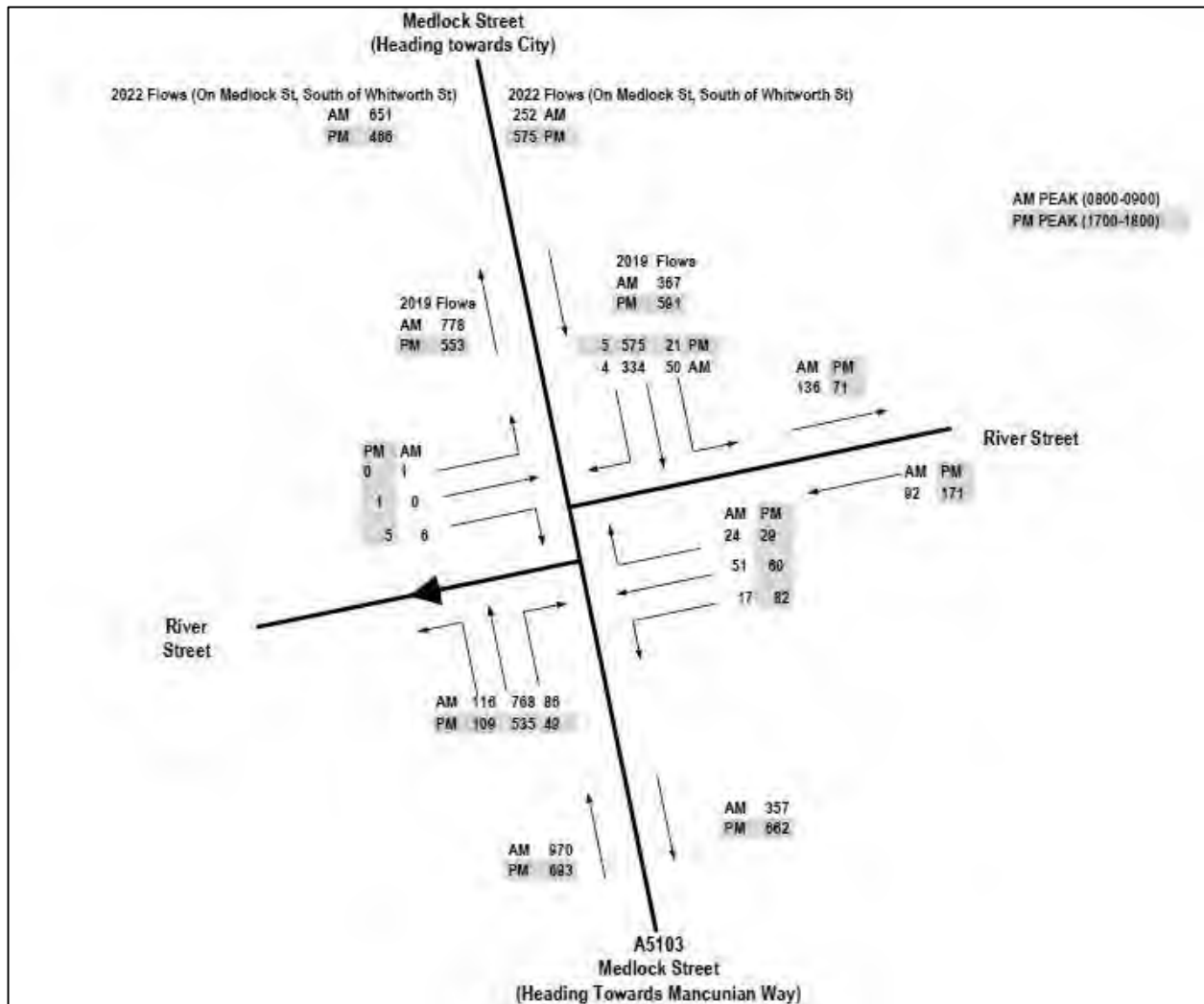


Figure 3.1: River Street Traffic Flows

- 3.13 It can be seen in **Figure 3.1** that the two-way flows equate to 228 vehicle flows in the AM peak and 242 in the PM peak. While this is busy in the peak hours, equating to a vehicle every 15 seconds, there are plenty of crossing opportunities for pedestrians. Outside of the peak hours the flows are much lower.
- 3.14 Medlock Street experiences queuing in the AM Peak building up from the Whitworth Street signals back to River Street. In the PM peak, the occurrence of queuing has largely been removed by the works to the Medlock Street roundabout with Mancunian Way. Those queues tended to block the exiting traffic from River Street, but these have largely gone away.

Wilmott Street

- 3.15 Wilmott Street runs south from River Street along the eastern edge of the site and is also a private road around 7.2m in width.

Hulme Street

- 3.16 Vehicular access to the site will be taken from Hulme Street, which is circa 6m in width and a lower priority distributor link. This road provides connections to Cambridge Street and Oxford Road to the east. Footways and street lighting are provided along Hulme Street and there are some on-street parking bays along the northern side of the road, with double yellow line waiting restrictions along the southern side. This route has been stopped up as public highway but will still be retained as a route for vehicles accessing the sites located off it and as a pedestrian and cycle route.
- 3.17 Hulme Street west of the junction with Wilmott Street is currently closed to the public due to the ongoing construction works in the area.

Existing Car Parking Provision

- 3.18 There are numerous public car parks within a short walk of the site, notably the First Street Q-Park multi-storey car park with 700 spaces and the NCP Hulme Street car park with 114 spaces both within 200m of the site.
- 3.19 There are 28 disabled parking spaces provided in the First Street Q-Park multi-storey car park. In addition to this, there are 3 on-street parking bays where disabled drivers can park without payment or limit on the northern side of River Street between Medlock Street and James Grigor Square.
- 3.20 **Dwg VN222431-G104** shows the location of the site in relation to public car parks within 800m of the site illustrating that there are 3,484 public car parking spaces within a short walk of the site.

Accident Data Record

- 3.21 The online version of the TfGM accident database has been interrogated to understand the level of accidents in the immediate vicinity of the proposed development occurring over the most recent five-year period for which data is available. **Figure 3.2** shows the accident plot for the area surrounding the site, with the site itself indicated by the red star.



Figure 3.2. 5 Year Accident Plot Data (extract from TfGM Interactive Map)
(<http://www.gmtu.gov.uk/gmaccidents/#>)

- 3.22 It can be seen from **Figure 3.2** that there have been no accidents on River Street, Wilmott Street or Hulme Street in the vicinity of the site, whilst there have been two slight accidents on the section of Medlock Street which runs along the site's western boundary. Additionally, there have been two serious accidents and two slight accidents at the junction between Medlock Street/City Road East to the north of the site.
- 3.23 Overall, given the moderately high volumes of vehicles and pedestrians in the area, it is considered that the number and severity of accidents is relatively low and that there are no material prevailing road safety issues in the vicinity of the site and that the local highway operates in a safe manner.

4 ACCESSIBILITY BY SUSTAINABLE MODES OF TRAVEL

Overview

- 4.1 This section of the report provides a review of the site's accessibility by sustainable modes of travel, namely walking, cycling, bus, Metrolink and rail.
- 4.2 The site is aiming to achieve a high BREEAM score, and therefore, this section of the report considers various criteria contained within BREEAM Tra 01 (Public Transport Accessibility). In order to achieve these BREEAM credits, consideration has been given to the requirements for all users to be able to access the site accounting for varying levels and types of disability.
- 4.3 The reference guidance for considering access by disabled users is based on the MCC document Design for Access 2.

Walking

- 4.4 The Institution of Highways and Transportation (IHT) document '*Guidelines for Providing for Journeys on Foot*' (2000) suggest that a desirable walking distance for commuting purposes is 800 metres with the preferred maximum distance being 2 kilometres. Walking can also be promoted as part of a multi-modal journey, particularly with public transport.
- 4.5 The more recent CIHT document '*Planning for Walking*' (2015) affirms this by stating that 80% of journeys shorter than a mile (approximately 1.6 km) are made wholly on foot and therefore represent a key mode to access the site either on its own or as part of a multi-modal journey.
- 4.6 In line with this guidance, **Dwg VN222431-G102** represents an 800m and 2km walk catchment from the site. This plan shows that there are two bus stops, two National Rail and one Metrolink stop located within an 800m walk from the site. In addition to this, the entirety of Manchester City Centre is within the 2km walk catchment. The 2km catchment also includes the residential suburbs of Castlefield, St Georges, Hulme, Brunswick and parts of Salford. The University of Manchester Campus and the Manchester Royal Infirmary sites on Oxford Road to the east of the site are also within a 2km walk.
- 4.7 The existing pedestrian facilities in the vicinity of the site are of a good standard and are suitable for all pedestrians including disabled users. Footways are provided in the vicinity of the site with both formal and informal crossing facilities providing connectivity to the adjacent residential areas and Manchester City Centre. First Street is a high quality, traffic free pedestrian and cyclist route from Whitworth Street to the City Centre incorporating sears, trees and landscaping to create an attractive space for people to enjoy and pass along.
- 4.8 There are footways provided along both sides of Medlock Street which can be used to access local transport including bus, train and tram. There is a pedestrian refuge provided across Medlock Street approximately 200m north of the site. There is a signalised pedestrian crossing provided at the Medlock Street/Whitworth Street West junction.

- 4.9 To the south of the site, pedestrian access across the A57(M) has been significantly improved with at-grade footway crossings under Mancunian Way. These footways provide connections to the residential area of Hulme and can be used to access the University of Manchester and the Oxford Road Corridor.
- 4.10 To support disabled users, the existing public realm around the site includes wide footways and step free access where appropriate. There is an uncontrolled pedestrian crossing with dropped kerbs and tactile paving approximately 50m east of the site entrance across River Street.
- 4.11 Overall, it is considered that the pedestrian network in the area surrounding the site facilitates connectivity with a number of key services and therefore ensures walking can be actively promoted as a sustainable mode.

Cycling

- 4.12 Cycling is an effective mode for short trips up to three to five miles (5-8km) and a catchment of 5km represents a journey time of 20 minutes using a leisurely cycle speed of 10mph (16kph). To demonstrate that cycling can be promoted for a range of users of varying ability, a 5km catchment is presented in **Dwg VN222431-G103**.
- 4.13 The 5km catchment encompasses the whole of Manchester City Centre and surrounding areas including Old Trafford, Salford, Cheetham Hill, Broughton, Ancoats, New Islington, Miles Platting, Ardwick, Longsight, Moss Side, Whalley Range and parts of Chorlton-cum-Hardy.
- 4.14 **Dwg VN222431-G103** also highlights the cycling infrastructure available within that catchment. This plan shows that there are extensive cycling routes provided in close proximity to the site this includes on-road and off-road routes, signed routes and canal towpath routes.
- 4.15 An extract of TfGM's cycle map is provided in **Figure 4.1** for the area in the vicinity of the site, with the site itself indicated by the red star.



Figure 4.1: TfGM Cycle Map

- 4.16 **Figure 4.1** shows that Hulme Street forms part of National Cycle Network Route 6 (NCN 6). This is a long-distance cycle route linking London to the Lake District. There is also a 20mph speed limit on Hulme Street, Cambridge Street, Wilmott Street and Chester Street to support cyclist trip movements.
- 4.17 The site will be provided with cycle parking facilities that will further encourage travel via this mode:
- 4.18 Overall, the site already benefits from excellent cycle infrastructure and with the developing Bee Network, the connectivity will increase ensuring can be actively promoted as a sustainable mode.

Public Transport – Bus

- 4.19 The IHT document ‘Guidelines for Planning for Public Transport in Developments’ (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400 metres.
- 4.20 The closest bus stops are located on Medlock Street within 200 metres of the site. The southbound stop provides a flag post bus stop sign while the northbound stop provides a bus shelter with seating and timetable information. The existing footways along First Street and Medlock Street can be used to access both bus stops.
- 4.21 There is one high frequency bus route which serves the stops on Medlock Street. This bus service can be used to access residential areas of Hulme, Stretford, Davyhulme and Flixton to the south west of the conurbation site and can also be used to access Piccadilly Gardens.
- 4.22 The bus service frequency for this stop is presented in **Table 4.1**.

Table 4.1: Bus Services within 400 metres

Service No.	Route	Approximate Frequency (services per hour)					
		Mon-Fri				Sat	Sun
		AM Peak	Midday	PM Peak	Evening		
256	Piccadilly Gardens - Flixton via Hulme, Trafford Bar, Stretford, Davyhulme	6	6	6	2	6	2

- 4.23 There are other bus services which serve bus stops just over a 400m walk from the site on Whitworth Street West including:
- Free Bus 2, the free city centre shuttle bus, every 10 minutes;
 - 255 service to Partington, every 30 minutes;
 - X50 to Trafford Centre, every 20 minutes; and
 - X58 to Flixton once a day commuter service.
- 4.24 All buses in Greater Manchester designed to carry over 22 passengers on local and scheduled routes comply with the government’s Public Service Vehicles Accessibility Regulations (PSVAR). These standards include:
- Bus drivers being able to provide disabled passengers with certain types of assistance such as deploying boarding ramps and lifts when required to assist wheelchair users to board or alight the vehicle; and
 - Free off-peak local bus travel for eligible disabled users at any time on a Saturday, Sunday or bank holiday and from 9:30am to 11pm on any other day.
- 4.25 In addition to the above, the majority of buses in Greater Manchester have low floors to further assist wheelchair users and audio-visual ‘next stop’ announcements to assist visually or hearing-impaired passengers.

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

Public Transport – Metrolink

- 4.27 The nearest Metrolink stop is Deansgate-Castlefield which is just over 400 metres walk from the site. This station is a major interchange station with services operating to Manchester Piccadilly, Manchester Victoria, Manchester Airport, East Didsbury, Eccles, Altrincham, Bury, Rochdale Town Centre and Ashton-under-Lyne.
- 4.28 In 2020, the new Trafford Park Metrolink Line was launched which links Deansgate-Castlefield with Trafford Park and the Trafford Centre.
- 4.29 All services operate on a 12-minute frequency Monday to Sunday with combined frequency of 6 minutes Monday to Saturday during the day. All lines operate between 06:00 and 00:00, the Airport line operates from 03:00 from Deansgate Castlefield.
- 4.30 Deansgate-Castlefield can be accessed using the existing pedestrian network surrounding the site. All Metrolink stops provide shelters, seating and real-time journey information. All Metrolink trams and stations also provide disabled access in the form of step-free access, tactile paving and dropped kerbs.
- 4.31 The combined Greater Manchester Metrolink and Rail Network Map is provided in **Figure 4.2** overleaf.
- 4.32 All Metrolink trams and stops comprise step free access to assist wheelchair users, and benefit from the appropriate signage and emergency call points.
- 4.33 Overall, it is considered that the tram facilities offered from Deansgate-Castlefield provide a regular service which is available within an acceptable distance and at key travel times which will be suitable for a variety of trip purposes.



Figure 4.2: Greater Manchester Metrolink and Rail Network Map

Public Transport – Rail

- 4.34 Deansgate Railway Station is located approximately 500 metres north of the site. This station provides an interchange between train and tram services with a pedestrian only bridge connecting the tram and train platforms.
- 4.35 Services from Deansgate are operated by Northern trains with services operating to Manchester Piccadilly, Manchester Oxford Road, Alderley Edge, Blackpool North, Warrington Central, Barrow-in-Furness, Blackpool North and Preston. Services operate Monday to Sunday.
- 4.36 To support disabled passengers, Deansgate has staff help available as well as lifts on each platform to provide step free access and ramps for train access.
- 4.37 Manchester Oxford Road and Piccadilly Railway Stations are also accessible within a 20-minute walk of the site, and these provide extensive regional and national rail connections. **Figure 4.3** below shows the location of the nearby transport networks including the rail stations in relation to the site, with the site itself indicated by the red star.

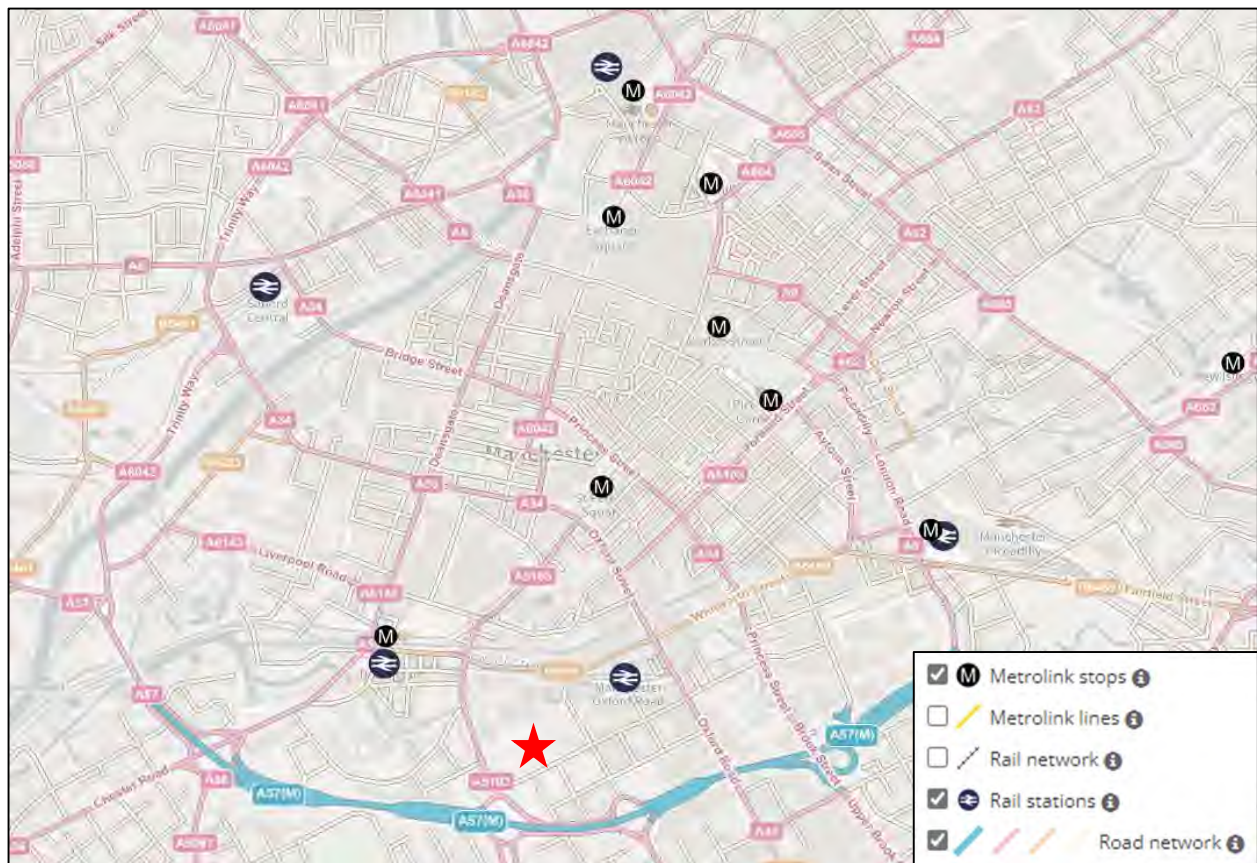


Figure 4.3: Nearby Transport Networks to the Site

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

Greater Manchester Accessibility Level (GMAL)

- 4.39 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.
- 4.40 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.
- 4.41 **Figure 4.4** provides an extract of the GMAL Map for the area in the vicinity of the site, with the site itself indicated by the red star.

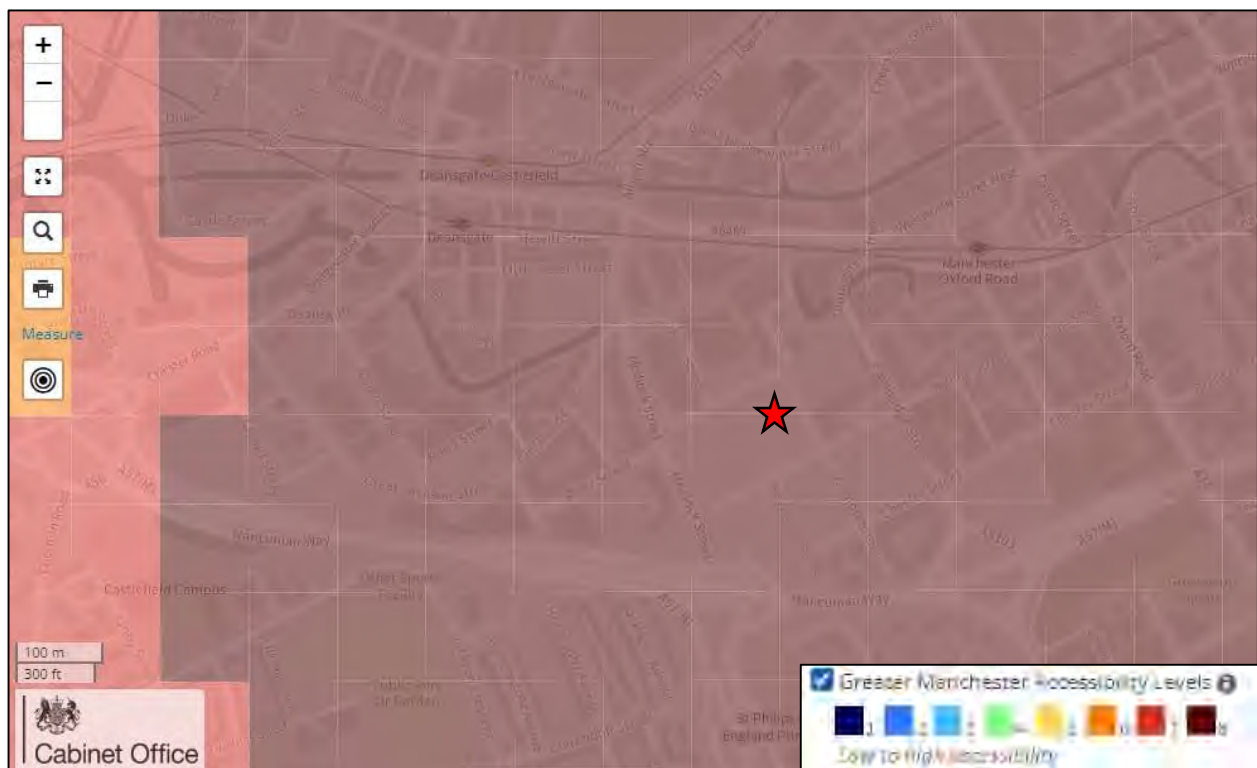


Figure 4.4: GMAL Map

- 4.42 **Figure 4.4** highlights that the site has a GMAL of 8 indicating that it is in a highly accessible area, and amongst the most accessible locations in Greater Manchester 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 potential for a car-free scheme.
- 4.43 Disabled users are able to access the site by taxi and Manchester boasts a highly developed taxi service with all Hackney Carriages and many private hire companies offering access for wheelchair users with ramps and equipment for wheelchair users along with assistance features for the visually impaired and hard of hearing. The routes from kerb to the building entrances will be design for access by disabled users.

5 PROPOSED DEVELOPMENT

Overview

5.1 As described in Section 1, the development proposals for Plot 10b is as follows:

- A Ground + 14 storey PBSA building with a Food Hall commercial offering at ground floor, offering F&B provision to both residents and members of the public. The quantum of development includes:
 - 21,879 sqm of Total Development Floorspace;
 - Apartment clusters of 5 and 6 bed apartments providing 576 bedspaces;
 - Food Hall open to the public;
 - 88 secure double stacked cycle parking places within an internal bike store plus;
 - 6 x Sheffield Stands in the public realm that offers cycle parking for 12 cycles;
 - There is no car parking provided. As above, users will be able to access the First Street multi-storey car park and the on-street parking bays on River Street.

5.2 The proposed Ground Floor, Mezzanine and external areas landscape The main pedestrian entrances for the PBSA are from the eastern façade onto Wilmott Street where there is an entrance lobby and parcel room. To the south of this entrance is the access for cyclists. The Food Hall will primarily be accessed from the north but there will be spill out areas to the east.

Access and Parking

- 5.3 The main pedestrian entrances for the PBSA are from the eastern façade onto Wilmott Street where there is an entrance lobby and parcel room. To the south of this entrance is the access for cyclists. The Food Hall will primarily be accessed from the north but there will be spill out areas to the east.
- 5.4 Improved areas of public realm will be provided around the building to create a pleasant environment for pedestrians.
- 5.5 The proposed development will be car-free and therefore, there will be no car parking spaces provided on site. Consideration has been given to those who need disabled parking. Firstly, there are three on-street disabled parking opposite on River Street approximately 50m away. Furthermore, there are 26 disabled parking spaces in the First Street multi-storey car park to the north operated by QPark. The demand for disabled parking will be reviewed through the Travel Plan. If a resident needs a disabled parking space, then the Travel Plan Coordinator will secure a space for that occupier for the duration of their stay at their cost.

Cycle Parking Provision

- 5.6 The site will benefit from 88 secure double stacked cycle parking spaces within an internal bike store on the ground floor. A further 12 cycle parking spaces are provided within the public realm on First Street with 6 x Sheffield Stands west of Plot 10a as shown in **Dwg PL1471.3-PLA-ZZ-00-DR-L-001**. This provision represents cycle parking for around 15% of the bedspaces. These spaces may also support the demand for cycle parking from online courier deliveries requested by Students.
- 5.7 As cycle parking and mobility is a key factor in students being able to access facilities and enjoy the city, Vita have undertaken research of their student population, so they offer a high quality and appropriate cycle provision for students. Their paper on Bike Provision at House of Social is given in **Appendix B**. It can be seen from this document that of their existing student population only 1%-2% own a bike. There are many reasons why and as well the financial and security reasons described students can access the Universities and the city centre within a short walk which means that having a cycle is more a leisure aspect than an essential mode of transport.
- 5.8 To allow Students access to a Bike, VITA/House of Social have developed '**Free to Hire**' bikes which is available to students to use on an unlimited basis. Since implementing this scheme, it has grown year on year and has been a resounding success and we have received positive feedback from our residents. For students who only wish to cycle once a week to lectures, to get out to the countryside at the weekend or to use every day, our bicycle hire scheme provides an alternative option to the costs associated with ownership.
- 5.9 It can be seen in **Appendix B** that House of Social continually review the usage and demand across all their residences and redistribute or add to the stock of bicycles to stay ahead of demand. They have a commitment that free to hire bicycles will be always available to residents from the moment they arrive and commit to upholding this promise. They actively promote the usage of bicycles through a series of campaigns such as the current 'Explore Your Space' campaign where a bicycle is displayed in each reception space together with freely available suggested cycle route maps and residents are encouraged to explore their city.
- 5.10 This use and provision of bikes can be monitored through the Travel Plan, and if required this commitment could also be secured via planning condition.

Trip Forecasts

PBSA Development

- 5.11 For the student accommodation the total person trip forecasts have been derived via reference to the TRICS (7.8.3) trip rate database using student accommodation sites. The full TRICS output files are contained in **Appendix C**. The trip rates and trip generation based on the proposed 576 beds are presented in **Table 5.1**.

Table 5.1: Student Accommodation Person Trip Forecasts

	Trip Rate (per bed)		Trip Generation (576 beds)	
	Arrivals	Departures	Arrivals	Departures
AM Peak (08:00-09:00)	0.015	0.115	9	66
PM Peak (17:00-18:00)	0.105	0.062	60	36

**Numbers are rounded to the nearest whole integer*

- 5.12 It can be seen from **Table 5.1** that the numbers of students accessing the site in the peak periods are relatively modest.
- 5.13 Most student trips are made on foot. At the busiest time in the evening, we might expect around 5 taxis access the site and the number of cyclists is also relatively modest at around 20 trips per day, around 4 in the busiest hour.
- 5.14 The site is located within a short walk 10 minute of the Manchester Universities along the Oxford Road Corridor with some buildings being even closer such as the Birley Fields Campus.

Food Hall Development

- 5.15 The trip attractions to the food hall are difficult to predict as these types of site are not in the TRICS database. The scheme will include a central dining area surrounded by small individual kitchens a bar and a stage. Upstairs there is a further dining space at Mezzanine level along with a Private Dining area. The nature of this space is flexible, and that around 400 covers would be provided.
- 5.16 In practice, it is expected that the overwhelming majority of trips will be made on foot from perhaps as linked trips from people already within the city as well as the students or office workers in the nearby developments. It is anticipated that there may be some taxi arrivals and as described earlier, it is convenient to access the site by public transport.
- 5.17 It is considered that there is sufficient space in First Street multi-storey car park for food hall visitors wishing to drive to the site.
- 5.18 The Food Hall could accept Click & Collect from the students on site or employees on First Street. Online courier deliveries could also pick up meals and if they did so this would be from the rear entrance onto the service yard.

Student Arrival / Departure

- 5.19 There is a time period which needs particular consideration for the highway operation and that is period when students are being dropped off at their accommodation at the start of term or are being picked up at the end of term. Given the large number of students on site, any arrivals in cars by parents or others needs to be managed.
- 5.20 A detailed Student Management Plan will be developed to include details of how vehicular movements will be managed for the arrival and departure of students at the start and end of each academic year and that they can be controlled to avoid any problems of traffic congestion in the area associated with this activity.
- 5.21 All students taking up accommodation will be informed of the car parking limitations and restrictions in place in the vicinity of the site. This information will be provided as part of the travel information pack sent to each student before the start of the academic year together with details of the sustainable travel opportunities for arrivals and departures.
- 5.22 Upon gaining a tenancy, the students will be required to contact the management team to agree an appointment move in date and time. At this point, students will be notified of the limited parking availability on site and the accessibility by modes other than the car. They will also be informed of the parking availability in the First Street multi-storey car park just to the north as well as other car parks in the vicinity and their pricing charge.
- 5.23 Prior to arrival, all students are contacted by email to confirm the arrival arrangements and move-in procedure. House of Social will encourage students to spread their arrival to the accommodation. Students can arrive at any point from the tenancy start date, with most students arriving throughout September based on university start dates, which allows gradual fill of the building. Booked move in time slots allow for equal spread of residents throughout the first few days following the tenancy start date.
- 5.24 Students book their arrival online and will be assigned a time slot to arrive at the residence to avoid congested arrival periods. Student arrivals will be deliberately spread to not inconvenience other road users or cause congestion issues. The appointment system enables students to choose the time of their arrival.
- 5.25 The students are met at reception by House of Social staff who will have trolleys ready to take their luggage to the rooms. The student and their belongings will be taken into the building by the residence staff and shown straight up to their room, where the trolleys will be unloaded and returned to the building entrance.
- 5.26 The student move-out period is managed in a similar fashion to the move-in process. Students are expected to confirm with the Accommodation Team their proposed move-out times and dates. However, busy move-out periods are unlikely as the students tend to move out over an extended period.

- 5.27 Students who arrive by car with family and friends are given information about local car parks before they arrive, including the First Street Car Park (Q-Park) located adjacent to the site. They are advised to park away from the site in advance of checking in, to avoid the reception area being congested with lots of family members and luggage blocking the entrance. Each student will be allocated a specific time slot in which they must arrive to take occupancy of their room. It will be stressed to each student that the time slot must be adhered to, in order to ensure a smooth check in and to minimise any localised disruption in terms of traffic congestion and vehicular movements.

Servicing and Deliveries

- 5.28 Servicing for the Student Accommodation will generally arrive through reception and here the loading bay on Wilmott Street is the most convenient location to do that as shown in **Figure 5.1**. There will be a 20 minute time limit on this Loading Bay managed by the ANPR system operated by First Street Man Co.

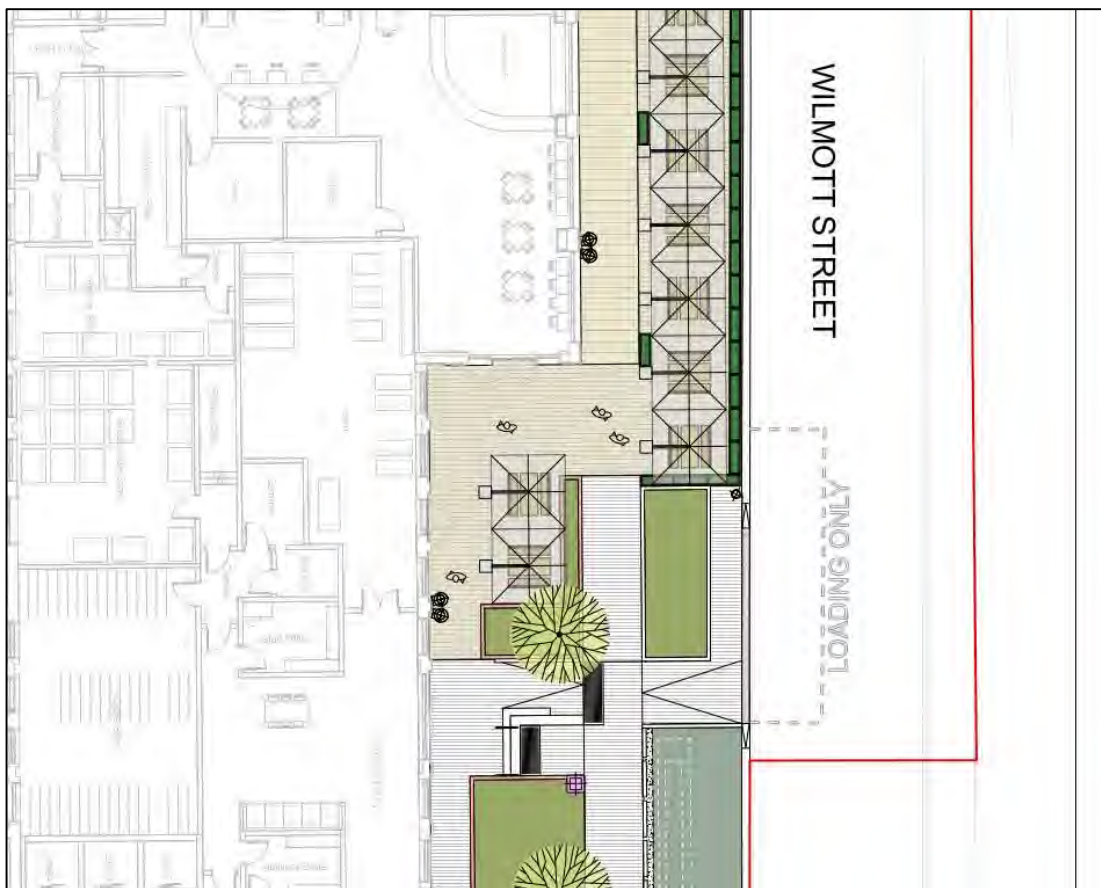


Figure 5.1 Wilmott Street Loading Bay

- 5.29 Servicing by larger vehicles including refuse collections and servicing to the Food Hall (including dray lorries) will be made via the service corridor that lies between Plot 10b and 10a accessed from Hulme Street. Access by larger vehicles such as refuse vehicles/dray lorries will be undertaken by reversing in from Hulme Street as shown in **Dwg VN22431-TR108**. This is a reversing manoeuvre over around 50m. It is expected that there would be up to 4 large HGVs accessing the site a day including vehicles such as a refuse or dray lorry. These vehicles will be timed so that they do not conflict. For these regular deliveries a banksman will be on hand either from the vehicle itself or from the Food Hall staff to ensure that the reversing manoeuvre is safe.
- 5.30 In consideration of safe management, it is not intended that the public will access this service area. A landscaping screen is proposed at its northern end and signage will direct pedestrians away. There is also no reason for the public to access this area and the route of First Street to the west and Wilmott Street to the east offer more direct and appropriate routes.
- 5.31 It can be seen from the tracking drawing that large vans are able to enter in a forward gear and make a 3 point turn close to the Food Hall and leave also in a forward gear. Overall, the site during a typical day and around 20 van trips.
- 5.32 The service area will be managed in consideration of the deliveries to Plot 10a so that regular and larger deliveries are timed so that they do not conflict.

Consideration of Service Access Prior to Completion of Plot 10a

- 5.33 Consideration has been given to the servicing arrangements should Plot 10b be occupied and Plot 10a is not yet complete. In this scenario Plot 10b will benefit from the lay-by on Wilmott Street and vehicles for the Foodhall would need to reverse in off Hulme Street. In this scenario during construction the vehicles would be under a banksman control.

Combined Highway Operation with Plot 10a

- 5.34 Given the shared use of the Service Corridor, we have considered the level of use by both sets of service vehicles for Plot 10a and Plot 10b. The forecast for office servicing as part of Plot 10a was for around 4 Large Rigid Lorries to access Plot 10a over the course of a day and around 34 vans.
- 5.35 Within the Service Corridor for both buildings we forecast around 6 HGVs per day and 45 van trips. On the Wilmott Street loading bay there is a daily forecast of 1 HGV and 15 vans per day. On top of this vehicular activity, we expect cycle couriers to serve the student population, such as with online food deliveries and these are expected to use the Sheffield Cycle Stands on Wilmott Street.
- 5.36 Overall, we expect that the servicing area will see regular activity across the day with most deliveries being made in the morning. Some of the regular arrivals by some of the large vehicles are expected to be timed to avoid clashes although there is scope for several vehicles to serve the buildings at the same time. Most deliveries are completed within 5-10 minutes and a few up to 20 minutes. While this service corridor will be busy, we expect that it can operate efficiently and without blocking access for delivery drivers nor causing an adverse impact on pedestrian safety.

6 SUMMARY AND CONCLUSION

Summary

- 6.1 This Transport Statement (TS) has been prepared by Vectos on behalf of House of Social 1 Ltd in support of a planning application for a proposed mixed-use development comprising purpose-built student accommodation (PBSA) and a food hall on Plot 10b of the First Street Masterplan Area. This report responds to comments made by MCC highways officers and the design incorporates changes to reflect the updated position.
- 6.2 The development proposals for Plot 10b comprise a 14 storey + Ground Floor building which will deliver 21,879sqm (GIA) of floorspace. There will be a total of 576 bedspaces provided alongside a food hall, which will be located on the ground floor of the development.
- 6.3 Plot 10b has been designed in collaboration with Plot 10a to ensure a cohesive and coordinated streetscape is achieved. As part of the Plot 10a planning application, new public realm has been proposed to complete the missing link of First Street in the space adjacent to the office development of Plot 9a. The landscaping aims to provide a continuity to the existing First Street works implemented to the north of the site.
- 6.4 A 'pocket park' is proposed between the Plot 10a and Plot 10b which consists of seating for the public and planting.
- 6.5 The site benefits from excellent levels of accessibility by sustainable transport modes being located within a short walk of Manchester City Centre, the main university campuses and public transport interchanges. The development will be car free, and it will benefit from a high level of cycle parking.
- 6.6 Trip forecasts have demonstrated that the proposed development will have a negligible impact on the operation of the highway network in the vicinity of the site.
- 6.7 Servicing of the student element of Plot 10b benefits from a loading bay on Wilmott Street. Servicing of the Foodhall and the refuse collection will be from the servicing corridor that lies between Plot 10b and Plot 10a with access made from Hulme Street. There is space for large vans to make a 3-point turn within this space and therefore enter and leave in a forward gear. HGV access needs the vehicle to reverse in from Hulme Street. The public will not access this area and while this is a relatively long reversing manoeuvre it can be undertaken safely and efficiently.
- 6.8 It is possible that Plot 10a may be constructed independently of Plot 10b and this report has considered the access implications for servicing should that occur.

Conclusion

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

Drawings



125 m

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

 Red Line Planning Boundary

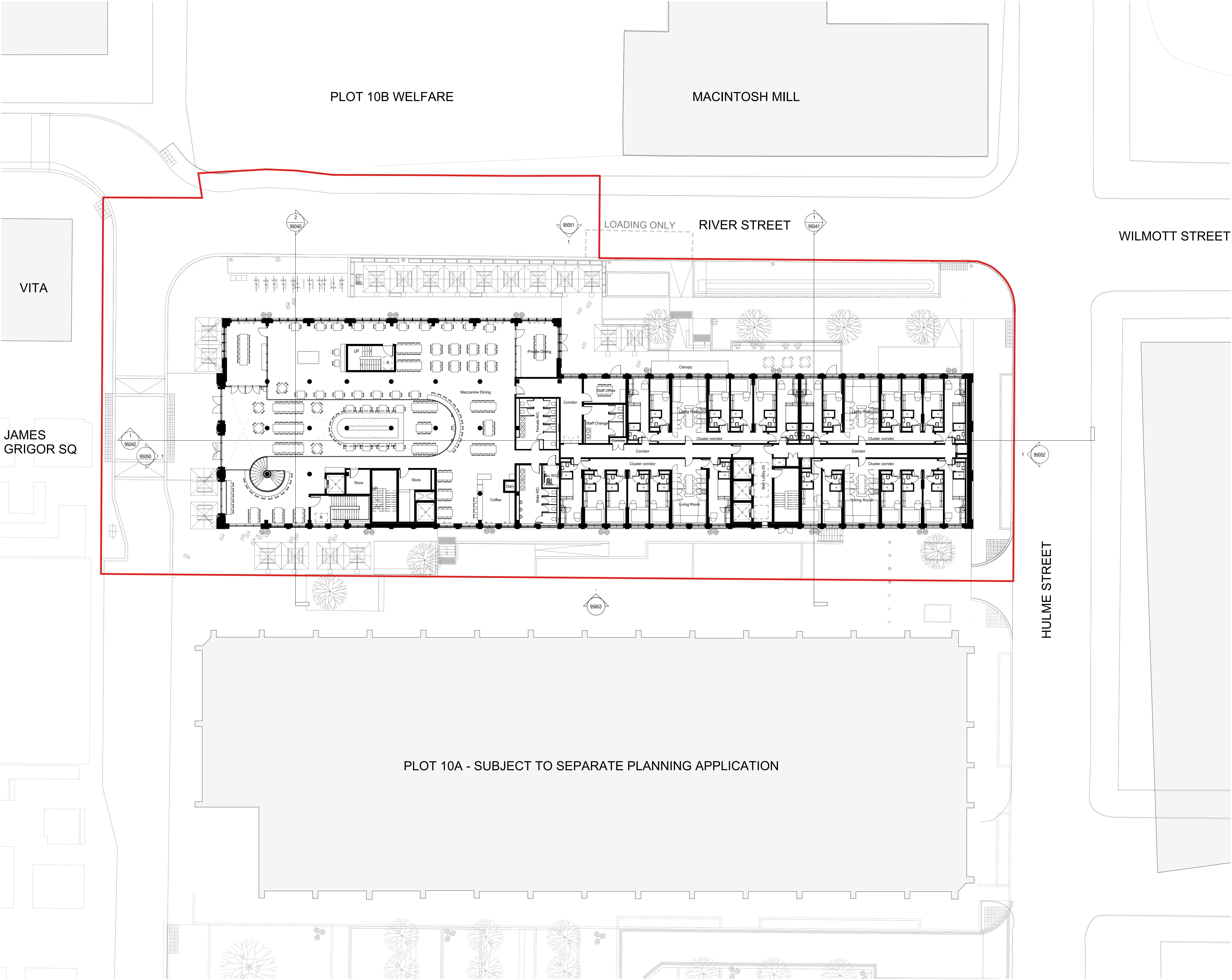
Rev	Description	Date	By
P01	Issued to consultant team	03.01.23	SC
P02	Amended to include River Street and Plot 10B Welfare site	19.01.23	SC
P03	Draft planning issue	23.01.23	SC
P04	Issued for Planning	03.02.23	SC
P05	Redline boundary amended, Plot 10B welfare site excluded	27.02.23	SC
P06	Redline boundary amended East across River St	28.02.23	SC
P07	Reissued for planning following split core amendment	31.03.23	JB

Scale
As indicated@A1

Client
VITA

0161 870 1152

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

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

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

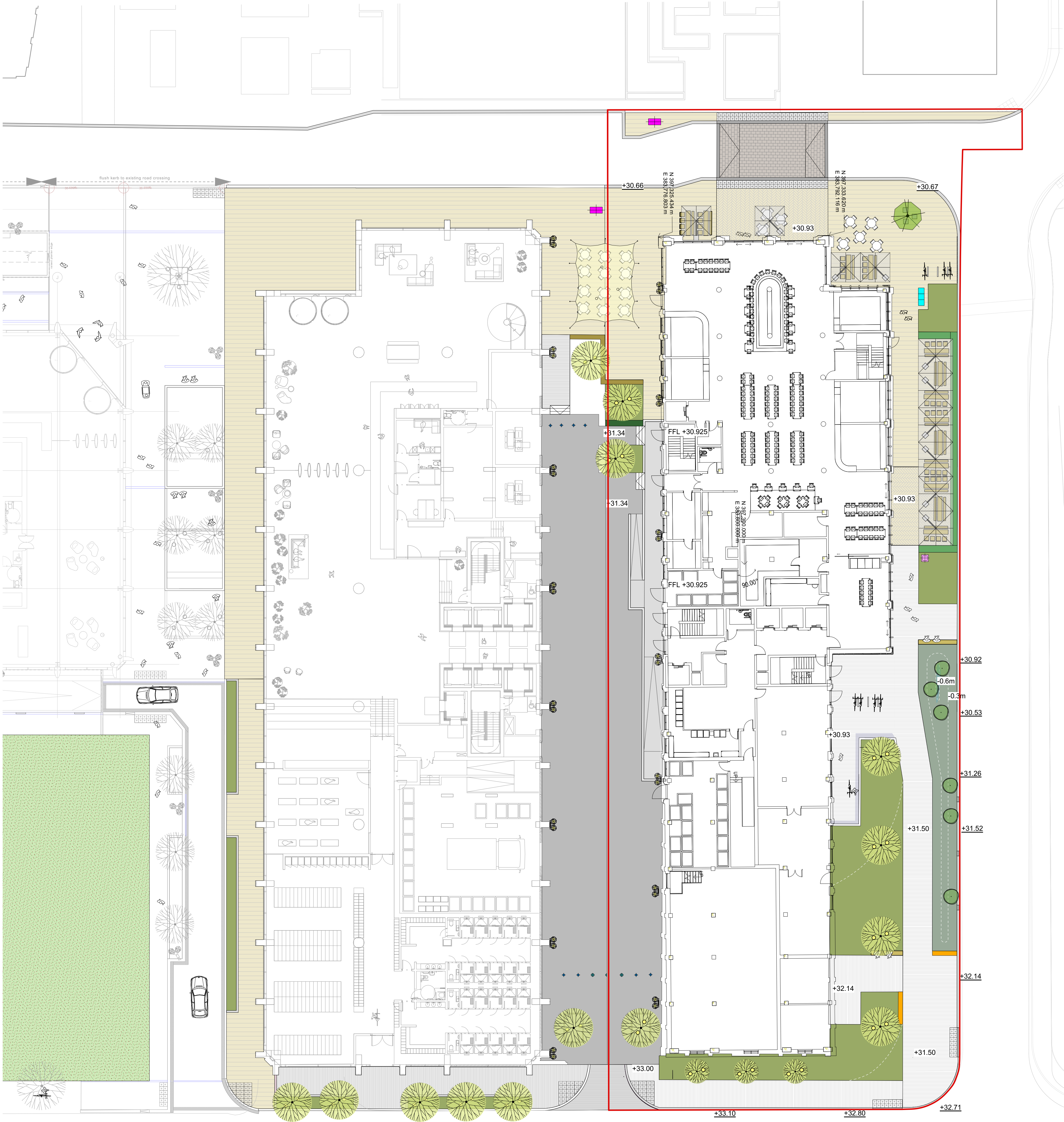
Rev	Description	Date	By
P01	Draft planning issue	23.01.23	SD
P02	Issued for Planning	03.02.23	SD
P03	Reissued for planning following split core amendment	31.03.23	JB

Title General Arrangement - Level 01	
Drawing No. 1172-TGA-XX-01-DR-A-95031	Revision P03
Status PLANNING	Scale As indicated@A1
Project 1172 - First Street	Client VITA

TIM GROOM ARCHITECTS

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Client Select Property Group

Project First Street Plot 10b

Drg Title Plot 10B Redline Boundary

Created on 19-01-2023 Created by RM Approved by RM

Scale 1:200 Size A1 Workstage Planning

Drg No. PL1471.3-PLA-ZZ-00-DR-L-010

Suitability S1 Revision P01

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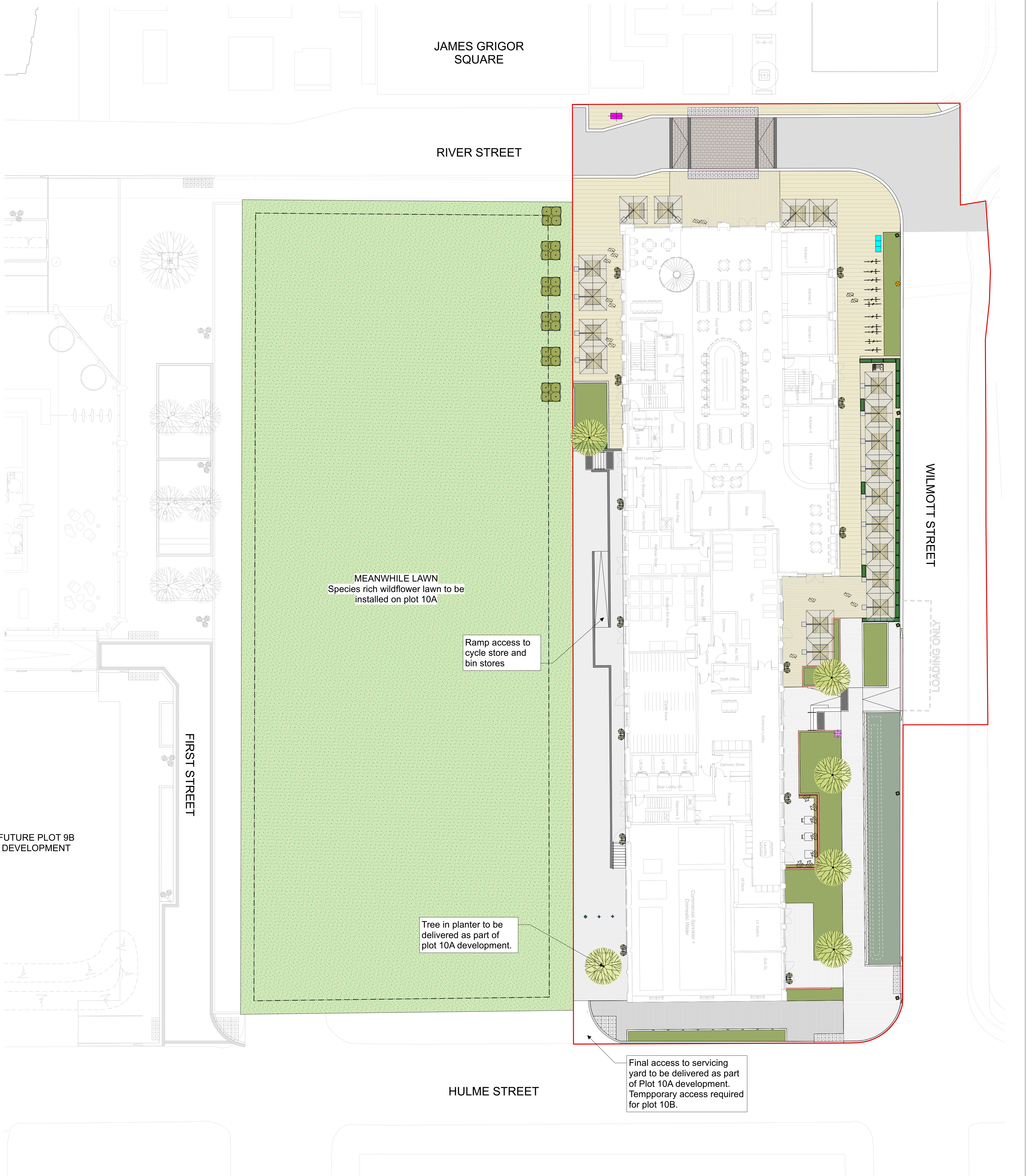
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7. Order of construction and setting out to be agreed on site.

Revision	Date	Description	Drawn	Apprvd.
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Application Boundary

ROAD KERB - FLUSH

- Granite flush kerbs; W: 300mm

PLANTER EDGE - RETAINING WALL

- Granite planter edges acting as retaining wall; Height various

PLANTER EDGE

- Upland granite planter edges

PROPOSED BRICK WALL

- To ramps and stairs at servicing yard

METAL HAND RAILS TO STAIR

GRANITE STEPPS

GRANITE BLISTER HAZARD PAVING

GRANITE CORDUROY HAZARD PAVING

TEMPORARY TIMBER RAILING

- To be removed before the construction of Plot 10A

LOADING BAY MARKING

- Shown indicative only. Details to be coordinated with highway engineers.

SOFTWORKS

SEMI-MATURE TREE - Proposed

SHRUB/PERENNIAL PLANTING

RAIN GARDEN PLANTING

- Planting with capacity to thrive in long periods under water and dry spells.

HEDGE

- Instant, trough grown, 1.2m high, 1m troughs

TEMPORARY MEANWHILE USE LAWN

- Species rich wildflower lawn to be installed to future Plot 10A

- To be removed before the construction of Plot 10A

TEMPORARY WIND MITIGATION TREES

- Meanwhile trees planting for wind mitigation

- To be relocated/removed before the construction of Plot 10A

FURNITURE

EXISTING HYDRANT

Bx1

PROPOSED FIXED BOLLARD

Bx2

PROPOSED FIXED BOLLARD

- Automatic telescopic bollards

TREE PLANTER

- 3m x 2m

- To Hulme Street site entrance

BIERKELLER TABLE SET

TIMBER BENCH

WAY FINDING TOTEM

- Design to be developed in next stage

RAISED PLANTER

- Mobile planter to outdoor dining at along Wilmott Street

PARASOL UMBRELLA

- 3m x 3m

CYCLE STAND

LITTER & RECYCLING BINS

LIGHTING

BUILDING MOUNTED LIGHTING

- Locations shown indicative only. Exact location to be coordinate with architects in next stage.

PLANTING UPLIGHTER - In soft

EXISTING LAMP POST TO BE RELOCATED

S4-P09

20-03-23

Seating area amendments

RM

RM

S4-P08

30-02-23

Removed 1no. parasol

YH

RM

S4-P07

28-03-23

Amends following building layout changes

YH

RM

S4-P06

28-02-23

RLB updated

YH

RM

S4-P05

03-02-23

Layout amendments

YH

RM

S3-P04

02-02-23

Layout amendments

YH

RM

S3-P03

01-02-23

Layout amendments

YH

RM

S1-P02

16-12-22

Layout amendments

YH

RM

S1-P01

17-11-22

First issue

RM

RM

Revision

Date

Description

Drawn

Apprvd.

Client

Select Property Group

Project

First Street Plot 10b

Drg Title

General Arrangement

Created on

17-11-2022

Created by

VE

Approved by

RM

Scale

1:200

Size

A1

Workstage

Planning

Drg No.

PL1471.3-PLA-ZZ-00-DR-L-001

Suitability

S4

Revision

P09

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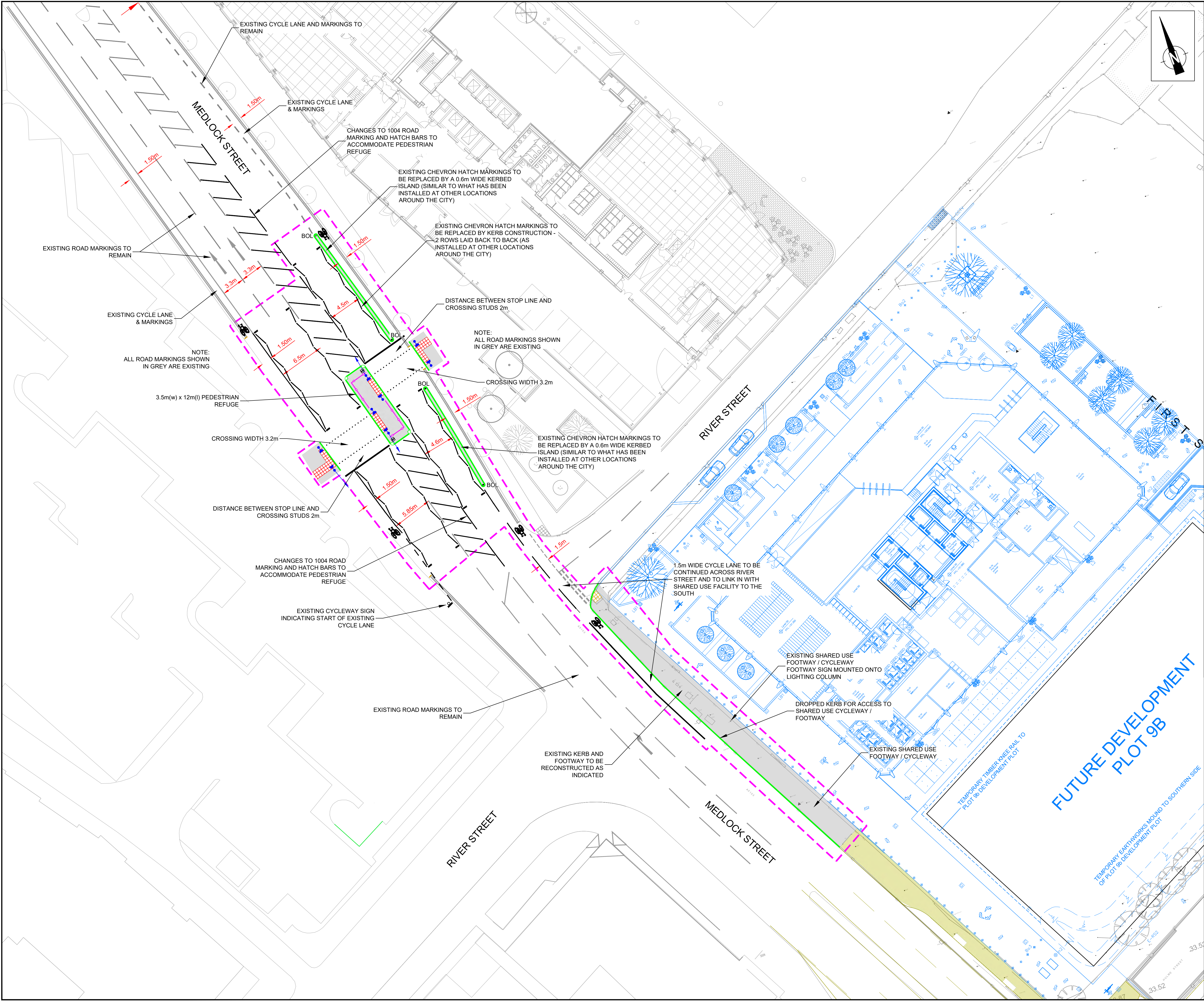
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 - UNLESS NOTED OTHERWISE.
 - THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH
 - ALL OTHER CONTRACT DRAWINGS, SPECIFICATIONS AND DOCUMENTATION RELATING TO THE SECTION 278 WORKS.
 - ALL STATUTORY CONSENTS, OPENING NOTICES ETC. AS REQUIRED UNDER HIGHWAYS AND WATER INDUSTRY ACTS, ARE TO BE OBTAINED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF THE WORKS (UNLESS OTHERWISE STATED). ALL WORKS ARE TO BE INSPECTED BY THE LOCAL AUTHORITY, NHBC OR STATUTORY AUTHORITY AS APPLICABLE.
 - THE PRESENCE OF STATUTORY UNDERTAKERS EQUIPMENT IN THE HIGHWAY SHOULD BE VERIFIED BY THE CONTRACTOR ON SITE PRIOR TO STARTING ANY WORKS. THE LOCATION OF STATUTORY PLANT SHOWN ON ANY PLANS IS INDICATIVE ONLY AND SHOULD NOT BE RELIED UPON FOR THE LOCATION OF ANY PIPEWORK OR CABLEING. THE CONTRACTOR SHOULD CONFIRM THE LOCATION OF ALL UTILITY ASSETS BY HAND DUG TRIAL TRENCHES PRIOR TO COMMENCING ANY WORKS. ALLOWANCE FOR THE PRESENCE OF ALL APPROPRIATE UTILITY PROTECTION/DIVERSION MEASURES IS TO BE PUT IN PLACE BY THE CONTRACTOR (UNLESS STATED OTHERWISE).
 - THIS DRAWING IS SUBJECT TO DETAILED DESIGN AND HA TECHNICAL APPROVALS

- KEY
- PROPOSED FOOTWAY CONSTRUCTION AT PEDESTRIAN CROSSING AND ALSO DEVELOPMENT SITE FRONTAGE
 - PROPOSED NEW TACTILE PAVING AT UNCONTROLLED PEDESTRIAN CROSSING (COLOUR: BUFF).
 - PROPOSED NEW TACTILE PAVING AT SIGNAL CONTROLLED PEDESTRIAN CROSSING (COLOUR: RED).
 - PROPOSED NEW KERB CONSTRUCTION
 - PROPOSED PEDESTRIAN GUARDRAIL ON REFUGE ISLAND
 - PROPOSED LOCATION OF TRAFFIC SIGNAL
 - PROPOSED LOCATION OF TRAFFIC PEDESTRIAN PUSH BUTTON
 - NOTE: SIGNALS INFORMATION IS SHOWN FOR INDICATIVE PURPOSES ONLY AND IS TO BE DESIGNED IN DETAIL BY TFGM
 - REFLECTORISED TRAFFIC BOLLARD
 - EXTENT OF HIGHWAY WORKS

0 2.5 5 10 15
1:250 SCALE (m)

AWAITING TECHNICAL APPROVAL

This drawing has NOT been technically approved by Local Authority and/or Water Authority.
All works subject to change through technical review process with relevant approving authorities.

C	CHANGES IN RESPONSE TO MCC COMMENTS	IW	SR	SR	21.07.22
B	DESIGN RE-DRAWN ON TOPO SURVEY	IW	SR	SR	29.06.22
A	EXISTING ROAD MARKINGS UPDATED	IW	SR	SR	29.04.22
Rev	Details	Drawn	Checked	Auth	Date

Drawing Status	PRELIMINARY ISSUE	Subsibility	S4
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vectos.
4th Floor Oxford Place
61 Oxford Street
Manchester
M1 6EQ
t: 0161 228 1008
e: manchester@vectos.co.uk

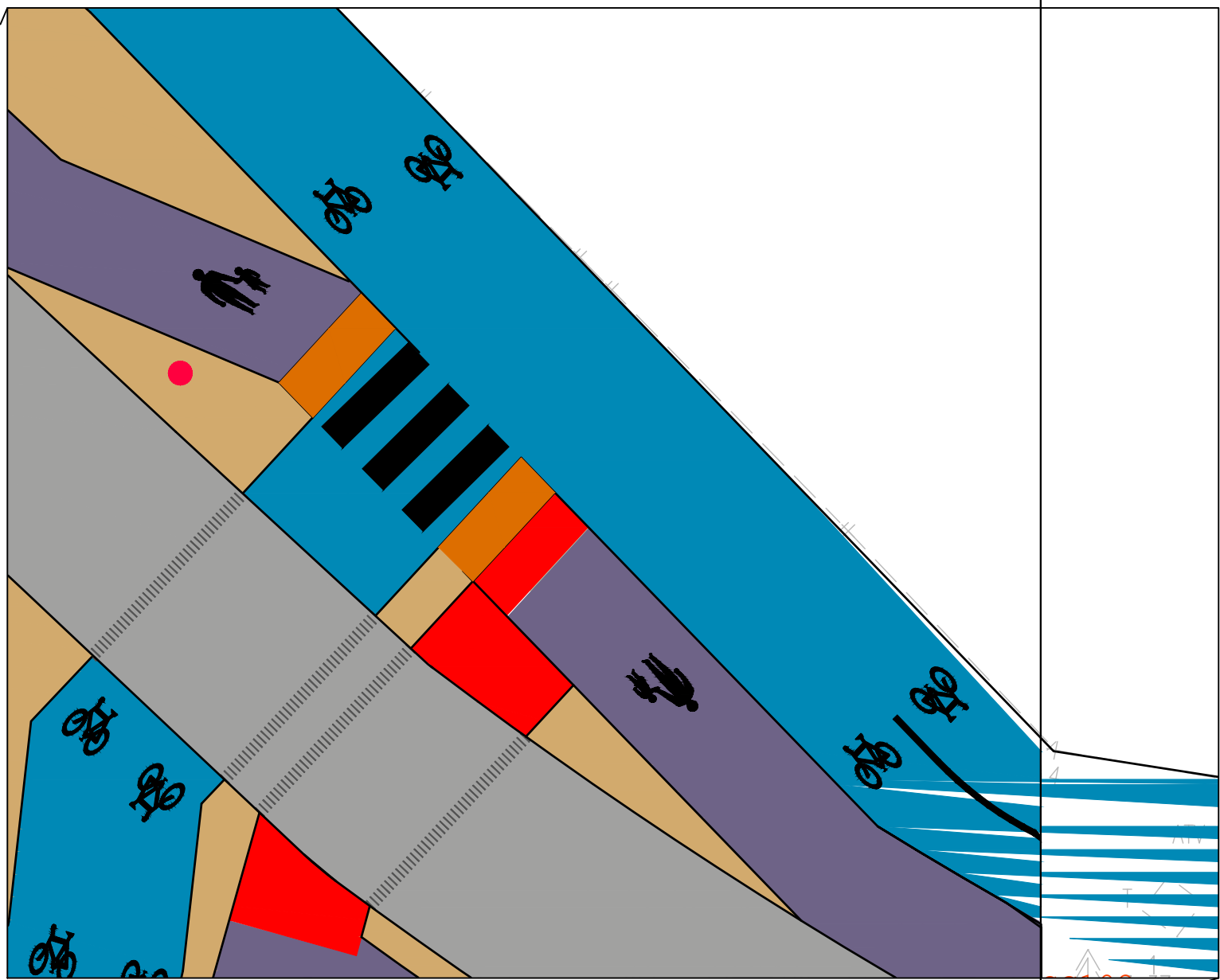
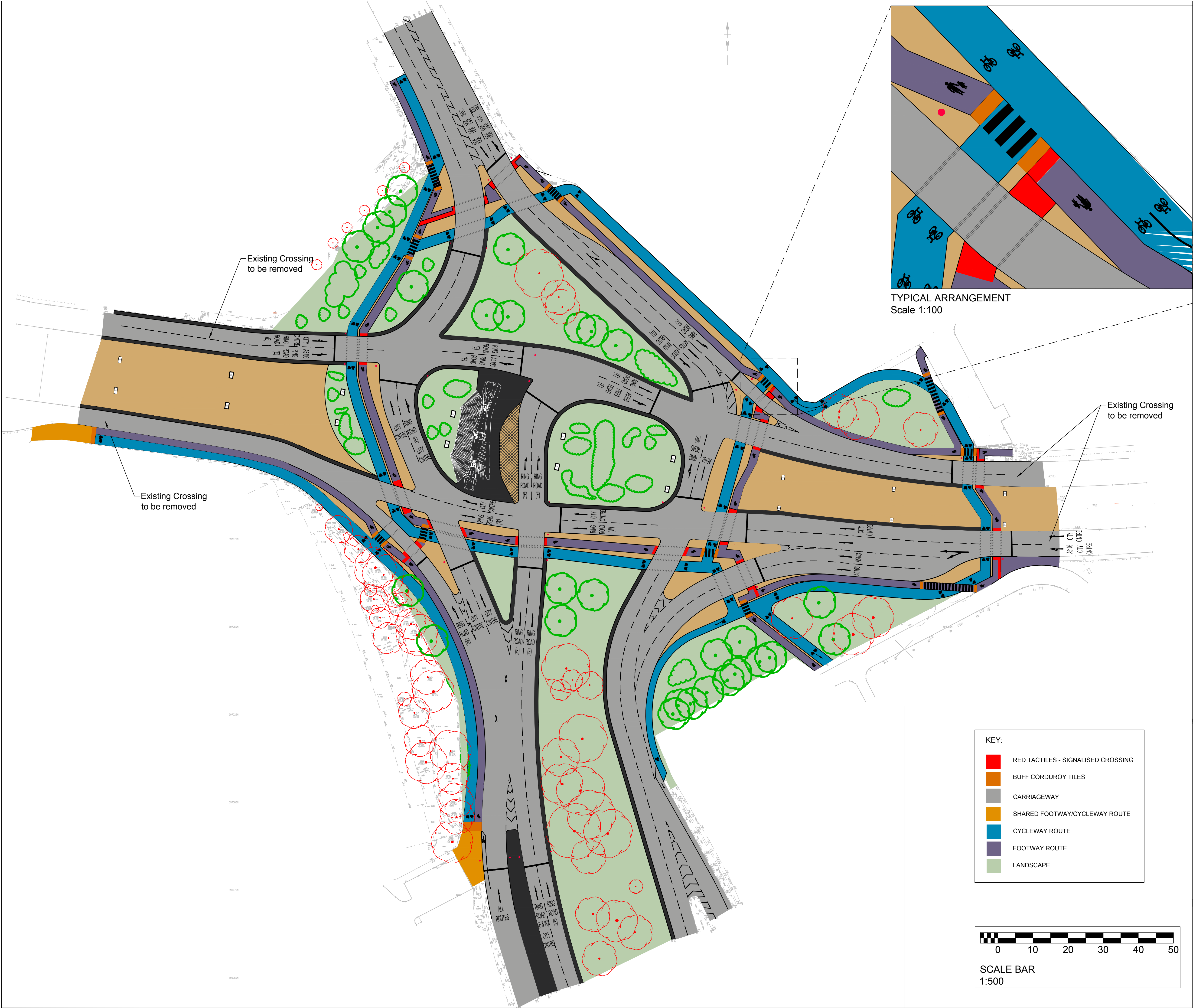
PART OF SLR
CfA
Centre for Assessment
ISO 9001
173345

Client	FIRST STREET (DEVELOPMENTS) LTD
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Project Title	FIRST STREET, PLOT 9
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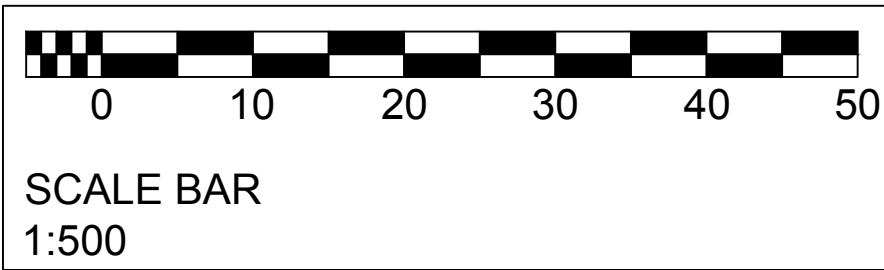
Drawing Title	GENERAL ARRANGEMENT PROPOSED PEDESTRIAN CROSSING MEDLOCK STREET
---------------	---

Scale	1:250	Designed	JF	Drawn	IW	Checked	SR	Authorised	SR
Original Size	A1	Date	20/04/22	Date	20/04/22	Date	20/04/22	Date	20/04/22
Drawing Number	VD20344	Project Ref. No.	VD20344	Revision	C				
PN/Proj. Ref. No	VD20344	Originator	VEC	Volume	HGN	Location	XX	Type	-DR-CH-
Ref. No	100	Role	100	Number	100				



TYPICAL ARRANGEMENT
Scale 1:100

- KEY:
- RED TACTILES - SIGNALISED CROSSING
 - BUFF CORDUROY TILES
 - CARRIAGEWAY
 - SHARED FOOTWAY/CYCLEWAY ROUTE
 - CYCLEWAY ROUTE
 - FOOTWAY ROUTE
 - LANDSCAPE



DESIGNER RISK INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING:

CONSTRUCTION:

MAINTENANCE/CLEANING:

DECOMMISSIONING/DEMOLITION:

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.

P15	24.08.19	Amended Cycle/Pedestrian Routes	nt	TD
P14	18.08.19	Amended Cycle/Pedestrian Routes	TD	TD
P13	13.08.19	Amended Cycle/Pedestrian Route Medlock Street	TD	TD
P12	10.08.19	Left Turn Amended Princess Road	TD	TD
P11	04.08.19	Footway/Cycleway amended.	nt	TD
P10	29.08.19	Footway/Cycleway further separated.	nt	TD
P9	20.08.19	Client requested amendments.	nt	TD
P8	19.08.19	Client requested amendments.	nt	TD
P7	13.08.19	REDESIGN.	nt	TD
P6	31.07.19	Service Zone amended. Pedestrian/Cycle route across junction amended. Hatching added back.	nt	TD
P5	30.07.19	Additional details added.	nt	TD
P4	23.07.19	Additional planting shown.	nt	RE
P3	22.07.19	Additional notes added.	nt	RE
P2	19.07.19	AMENDED to suit client comments	nt	TD
Rev	Date	Amendment		

mjm Consulting Engineers Ltd

Southgate House, 38 Southgate, Wakefield WF1 1TL
T: 01924 811 000 mjmc.co.uk

Project:
**NPIF
PRINCESS ROAD/MANCUNIAN WAY
JUNCTION IMPROVEMENTS**

Client:
COLAS

Drawing Title:
INDICATIVE GENERAL ARRANGEMENT

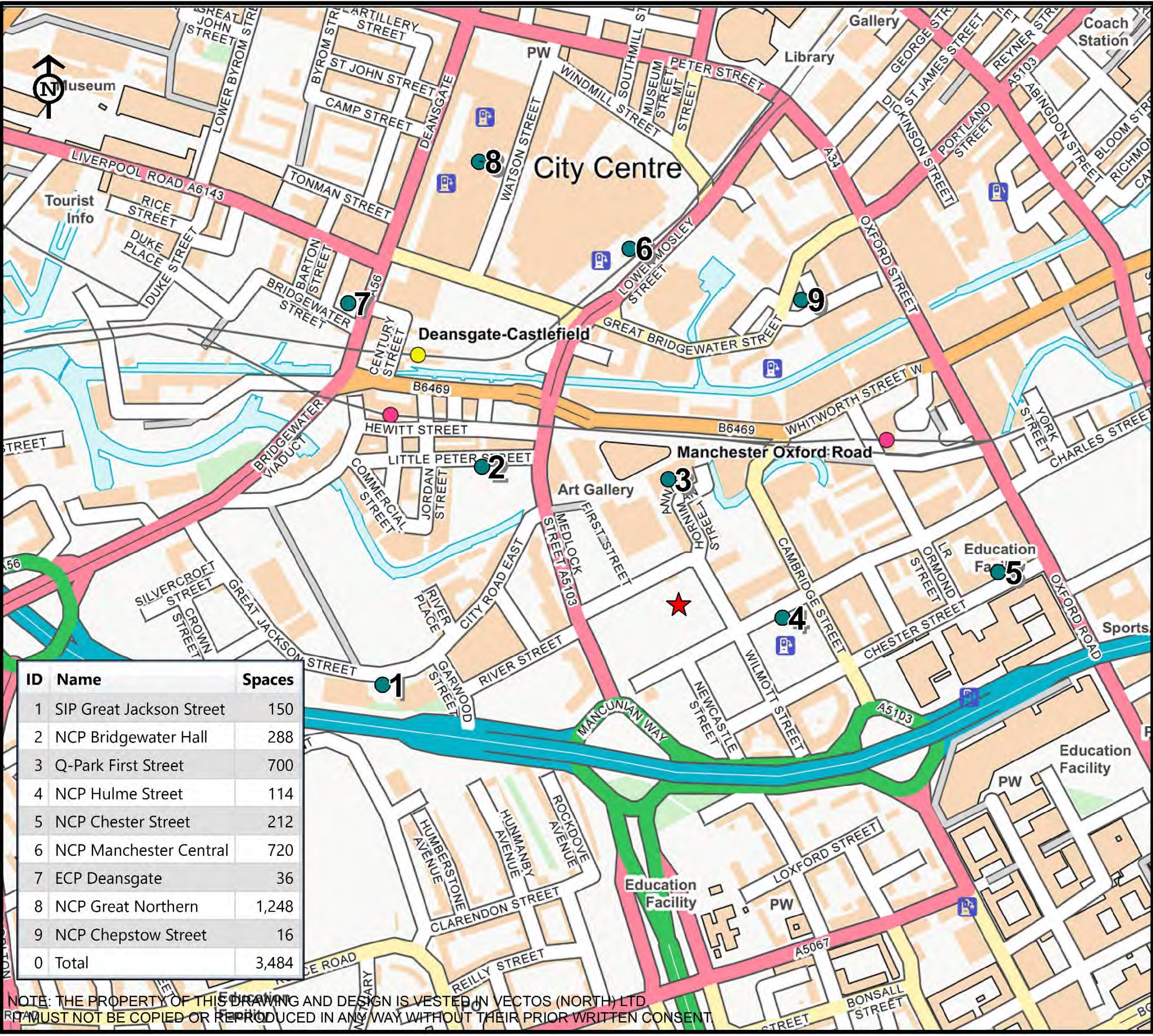
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MMC Ref: **7378** Scale: **1:500** Sheet Size: **A1**
Revision Status: **P15** Suitability Status: **S2** Date: **July 2019**

Suitability Description: **ISSUED FOR INFORMATION**

Drawing Reference:
Project - Originator - Zone - Level - File Type - Discipline - Number

7378-MJ-00-00-DR-D-1799

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- Legend
- ★ Site Location
 - Car Park

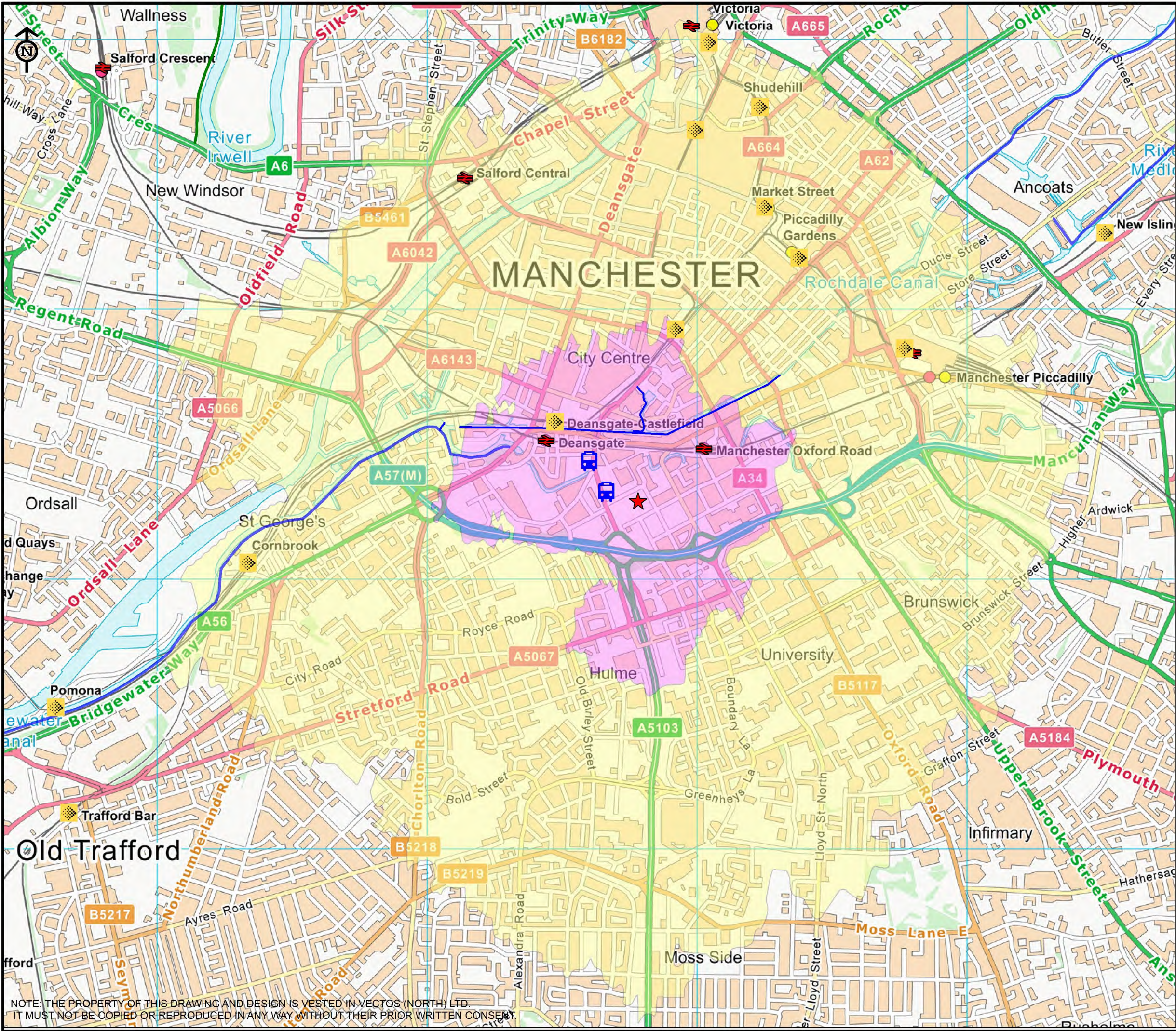
This is not a construction drawing and is intended for illustrative purposes only.
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CLIENT: House of Social 1 Ltd		
PROJECT TITLE: Plot 10, First Street		
DRAWING TITLE: Public Car Parks within 800m Catchment		
SCALE: N.T.S		
DRAWN: CJ	CHECKED: GD	DATE: Oct 2022

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Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk
DRAWING NO: VN222431-G104
REVISION:

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- Legend
- ★ Site Location
 - Bus Stop
 - Metrolink
 - National Rail
 - Canal Towpath

Walking Catchment

- 0 - 800m
- 800m - 2km

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CLIENT:
House of Social 1 Ltd

PROJECT TITLE:
Plot 10, First Street

DRAWING TITLE:
Walking Catchment

SCALE:
N.T.S

DRAWN: CJ	CHECKED: GD	DATE: Oct 2022
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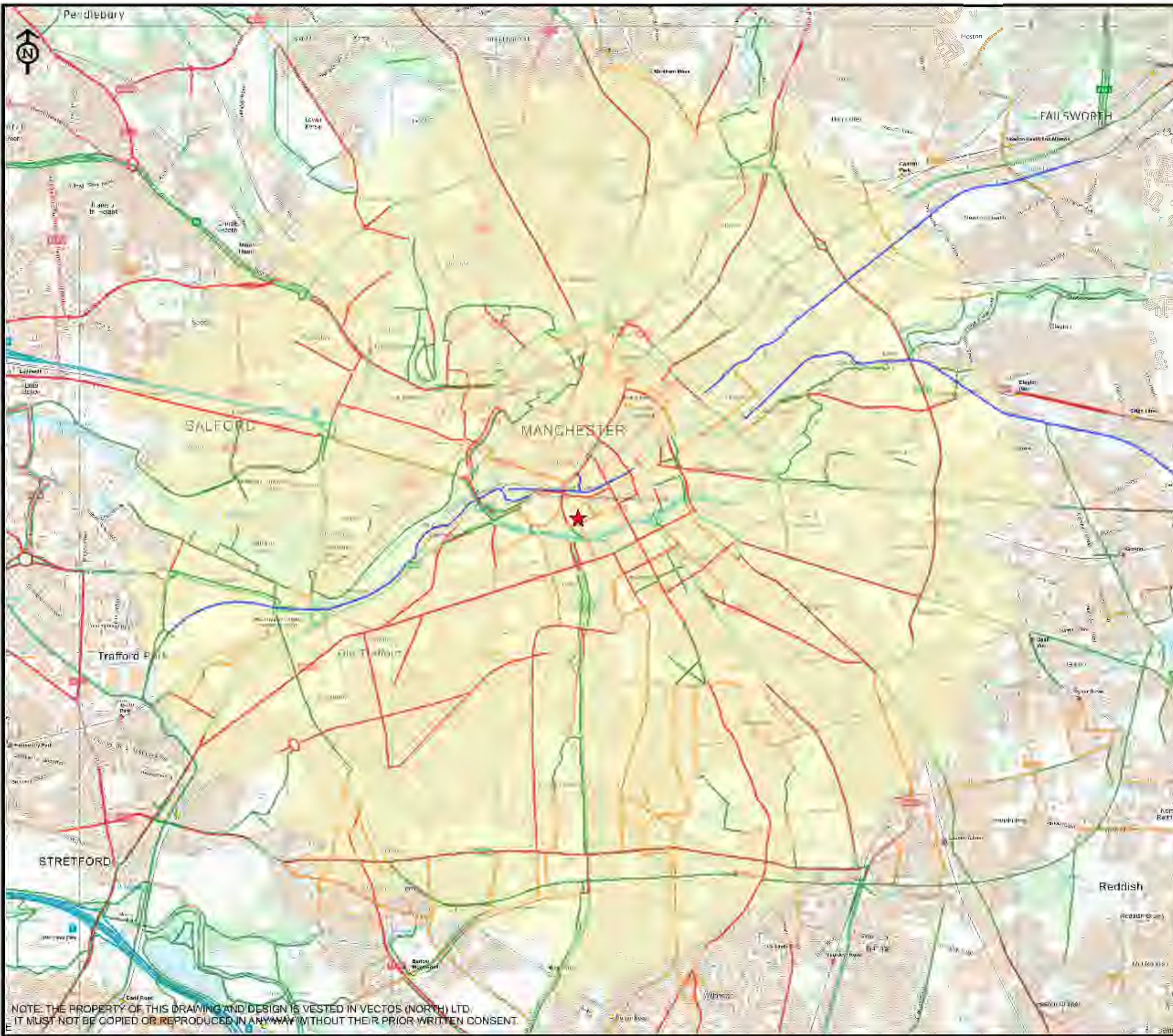
vectos. | PART OF **SLR**

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectors.co.uk

DRAWING NO:
VN222431-G102

REVISION:

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Legend

★ Site Location

Cycle Routes

— Signed Routes

— On Road with Cycle Lanes

— Off Road

— Canal Towpath

Cycling Catchment

0 - 5km

This is not a construction drawing
and is intended for illustrative purposes only.

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copyright and database right 2017.

CLIENT:

House of Social 1 Ltd

PROJECT TITLE:

Plot 10, First Street

DRAWING TITLE:

Cycling Catchment

SCALE:
N.T.S

DRAWN: CJ

CHECKED: GD

DATE: Oct 2022

vectos. | PART OF **SLR**

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectors.co.uk

LOCATIONING NO:

VN222431-G103

REV 3 ON:

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Refuse Vehicle



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Amazon Delivery Van Passing a Refuse Vehicle



REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

11.5m Large Refuse Vehicle (4 axle)

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

Mercedes Sprinter

Overall Length	5.932m
Overall Width	2.020m
Overall Body Height	2.567m
Min Body Ground Clearance	0.339m
Track Width	1.996m
Lock to lock time	4.00s
Wall to Wall Turning Radius	7.600m

Plot 10b, First Street

Swept Path Analysis
Refuse Vehicle & Delivery Van

House of Social 1 Ltd

vectos.
4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
0161 228 1008 e: manchester@vectos.co.uk

DRAWN: WD	CHECKED: GD	DATE: 24.04.23	SCALES: 1:500 at A3
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DRAWING NUMBER: VN222431-TR108	REVISION: .
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Appendix A

Audit of Local Transport Infrastructure

Audit of Highway Infrastructure



Appendix B

House of Social, Statement on Bike Provision



House of Social Bike Provision First Street, Manchester

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

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

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

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

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



Appendix C

TRICS Output Files

Calculation Reference: AUDIT-715001-221025-1059

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : G - STUDENT ACCOMMODATION
 MULTI-MODAL TAXIS

Selected regions and areas:

01	GREATER LONDON	
	CN CAMDEN	1 days
	HK HACKNEY	1 days
	HM HAMMERSMITH AND FULHAM	1 days
	KI KINGSTON	2 days
	LB LAMBETH	1 days
03	SOUTH WEST	
	BA BATH & NORTH EAST SOMERSET	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
09	NORTH	
	DH DURHAM	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: Number of residents
 Actual Range: 103 to 1100 (units:)
 Range Selected by User: 15 to 1100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 25/06/21

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	2 days
Wednesday	3 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	9 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
Edge of Town Centre	4
Suburban Area (PPS6 Out of 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	4
Built-Up Zone	4
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:

C3 9 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	1 days
25,001 to 50,000	5 days
50,001 to 100,000	2 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:

100,001 to 125,000	2 days
250,001 to 500,000	3 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:

0.5 or Less	1 days
0.6 to 1.0	5 days
1.1 to 1.5	3 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:

Yes	1 days
No	8 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	3 days
2 Poor	1 days
4 Good	2 days
6a Excellent	2 days
6b (High) Excellent	1 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
-----------------------	-----	--

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

Licence No: 715001

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TAXIS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	8	375	0.000	8	375	0.000	8	375	0.000
08:00 - 09:00	8	375	0.000	8	375	0.000	8	375	0.000
09:00 - 10:00	8	375	0.000	8	375	0.000	8	375	0.000
10:00 - 11:00	8	375	0.002	8	375	0.002	8	375	0.004
11:00 - 12:00	8	375	0.002	8	375	0.002	8	375	0.004
12:00 - 13:00	8	375	0.002	8	375	0.002	8	375	0.004
13:00 - 14:00	8	375	0.001	8	375	0.001	8	375	0.002
14:00 - 15:00	8	375	0.001	8	375	0.001	8	375	0.002
15:00 - 16:00	8	375	0.002	8	375	0.002	8	375	0.004
16:00 - 17:00	8	375	0.001	8	375	0.001	8	375	0.002
17:00 - 18:00	8	375	0.001	8	375	0.001	8	375	0.002
18:00 - 19:00	8	375	0.002	8	375	0.002	8	375	0.004
19:00 - 20:00	8	375	0.002	8	375	0.002	8	375	0.004
20:00 - 21:00	8	375	0.004	8	375	0.004	8	375	0.008
21:00 - 22:00	1	168	0.000	1	168	0.000	1	168	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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.

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

Licence No: 715001

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL OGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	8	375	0.001	8	375	0.001	8	375	0.002
08:00 - 09:00	8	375	0.000	8	375	0.000	8	375	0.000
09:00 - 10:00	8	375	0.000	8	375	0.000	8	375	0.000
10:00 - 11:00	8	375	0.001	8	375	0.001	8	375	0.002
11:00 - 12:00	8	375	0.000	8	375	0.000	8	375	0.000
12:00 - 13:00	8	375	0.000	8	375	0.000	8	375	0.000
13:00 - 14:00	8	375	0.000	8	375	0.000	8	375	0.000
14:00 - 15:00	8	375	0.000	8	375	0.000	8	375	0.000
15:00 - 16:00	8	375	0.000	8	375	0.000	8	375	0.000
16:00 - 17:00	8	375	0.000	8	375	0.000	8	375	0.000
17:00 - 18:00	8	375	0.000	8	375	0.000	8	375	0.000
18:00 - 19:00	8	375	0.000	8	375	0.000	8	375	0.000
19:00 - 20:00	8	375	0.000	8	375	0.000	8	375	0.000
20:00 - 21:00	8	375	0.000	8	375	0.000	8	375	0.000
21:00 - 22:00	1	168	0.000	1	168	0.000	1	168	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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.

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

Licence No: 715001

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	9	367	0.000	9	367	0.003	9	367	0.003
08:00 - 09:00	9	367	0.001	9	367	0.004	9	367	0.005
09:00 - 10:00	9	367	0.001	9	367	0.005	9	367	0.006
10:00 - 11:00	9	367	0.000	9	367	0.002	9	367	0.002
11:00 - 12:00	9	367	0.001	9	367	0.003	9	367	0.004
12:00 - 13:00	9	367	0.001	9	367	0.001	9	367	0.002
13:00 - 14:00	9	367	0.003	9	367	0.002	9	367	0.005
14:00 - 15:00	9	367	0.002	9	367	0.002	9	367	0.004
15:00 - 16:00	9	367	0.004	9	367	0.001	9	367	0.005
16:00 - 17:00	9	367	0.003	9	367	0.000	9	367	0.003
17:00 - 18:00	9	367	0.004	9	367	0.001	9	367	0.005
18:00 - 19:00	9	367	0.004	9	367	0.002	9	367	0.006
19:00 - 20:00	9	367	0.001	9	367	0.000	9	367	0.001
20:00 - 21:00	9	367	0.001	9	367	0.001	9	367	0.002
21:00 - 22:00	1	168	0.006	1	168	0.000	1	168	0.006
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.027			0.059

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.

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

Licence No: 715001

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	9	367	0.004	9	367	0.019	9	367	0.023
08:00 - 09:00	9	367	0.006	9	367	0.065	9	367	0.071
09:00 - 10:00	9	367	0.010	9	367	0.052	9	367	0.062
10:00 - 11:00	9	367	0.012	9	367	0.043	9	367	0.055
11:00 - 12:00	9	367	0.019	9	367	0.032	9	367	0.051
12:00 - 13:00	9	367	0.027	9	367	0.036	9	367	0.063
13:00 - 14:00	9	367	0.029	9	367	0.036	9	367	0.065
14:00 - 15:00	9	367	0.030	9	367	0.033	9	367	0.063
15:00 - 16:00	9	367	0.041	9	367	0.024	9	367	0.065
16:00 - 17:00	9	367	0.052	9	367	0.017	9	367	0.069
17:00 - 18:00	9	367	0.057	9	367	0.024	9	367	0.081
18:00 - 19:00	9	367	0.040	9	367	0.020	9	367	0.060
19:00 - 20:00	9	367	0.030	9	367	0.012	9	367	0.042
20:00 - 21:00	9	367	0.035	9	367	0.011	9	367	0.046
21:00 - 22:00	1	168	0.018	1	168	0.000	1	168	0.018
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.410			0.424			0.834

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.

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

Licence No: 715001

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 15.29

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	9	367	0.010	9	367	0.034	9	367	0.044
08:00 - 09:00	9	367	0.015	9	367	0.115	9	367	0.130
09:00 - 10:00	9	367	0.022	9	367	0.098	9	367	0.120
10:00 - 11:00	9	367	0.026	9	367	0.082	9	367	0.108
11:00 - 12:00	9	367	0.048	9	367	0.074	9	367	0.122
12:00 - 13:00	9	367	0.057	9	367	0.074	9	367	0.131
13:00 - 14:00	9	367	0.071	9	367	0.081	9	367	0.152
14:00 - 15:00	9	367	0.066	9	367	0.072	9	367	0.138
15:00 - 16:00	9	367	0.094	9	367	0.064	9	367	0.158
16:00 - 17:00	9	367	0.107	9	367	0.044	9	367	0.151
17:00 - 18:00	9	367	0.105	9	367	0.062	9	367	0.167
18:00 - 19:00	9	367	0.097	9	367	0.057	9	367	0.154
19:00 - 20:00	9	367	0.068	9	367	0.036	9	367	0.104
20:00 - 21:00	9	367	0.077	9	367	0.036	9	367	0.113
21:00 - 22:00	1	168	0.089	1	168	0.024	1	168	0.113
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.952				0.953	1.905	

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.

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

Licence No: 715001

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL LGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	8	375	0.001	8	375	0.000	8	375	0.001
08:00 - 09:00	8	375	0.000	8	375	0.000	8	375	0.000
09:00 - 10:00	8	375	0.002	8	375	0.001	8	375	0.003
10:00 - 11:00	8	375	0.003	8	375	0.002	8	375	0.005
11:00 - 12:00	8	375	0.002	8	375	0.003	8	375	0.005
12:00 - 13:00	8	375	0.001	8	375	0.001	8	375	0.002
13:00 - 14:00	8	375	0.002	8	375	0.002	8	375	0.004
14:00 - 15:00	8	375	0.002	8	375	0.003	8	375	0.005
15:00 - 16:00	8	375	0.002	8	375	0.002	8	375	0.004
16:00 - 17:00	8	375	0.001	8	375	0.001	8	375	0.002
17:00 - 18:00	8	375	0.000	8	375	0.000	8	375	0.000
18:00 - 19:00	8	375	0.000	8	375	0.000	8	375	0.000
19:00 - 20:00	8	375	0.001	8	375	0.000	8	375	0.001
20:00 - 21:00	8	375	0.001	8	375	0.001	8	375	0.002
21:00 - 22:00	1	168	0.000	1	168	0.000	1	168	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.016			0.034

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.

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