

Laystall Street Hotel, Manchester

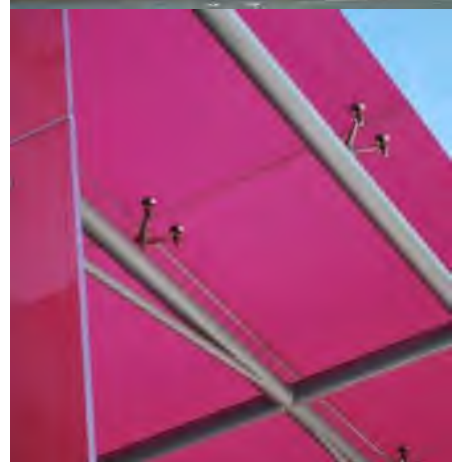
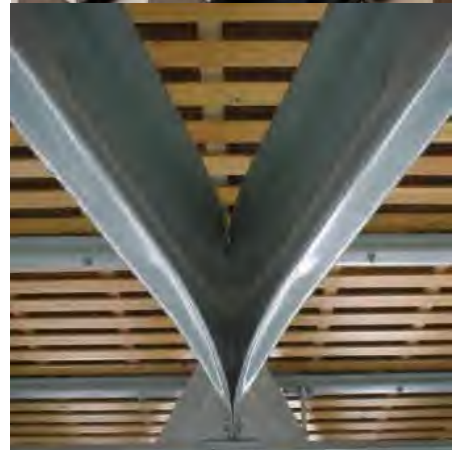
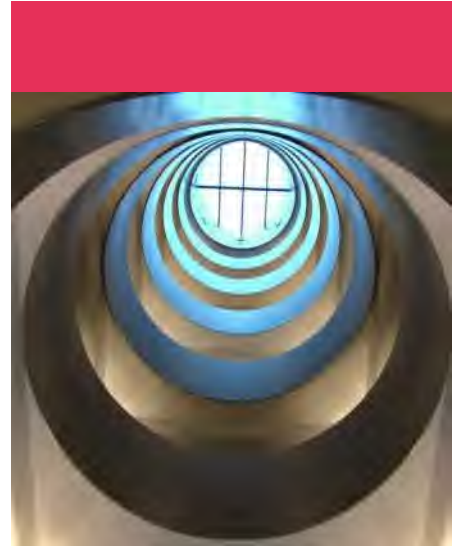
Transport Statement

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Appendices

- Appendix A** – Proposed Site Layout
- Appendix B** – TRICS Output

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Ancoats Manchester Ltd to provide traffic and transportation advice in relation to a proposed hotel at Laystall Street, Manchester.
- 1.1.2 The proposed development involves the erection of a 20-storey hotel development comprising 154 hotel rooms (Use Class C1) with supporting internal amenity spaces, associated landscaping, cycle parking and other associated works.
- 1.1.3 The proposed site layout is provided in **Appendix A**.

1.2 Purpose of the Report

- 1.2.1 This Transport Statement (TS) has been prepared to accompany the planning application and inform Highway Officers at Manchester City Council (MCC) and Transport for Greater Manchester (TfGM) with regard to the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

1.3 Scope of the Report

- 1.3.1 Curtins held a pre-application meeting with MCC Highways on 13 September 2022. Follow-up conversations with MCC Highways and also Transport for Greater Manchester (TfGM) were held during the course of the preparation of this document.
- 1.3.2 These scoping discussions with Highways Officers at MCC have indicated that the TS should contain:
 - A description of the highway network in the vicinity of the site;
 - A review of the accident record in the immediate vicinity of the site for a three-year period;
 - A summary of the development proposals;
 - A summary of relevant transport planning policy;
 - A review of accessibility by all sustainable modes of travel;
 - Information on the servicing arrangements; and
 - Commentary on the highway impact associated with the development proposals.

1.4 Structure of the Report

- 1.4.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.

- 1.4.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of accidents adjacent to the site over the most recent three-year period available.
- 1.4.3 The development proposal is summarised in **Section 3**, including the proposed access arrangements.
- 1.4.4 The accessibility of the site by sustainable modes of travel is assessed in **Section 4**.
- 1.4.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals and the highway impact.
- 1.4.6 Relevant local and national transport policy is summarised in **Section 6**, and the report is summarised and concluded in **Section 7**.

2.0 Site Location and Highway Layout

2.1 Site Location

- 2.1.1 The site is located on the eastern edge of Manchester city centre, sitting in between New Islington and Ardwick. **Figure 2.1** below shows the site in relation to the regional network:



Figure 2.1 – Site location in relation to the regional network (Source: OpenStreetMap)

- 2.1.2 The site is bounded by Laystall Street to the north, Great Ancoats Street to the east, vacant land at Lomax Street to the south and an apart-hotel to the west.
- 2.1.3 **Figure 2.2** illustrates the site in relation to the local network:



Figure 2.2 – Site location in relation to the local network (Open Street Map)

- 2.1.4 **Plan 082210-CUR-XX-XX-G-TP-06001** to the rear of the report illustrates the location of the site in relation to the surrounding areas, and **Plan 082210-CUR-XX-XX-G-TP-06002** to the rear of the report shows the site in a more local context relating to the local highway network.

2.2 Existing Use and Access

- 2.2.1 The site is currently comprised as a construction compound for the alteration works to the adjacent apart-hotel (The Northern Quarters). On the Great Ancoats Street / Laystall Street corner of the Site there is a digital roadside billboard, providing 24/7 advertisement along Manchester's main arterial route.
- 2.2.2 The site is currently closed off for public access and is secured by temporary security fencing. The site consists of previously developed land and is predominantly hard standing with a limited amount of vegetation.

2.3 Surrounding Highway Network

A665 Great Ancoats Street

- 2.3.1 Situated directly northeast of the proposed development, Great Ancoats Street forms one of the primary vehicular routes along the eastern edge of Manchester City Centre, serving as the boundary of the New Islington area. Extending for approximately 1.4km, it links the Northern Quarter from Oldham Road to the A635 outside Ardwick.

- 2.3.2 In the vicinity of the site, the carriageway extends along a northwest/southeast alignment, with up to three lanes in either direction. The typical total carriageway width is approximately 18m, including the central reservation and central hatching, although the road widens to accommodate various turning lanes.
- 2.3.3 There are wide footways of varying width on either side of the carriageway. These footways have additional pedestrian infrastructure such as pedestrian guard rails, dropped kerbs, tactile paving and signalised crossing points at vantage points to enable pedestrians to cross the road in a safe manner.
- 2.3.4 The A665 is subject to a 30mph speed limit in the vicinity of the site, with street lighting provided along both sides of the carriageway. Advanced cycle stop lanes are also available in both directions, along with traffic calming measures such as yellow box junctions.
- 2.3.5 There are a number of bus stops located along Great Ancoats Street within the vicinity of the site, whereby the closest one is 75m to the southeast.

Laystall Street

- 2.3.6 Laystall Street forms the northern boundary of the site. Laystall Street extends for c.165m in an east-west alignment, commencing to the west as a continuation of Peak Street and terminating at the signalised junction with Great Ancoats Street.
- 2.3.7 Laystall Street comprises a one-way, single lane carriageway of approximately 6.5m in width. In the vicinity of the signalised junction the carriageway accommodates two lanes.
- 2.3.8 The remainder of the street accommodates on-street parking bays along one side of the road, alternating between both sides. The area is within Zone 4 of Manchester City Council's on-street parking bays, which are pay and display (P&D) for up to 10 hours from Monday to Sunday (8am – 8pm, no charge on bank holidays). Further to the P&D bays, there are two electric vehicle charging bays available.
- 2.3.9 The road is well-lit with wide footway provision of approximately 2m on both sides of the road and has dropped kerbs. The road is subject to a speed limit of 20mph.

Ducie Street

- 2.3.10 Ducie Street joins Great Ancoats Street circa 80m to the southeast of the site. Ducie Street is a one-way carriageway that runs parallel to Laystall Street. Laystall Street can be accessed from Ducie Street via Peak Street.
- 2.3.11 Directly south of the site, Ducie Street runs in a southwest direction for a length of approximately 520m towards the A6 Piccadilly. Where Ducie Street meets the A6 Piccadilly is 180m to Manchester Piccadilly.

- 2.3.12 Ducie Street comprises a one-way, single carriageway of approximately 10m in width. The road is well-lit with wide footway provision of approximately 2.5m on both sides of the road and has dropped kerbs. The road is subject to a speed limit of 20mph.
- 2.3.13 Traffic Regulation Orders are present in the form of double yellow parking restrictions. This street is also within Zone 4 of Manchester City Council's on-street parking bays, which are pay and display for up to 10 hours from Monday to Sunday (8am – 8pm, no charge on bank holidays). Hence, many private pay and display car parks are located on Ducie Street.

Lomax Street

- 2.3.14 Lomax Street runs parallel to Laystall Street, circa 35m to the southeast. Lomax street is provided with a narrow carriageway allowing two-way traffic to the south of the site.
- 2.3.15 Lomax Street runs from Great Ancoats Street circa 90m southwest, before merging into Brock Street which connects to Laystall Street.
- 2.3.16 Lomax Street comprises a two-way, single carriageway of approximately 4.2m in width. The road has street lighting and a footway provision of approximately 2m on both sides of the road and has dropped kerbs. The road is subject to a speed limit of 20mph.

2.4 Access for Mobility and Visually Impaired Users

- 2.4.1 The site benefits from its city centre location and the existing infrastructure afforded by its strategic position. There are a number of existing features which ensure safe, convenient, and aided access for those site users who are disabled and / or visually impaired.
- 2.4.2 Blue badge holders can also park free of charge without any time limits at any pay and display bay, located in the immediate vicinity of the site along Laystall Street.
- 2.4.3 Dropped kerbs and tactile paving are present at the signalised junction across Great Ancoats Street in the vicinity of the site. There are also pedestrian refuge islands on Great Ancoats Street in the vicinity of the site.

2.5 Highway Safety

- 2.5.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the TfGM reported road accidents database for the most recent five years available (2017 – 2021 inclusive). The details of the search are contained in **Figure 2.3** and a breakdown of the information is contained in **Table 2.1**:

Junction/Link	Slight	Serious	Fatal	Totals
A665 Great Ancoats Street	9	2	0	11
A665 Great Ancoats Street/ Laystall Street	3	1	0	4
A665 Great Ancoats Street/ Old Mill Street	3	1	0	4
A665 Great Ancoats Street/ Store Street	7	1	0	8
A665 Great Ancoats Street/ Pollard Street	2	1	0	3
A665 Great Ancoats Street / Ducie Street	2	0	0	2
A665 Great Ancoats Street/ Port Street	7	2	0	9
A665 Great Ancoats Street/ Newton Street	7	1	1	9
A665 Great Ancoats Street/ Redhill Street	3	1	0	4
Total	43	10	1	54

Table 2.1 – Personal Injury Accident Data Summary of accidents.

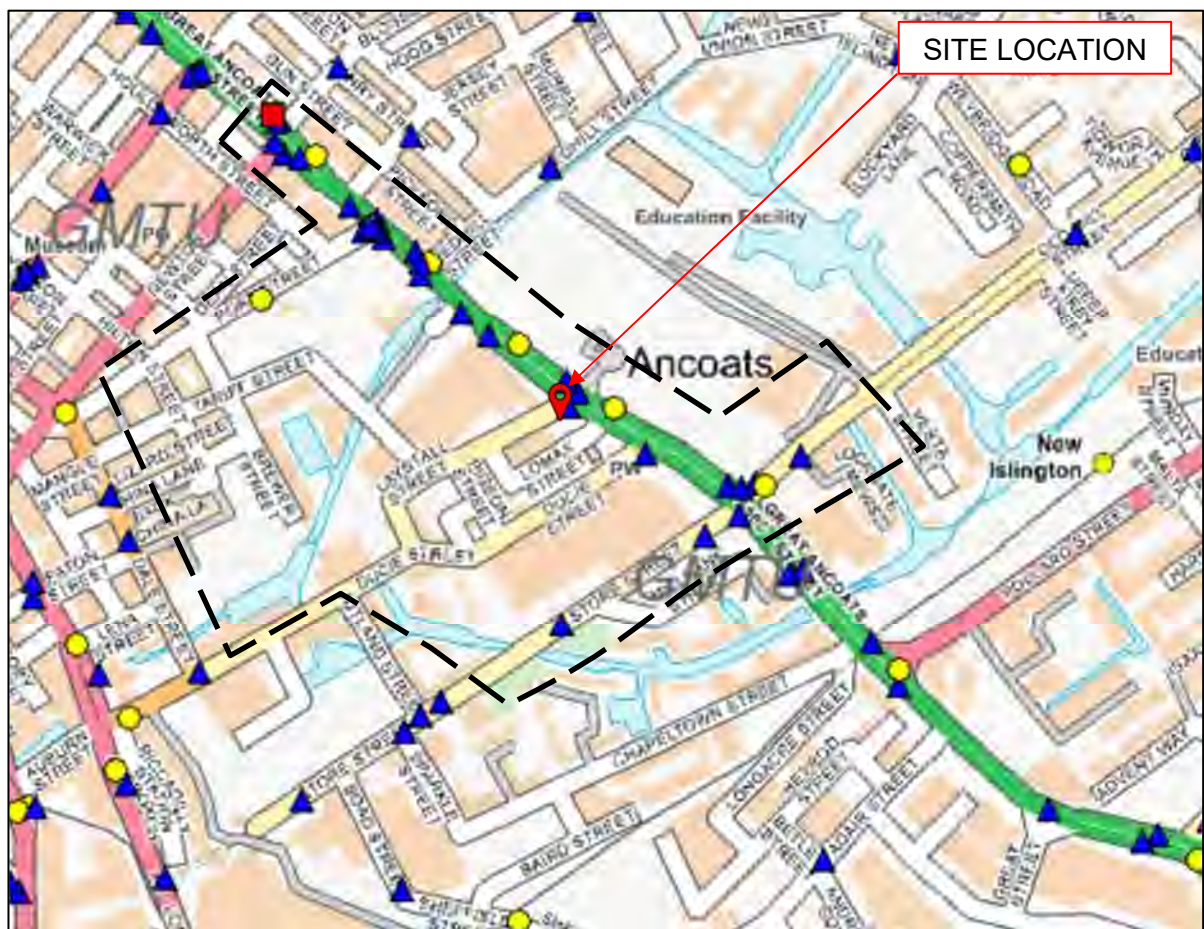


Figure 2.3 – Area Assessed for Personal Injury Accident Data (5 years)
(Source: TfGM)

2.5.2 GM road accidents website: <https://www.gmtu.gov.uk/gmaccidents/#>

- 2.5.3 There has been a total of 54 collisions in the latest five-year period available, 43 of which were 'slight' severity incidents, 10 of which were 'serious' severity incidents, and 1 of which was a fatal accident.
- 2.5.4 The 4 incidents at A665 Great Ancoats Street/ Laystall Street are spread out evenly among the most recent five-year period. There was 1 'slight' incident in 2017, 1 in 2018, 1 in 2020, and 1 'serious' incidents in 2019. Considering these findings and the temporal nature of the study, it can be concluded that the accidents are not related to the features of the highway at this junction.
- 2.5.5 Although all accidents are regrettable, further examination indicates that the design of the highway / road layout was not a contributory factor in the fatal accident. Details of the report outline that the pedestrian was struck by a vehicle whilst crossing during the pedestrian phase at the traffic signal junction.
- 2.5.6 No significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Overview of Proposals

- 3.1.1 Curtins has been appointed on behalf of Ancoats Manchester Ltd to provide traffic and transportation advice in relation to a proposed development of a hotel scheme at Laystall Street, Manchester.
- 3.1.2 The proposed development involves the erection of a 20-storey hotel development comprising 154 hotel rooms (Use Class C1) with supporting internal amenity spaces, associated landscaping, cycle parking and other associated works.
- 3.1.3 The ground floor comprises a reception area, office space, linen store, luggage store and waste store.
- 3.1.4 The first floor comprises a kitchen to serve a small bar/coffee/reception area, with the second floor accommodating a gym and two small meeting rooms. The remaining floors up to floor 20 will consist of hotel rooms.
- 3.1.5 There are two basement levels, comprising staff rooms, the cycle store and plant rooms.
- 3.1.6 The proposed site layout is provided in **Appendix A**.

3.2 Proposed Access

Vehicular Access

- 3.2.1 As a reflection of the highly accessible nature of the site, and considering the targeted end user, it is proposed that no on-site car parking will be provided. As such, there will be no vehicular access directly into the building.

Cycle Access

- 3.2.2 It is envisaged that cyclists would gain access to the cycle store via the proposed main reception access off Great Ancoats Street. The proposed two lifts will provide access to the basement level, where the cycle store is located. The cycle store is designated to be used by staff and guests.

Pedestrian Access

- 3.2.3 The main pedestrian access point is envisaged off Great Ancoats Street, where guests will have access to the reception area, lifts, and staircases.
- 3.2.4 The site will also have a pedestrian access point onto Lomax Street, although access would be limited to staff.

3.3 Proposed Parking

Car Parking

- 3.3.1 No car parking will be provided for the proposed development, aside from a proposed single accessible on-street parking bay, located along Laystall Street. **Drawing 082210-CUR-XX-00-D-TP-75002** provides details of the accessible parking space.
- 3.3.2 As part of the works to create the accessible parking space, the right-hand lane along Laystall Street in the vicinity of the signalised junction will be removed and replaced with a footway build out. This has been agreed in principle with TfGM.
- 3.3.3 The level of car parking provision has been agreed in principle with highways officers at MCC and is considered to be appropriate to the scale, location and nature of the development and will be supported by a number of initiatives as set out below.

Cycle Parking

- 3.3.4 The cycle store proposed at basement level will provide secure, covered cycle parking for up to 16 bicycles. This level of provision is consistent with MCC's Core Strategy recommendations of 1 space per 10 guest rooms. The cycle store is designated to be used by staff and guests.

Nearby Car Parking Facilities

- 3.3.5 For guests who choose to travel by car, there are several publicly available car parks within a 500m walking distance. This equates to a walking time of a maximum of 7 minutes. The following Figure 3.1 provides an indication of the car parks and number of parking spaces in the vicinity of the site:



Figure 3.1 – Public Car Parks in the vicinity of the Site. (Source Iso4App)

- 3.3.6 The closest is the Piccadilly Parking car park south of the development, offering 50 spaces. Additional car parks located within approximately 500m of the site which open 24 hours a day, seven days a week, have a combined capacity of approximately 1,531 spaces, as summarised in Table 3.1 below:

Car Park	Car Park Location	Approximate Walking Distance from Site (m)	Approximate Number of Spaces
1.	Piccadilly Parking Ducie Street	45	50
2.	MCCP Lomax Street	80	33
3.	Pigeon Street	100	17
4.	Tariff Street Multi-Storey	150	230
5.	CitiPark Ducie Street	230	50
6.	Burlington	250	40
7.	TPS Tariff Street	250	115
8.	CitiPark Dale Street	500	285
9.	Piccadilly Station Multi-Storey	500	711
Total:			1531

Table 3.1 – Car Parks within approximately 500m of the Proposed Development

On-Street Parking Provision

- 3.3.7 In addition to the publicly available car parks, there is a limited number of on street parking opportunities due to the nature of the site being located within such proximity of Manchester Piccadilly Station, which is located c.650m to the southwest.
- 3.3.8 The site benefits from a city centre location and as such, it is considered the site is highly accessible by sustainable modes of transportation.
- 3.3.9 As mentioned above, a single disabled parking space is proposed along Laystall Street, with details contained in **Drawing 082210-CUR-XX-00-D-TP-75002** to the rear of this report.

Enterprise Car Club

- 3.3.10 It is acknowledged that guests may require the use of a car on certain occasions. To accommodate this, Enterprise Car Club is an alternative to car ownership which future guests could benefit from. The Car Club offers a cost-effective, hassle-free and greener alternative to car ownership and traditional vehicle hire in Manchester.
- 3.3.11 Vehicles are located in designated parking bays across the city and can be reserved by the hour, day or even longer. The price of the journey depends upon the vehicle type, the duration of the reservation and the miles driven, but starts at £5.20 an hour.
- 3.3.12 The nearest Car Club parking bay is located at CHIPS off Old Mill Street (500m away from the site along Old Mill Street). The Car Club allows users to view cars near them via a mobile application, where

they can unlock and start driving their selected car on the spot. It is considered that the Car Club could be an attractive facility for guests who do not own a car but require occasional use.

3.4 Proposed Servicing Arrangements

3.4.1 Following discussions with TfGM and MCC Highways it is envisaged that the development would be served via new loading bay on Laystall Street.

3.4.2 To accommodate the bay, the right-hand lane along Laystall Street in the vicinity of the signalised junction will be removed and replaced with a footway build out. This arrangement is shown on **Drawing 082210-CUR-XX-00-D-TP-75002**.

3.4.3 **Drawing 082210-CUR-XX-00-D-TP-05001** provides details of the swept path analysis of a large refuse vehicle accessing the proposed loading bay.

Servicing Arrangements

3.4.4 The following **Table 3.2** provides an indication of the typical delivery and collection frequencies expected on a development this size and type:

Delivery / Collection of:	Frequency (Times a week)	Typical Vehicle
Waste	12 for all streams	11.2m Refuse Vehicle or smaller
Linen	2 – 4	10m Rigid HGV or smaller
Disposable supplies	1	10m Rigid HGV or smaller
Food and Beverages	6 – 8	10m Rigid HGV or smaller
Development Total	21 - 25	10/11m Rigid HGV or smaller

Table 3.2 – Servicing Arrangements.

3.4.5 The above table provides a forecast of the anticipated servicing arrangements for the proposed development when fully occupied and is provided as a worst-case scenario. However, it should be noted that hotel's frequency of servicing varies based on the actual occupation of the hotel and that different streams of waste could be collected at the same time, reducing the number of trips.

3.4.6 Waste Collection

3.4.7 The development will be served by private refuse collections. It is envisaged that these collections will be arranged in line with time restrictions (i.e. not occurring during peak hours) to be determined at a later stage in order to minimise disruption to the surrounding highway network.

3.4.8 The on-site management team would coordinate the waste collection to reduce the number of individual vehicles accessing the site. The private collector would be responsible for moving the bins to the

collection point on collection day, which is located at the newly proposed loading bay, adjacent to the refuse store along Laystall Street.

- 3.4.9 The waste operators will collect the bins and load them into the refuse vehicle. Once the bins have been emptied, containers would be wheeled immediately back to the bin stores by the private contractor. As a result, the bins will be present along the public realm for a limited amount of time.
- 3.4.10 The refuse vehicle will approach the loading bay along Laystall Street from the south in order to access the loading bay. More details on the waste collection schedule and number of bins proposed are provided in a Waste Management Strategy prepared by Curtins (Document Reference: **082210-CUR-XX-XX-T-TP-00003**).

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

- 4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 4.1.2 Walking, cycling, and public transport should be prioritised over car use, according to the National Design Guide (Department for Levelling Up, Housing and Community (DLUHC), 2021).
- 4.1.3 The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Cycle Accessibility; and
 - Public Transport Accessibility.

4.2 Pedestrian Accessibility

- 4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' (2000) suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**:

CIHT Category	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Recommended Walking Distances

- 4.2.2 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 082210-CUR-XX-XX-G-TP-06003** shows distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for commuting trips; which are considered a good approximation for trips associated with the development.
- 4.2.3 The Department for Transport's National Travel Survey (from Tables NTS0308a and NTS0601) shows that walking is the most frequent mode used for short trips: 80% of all trips and 74% of walking trips were under 1 mile (1.6km) in 2019 – with the 1.6km distance broadly comparable with the CIHT's 2.0km '*Preferred Maximum*'. The average distance for walking trips was 1.5km and 96% of walking trips were under 2 miles (3.2km) in 2019. This indicates that walking is the natural first choice for most local trips.

- 4.2.4 The 500m catchment incorporates a number of existing and developing residential properties including those off roads such as Laystall Street and Old Mill Street. Next to the site is the Urban Exchange, which hosts an Aldi, Marks & Spencer, a gym, and more retail units. There are several food and drink units along the A665 Great Ancoats Street and towards the Ashton Canal to the north of the site is the New Islington Marina.
- 4.2.5 Areas of Ancoats, Cotton Fields, New Islington, and the Northern Quarter are all accessible within approximately 500m – 1,000m from the centre of the site, ensuring accessibility to a wide range of key complementary facilities, which are predominantly for leisure and entertainment purposes. This satisfies the needs of future guests visiting the proposed development.
- 4.2.6 The vast majority of Manchester City Centre is within a 2,000m walk of the site. Key attractions include Piccadilly Gardens which is a landmark open space in the city centre, Market Street with various retail and leisure facilities, the Etihad Campus which comprises the Manchester City Football Club Stadium, Manchester Tennis and Football Centre, the HSBC UK National Cycling Centre, AO Arena, The Factory, and Philips Park.
- 4.2.7 The site is considered highly accessible by foot.

4.3 Cycle Accessibility

- 4.3.1 In order to assist in assessing the accessibility of the site by cycle, **Plan 082210-CUR-XX-XX-DR-TP-6004** presents an 8km cycle catchment for the site. The 8km cycling distance refers to a recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009).
- 4.3.2 The 8km catchment extends as far as Heaton Park in the north, Fairfield to the east, Withington in the south and Salford to the west. The catchment also includes Manchester City Centre.
- 4.3.3 On-road local cycle routes lead into Manchester City Centre and the Northern Quarter immediately to the north of the site along the A665 Great Ancoats Street. They also lead towards Miles Platting and Oldham in the northeast along the Ashton Canal. Existing cycle infrastructure and low speed limits are part of the city's high-quality cycle infrastructure to improve cyclist safety. The local cycle network within the vicinity of the site is reproduced in **Figure 4.1** below:



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- 4.3.6 This network of local cycle routes links to various National Cycle Routes (NCRs) and Regional Cycle Routes (RCRs) including NCR 6, NCR 55, NCR 60, NCR 66 and RCR 86. National Cycle Route 66 is the closest nationally designated route, located approximately 300m to the north of the site.
- 4.3.7 All these routes are accessible within 1 – 3km, and link future guests to the following areas:
- NCR 6 – extends through Manchester along an approximate north/south alignment to link areas such as Bury in the north to Levenshulme in the south;
 - NCR 55 – extends through Manchester in a northwest direction to Preston in the northwest and Stockport/Macclesfield in the south;
 - NCR 60 – extends between north and east Manchester, forming part of the Fallowfield Loop line at the Manchester City Stadium;
 - NCR 66 – extends northeast from central Manchester along the Rochdale Canal towards Failsworth;
 - RCR 86 – extends east of the city centre via the Etihad Campus and Medlock Valley out to Oldham.
- 4.3.1 Transport for Greater Manchester, working in partnership with Manchester City Council, Salford City Council and Trafford Council, has launched Greater Manchester's first publicly operated, self-service, 24/7 cycle hire scheme. Hire bikes are now available from multiple stations across Oxford Road, the University of Salford and at MediaCity – making cycling a real option for commuters, cross city travellers and students. The scheme is being roll out in stages and will see 1,500 bikes - including e-bikes, available to the public from August 2022 – eventually expanding to cover the following area:

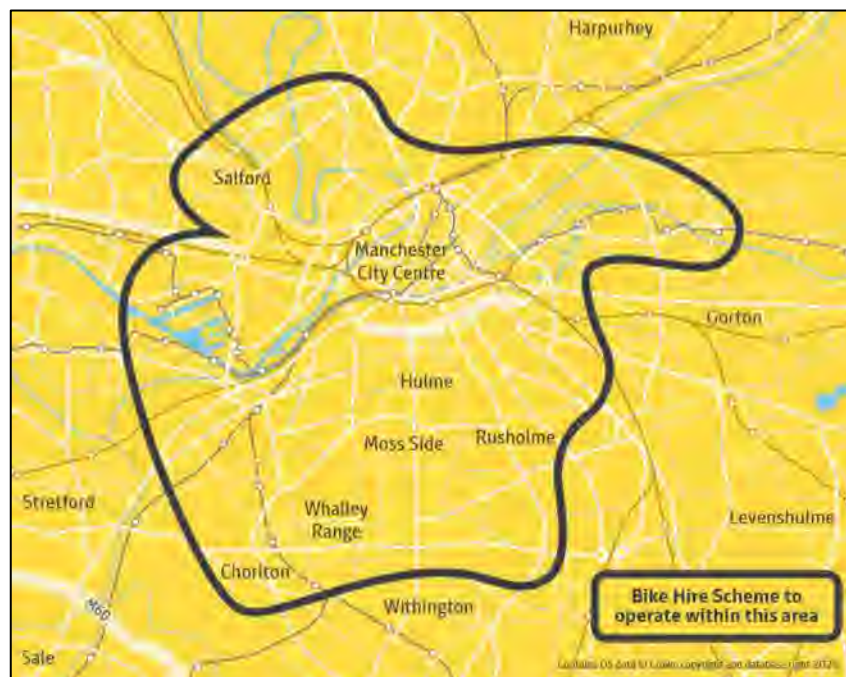


Figure 4.2 – TfGM Cycle Hire Future Boundary
(Source: TfGM, 2020)

4.4 Public Transport Accessibility

4.4.1 Links for info:

- GMODIN (to find GMAL levels): <https://mappinggm.org.uk/gmodin/>
- GM Public Transport Maps: <https://tfgm.com/public-transport/network-maps-region>
- Metrolink Map: <https://tfgm.com/public-transport/tram/network-map>

4.4.2 The site is well situated to take advantage of existing public transport infrastructure to Manchester city centre and other areas of Greater Manchester.

4.4.3 **Plan 082210-CUR-XX-XX-G-TP-06005** demonstrates the areas accessible via public transport within 20, 40 and 60 minutes of the site. These times are considered to be acceptable to most people as the 2019 National Travel Survey statistics show that average trip durations for journeys on local buses (outside London) and on surface rail were 36 minutes and 82 minutes, respectively. The locations accessible within the above times include:

- 20 minutes – Manchester City Centre: including Manchester Victoria, Manchester Piccadilly, Ardwick Oxford Road, Droylsden, Failsworth; and
- 40 minutes – Deansgate, Salford Central, Salford Crescent, Cheetham Hill, Moston, Fairfield, Gorton, Levenshulme, Trafford Park, Stockport; and
- 60 minutes – Aston-under-Lyne, Middlewood, Bramhall, Wilmslow, Macclesfield, Chelford, Altrincham, St Helens Junction, Newton-le-Willows, Lancashire, Rochdale, Smithy Bridge.

4.4.4 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

4.4.5 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The site is located in an area with a GMAL rating of 8 and is considered appropriately situated to take advantage of existing public transport infrastructure within 70m of the site (bus), and with Manchester Piccadilly Rail Station located c.650m to the southwest.

4.4.6 The National Model Design Code – Part 2 (DLUHC, 2021) states: *"Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance]."* These distances are also cited in the CIHT document *'Planning for Walking'* (2015). This equates to a walking speed of 80m per minute (1.34m/s) – equivalent to the

average walking speed of 79m per minute (1.31m/s) in 2019 that can be calculated from the National Travel Survey statistics (Table NTS0303).

4.4.7 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 4.3** below:

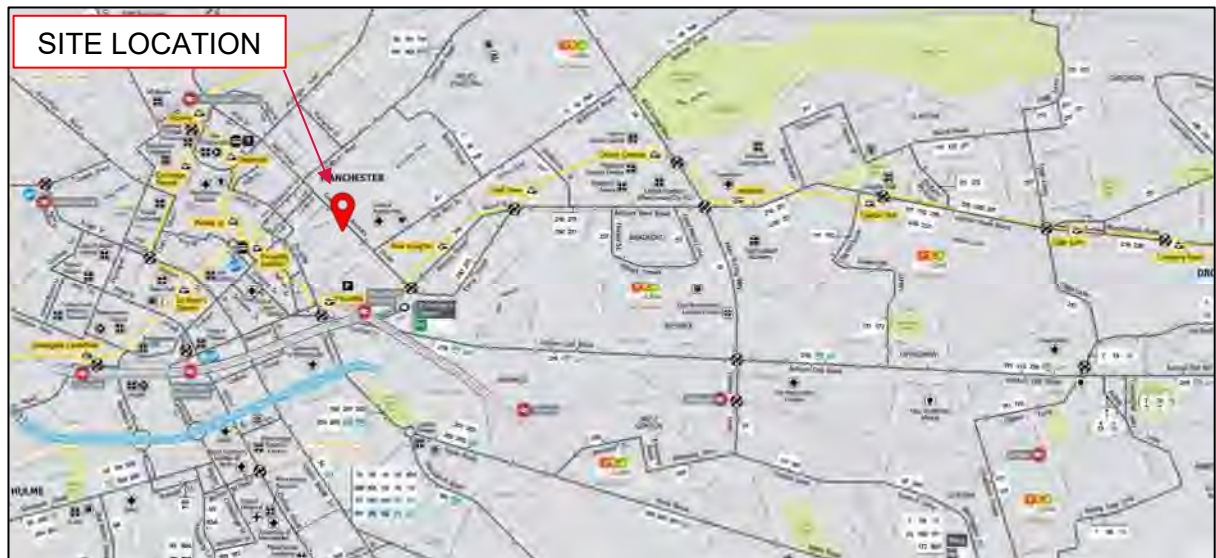


Figure 4.3 – Public Transport Network in the vicinity of the Site (Source: TfGM)

Bus Accessibility

4.4.8 Further CIHT guidance – from *'Buses in Urban Developments'* (2018) – indicates that a bus stop should be located within the following walking distances from a new development based on its location and the number and frequency of services:

Situation	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 minutes or better)	400
Less frequent routes	300
Town/city centres	250

Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

4.4.9 The nearest bus stop to the site is located at the junction of Ducie Street/ Great Ancoats Street. The walking distance is 70m from the site, well within all recommended walking distances. **Table 4.4** details the services that call at this stop, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
216	Manchester - Ashton	Every 8 mins	Every 15 mins	Every 30 mins
230/231	Manchester - Littlemoss/Ashton	Every 15 mins	Every 20 mins	Every 30 mins
217	Manchester - Droylsden	Hourly	Hourly	Hourly

Table 4.3 – Summary of Bus Service Frequencies in the vicinity of the Site

- 4.4.1 At the time of writing, the nearest bus stops to the site are located circa 70m from the site on Great Ancoats Street (northbound and southbound services). It is noted that this walking distance is within the recommended distances for bus stops as noted in DLUHC and CIHT guidance. The CIHT document ‘Buses in Urban Developments’ states that:

“Taking all these factors into account, it is recommended that new developments be planned with sufficient compactness and density to enable the maximum walking distances to bus stops shown in Table 4.2 to be achieved with viable services. These maxima are intended to enable the bus to compete effectively with the car and to benefit a wide range of people with differing levels of motivation and walking ability.

The acceptability of the walking distance is not a stand-alone consideration. People take account of the total journey travel time, including the ‘in bus’ time as well as the walk at either end. Consequently, people will accept longer walks to reach bus services that are fast and direct, or more frequent, and to stops serving a wider range of destinations.”

- 4.4.2 As the site is located within the city centre, the recommended walking distances provide access to key hubs within Manchester and beyond. It is noted that the site is in a dense urban area, and benefits from high density transport opportunities in the city centre. The site should therefore be considered to have excellent transport connections.
- 4.4.3 Furthermore, within 700m of the proposed development, Routes 3 of the Free Bus stop on Dale Street. The free bus is a service providing direct access across key city centre locations. The free bus routes and frequencies are detailed in **Figure 4.4** below:

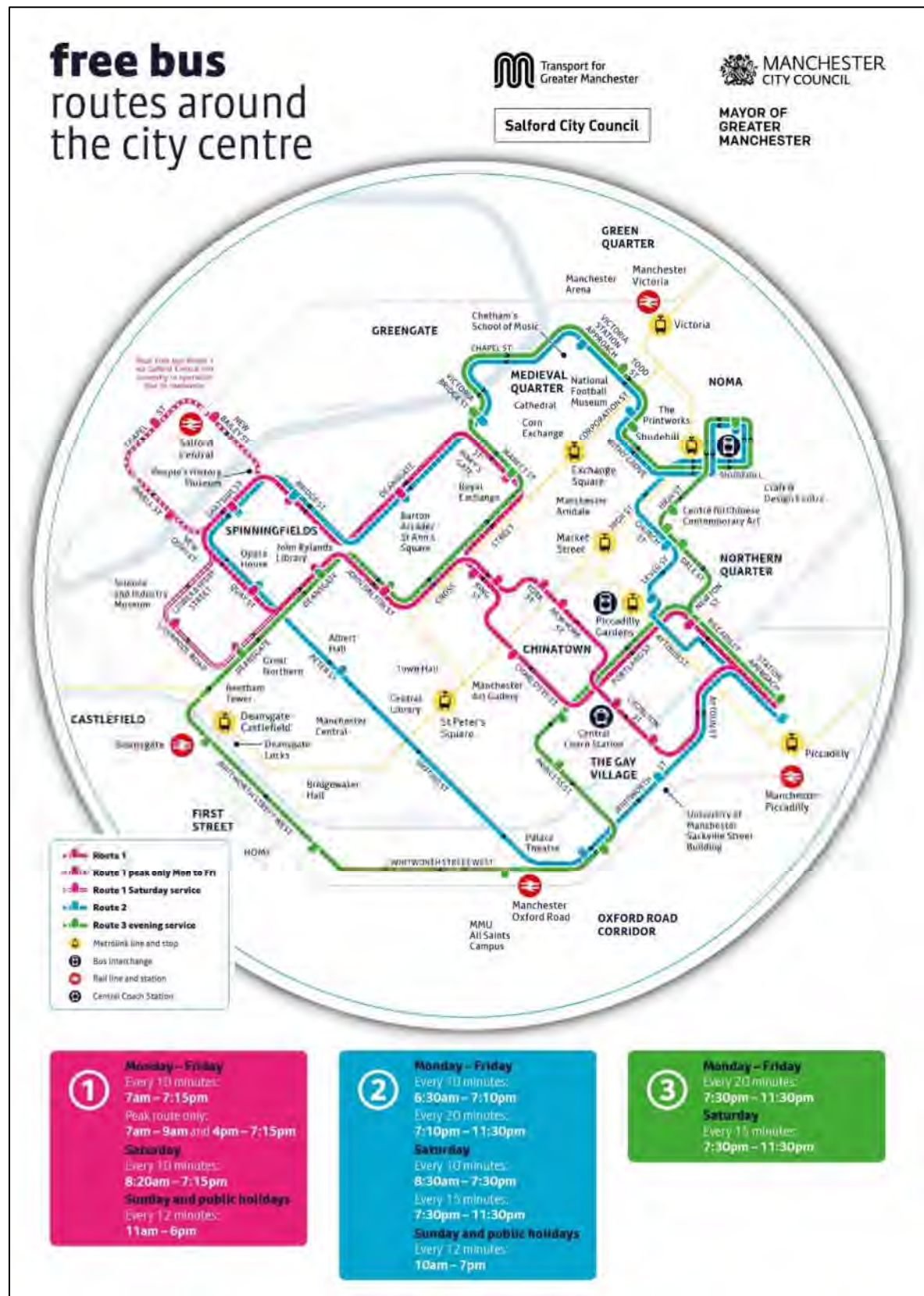


Figure 4.4 – Free Bus Route and Timetable
(Source: TfGM, 2021)

- 4.4.4 These stops provide frequent access to Metrolink and Rail facilities, as well as larger public transport interchanges across the town (such as Bus and Coach Stations) every day of the week.
- 4.4.5 It is noted that the provision of bus services will change over time in response to current circumstances. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on TfGM's website: <https://tfgm.com/public-transport/bus/free-bus>
- 4.4.6 It is considered that the site is accessible by bus.

Community Transport

- 4.4.7 For residents who may have difficulty accessing regular public transport, Manchester City Council provides several alternative schemes such as:
- **TfGM Travel Vouchers** – vouchers that can be used to pay for taxis and for travel on accessible bus services such as Ring and Ride;
 - **The Motability Scheme** – a national charity where a disabled person can use their higher rate component of Disability Living Allowance or their War Pensioners' Mobility Supplement to lease or buy a car or powered wheelchair or scooter;
 - **Trafford Blue Badge Scheme** – allows parking concessions for use by a disabled person in any car, for people who receive Mobility Allowance or who are registered blind; and
 - **Shopmobility Trafford** – Wheelchair or scooter available to lend for access to shops and services, with an option to book a 'shopping escort' to push a wheelchair or help people with visual impairment.

Rail Accessibility

- 4.4.8 Manchester Piccadilly rail station is located c.650m to the southwest. This lies within the 800m recommended distance; however, the station is also served by tram and bus services and can be accessible by cycle. There is step-free access across the whole station in the form of ramps to the platforms, which, in turn, can be accessed from the main road (A6).
- 4.4.9 National rail offers space for cycle parking and cycle hire. A summary of rail services from the rail station is outlined in **Table 4.4**:

Service	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Manchester Piccadilly – Manchester Airport (TPE calling at: Mauldeth Road, Burnage, East Didsbury, Gatley, Heald Green)	Every 15 mins	Every 15 mins	Every 30 mins
Manchester Piccadilly – London Euston (Avanti West Coast calling at: Stockport, Wilmslow, Crewe, Wolverhampton, Sandwell & Dudley, Birmingham New Street, Birmingham International, Coventry, Rugby, Milton Keynes Central, Watford Junction, London Euston)	Every 20 mins	Every 30 mins	Every 30 mins
Manchester Piccadilly – Liverpool (TPE calling at: Newton-le-Willows, Lea Green, Liverpool Lime Street).	Every 15 mins	Every 20 mins	Every 30 mins
Manchester Piccadilly – Leeds (TPE calling at: Manchester Oxford Road, Manchester Victoria, Huddersfield, Dewsbury, Leeds).	Every 15 mins	Every 30 mins	Every 30 mins
Manchester Piccadilly – Cumbria & Scotland (TPE & Avanti West Coast calling at: Manchester Oxford Road, Deansgate, Salford Crescent, Bolton, Lostock, Horwich Parkway, Chorley, Buckshaw Parkway, Preston, Penrith, Carlisle, (...), Glasgow.	Every 30 mins	Every 30 mins	Every 30 mins

Table 4.4 – Summary of Rail Services calling at Manchester Piccadilly

- 4.4.10 The trains that service Manchester Piccadilly rail station run regularly 7 days a week to major cities and areas across the country and internationally; this provides frequent access for employees, staff, visitors, residents of the site and is a viable alternative to private car use.
- 4.4.11 It is noted that the provision of rail services will change over time in response to current circumstances. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on National Rail's website: <https://www.nationalrail.co.uk/>.

Metrolink (Light Rail) Accessibility

- 4.4.12 The nearest Metrolink station is New Islington, located c.500m to the east. New Islington is a Metrolink station centrally located within zone 1. A short walk from the site that provides access to Eccles, Manchester city centre, and Ashton-under-Lyne. Alternatively, the Manchester Piccadilly station is located slightly further to the south in the same station as the rail network. This station has greater access to the city as it is serviced by 3 tram lines.

4.4.13 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, and 07:00 – 00:00 on Sundays. Some lines only operate during peak hours, for example:

- Blue Line (Eccles to Aston-under-Lyne): 05:45 – 00:00 on Mondays to Saturdays and 06:45 – 23:45 on Sundays.

4.4.14 The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: <https://tfgm.com/public-transport/tram/tram-schedule>.

4.4.15 Users can change at Piccadilly, St Peter's Square, and Cornbrook to access the entire Metrolink network, including accessing additional services to East Didsbury, Rochdale, Manchester Airport and the Trafford Centre, as shown in the Metrolink map in **Figure 4.5**.

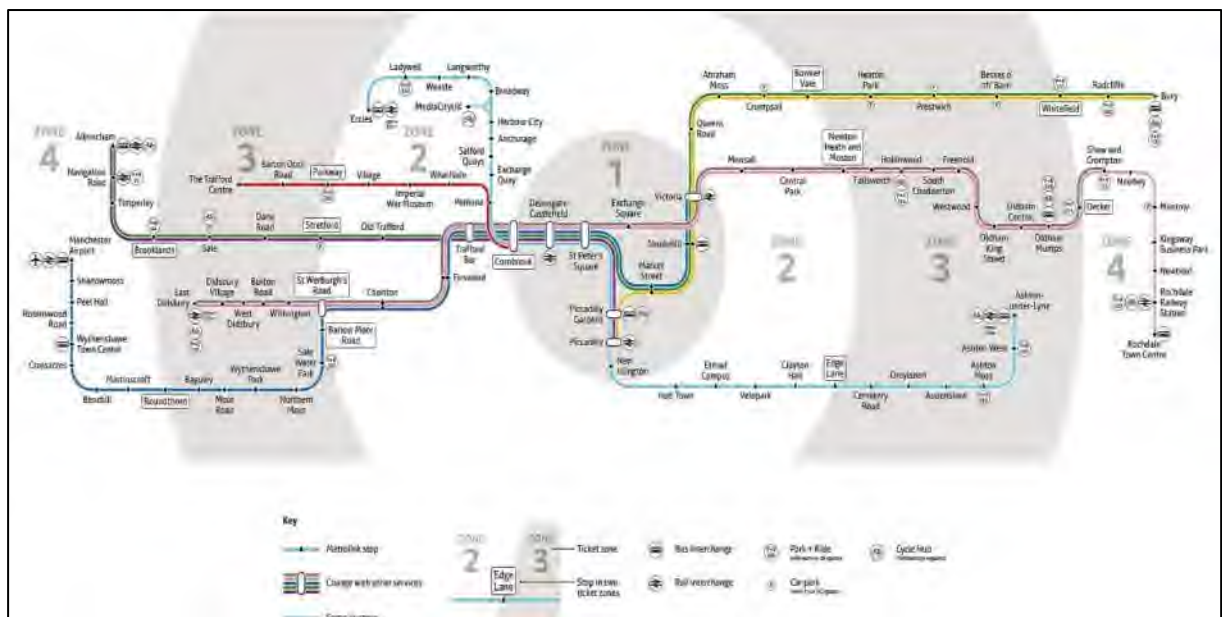


Figure 4.5 – TfGM Metrolink Network Map

(Source: TfGM, 2022)

4.4.16 In summary, it is considered the site is highly accessible by Metrolink (light rail).

4.5 Summary

4.5.1 It is considered the site is highly accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits excellent levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.

5.0 Traffic Forecasting and Highway Impact

5.1 Introduction

- 5.1.1 The following section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours.
- 5.1.2 To undertake the assessment, the TRICS database has been used. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK, including hotel land uses.

5.2 Existing Trip Generation

- 5.2.1 The site is currently vacant and does not generate any trips.

5.3 Forecasted Trip Generation

- 5.3.1 The proposed hotel will be a car-free development with excellent transport links. It is considered that direct vehicular trips related to the proposed development will be limited to the occasional taxi drop-off and deliveries and servicing, generating a limited number of movements and outside the typical peak periods.
- 5.3.2 For robustness, the level of trips generated by the proposed development has been derived using peak hour trip rates obtained from surveys of schemes of a similar size and nature to that proposed.
- 5.3.3 The bar and guest kitchen elements at first floor level will be open to the public, although it will be primarily used by guests of the hotel. On this basis, customer trips for these users have not been considered.
- 5.3.4 The search criteria used in the TRICS database are presented in **Appendix B**, from which the total multi-modal trip rate can be calculated. The resultant trip rates are summarised in the following **Table 5.1**. All trips rates are per 1 bedroom:

TRICS – Hotel	Average TRICS Trip Rates (AM Peak)			Average TRICS Trip Rates (PM Peak)		
	Arrive	Depart	Total	Arrive	Depart	Total
Cars	0.071	0.098	<u>0.169</u>	0.070	0.058	<u>0.128</u>
Taxi	0.006	0.006	<u>0.012</u>	0.007	0.007	<u>0.014</u>
Cyclists	0.001	0.003	<u>0.004</u>	0.006	0.007	<u>0.013</u>
Pedestrians	0.073	0.073	<u>0.146</u>	0.099	0.114	<u>0.213</u>
Public Transport	0.022	0.067	<u>0.089</u>	0.028	0.025	<u>0.053</u>

Table 5.1 – Proposed Trip Generation Multi-Modal Trip Rates

- 5.3.5 The proposed development 's total number of bedrooms is 154. The level of trips generated by the site has been estimated using modal splits and trip rates from **Table 5.1** earlier. The results are summarised in **Table 5.2** below:

154 Bedrooms	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Car	11	15	26	11	9	20
Taxi	1	1	2	1	1	2
Cyclists	0	0	1	1	1	2
Pedestrians	11	11	22	15	18	33
Public Transport	3	10	14	4	4	8

Table 5.2 – Proposed Development Trip Generation

- 5.3.6 The number of car and taxi trips generated by the proposed development could equate to 28 and 22 two-way movements in the typical AM and PM peak periods respectively (08:00 – 09:00 and 16:00 – 17:00).
- 5.3.7 This is considered to be a negligible increase in traffic.

5.4 Highway Impact Summary

- 5.4.1 On the above basis, Curtins do not believe that capacity assessments would be required, and that the highway network would not experience any adverse traffic impact resulting from the proposed development.

6.0 Transport Planning Policy

6.1 Introduction

- 6.1.1 The following section sets out key local and national transport planning policies, and how the proposals relate to them.

6.2 National Planning Policy Framework (2021)

- 6.2.1 NPPF sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

- 6.2.2 Paragraph 11 states that:

“Plans and decisions should apply a presumption in favour of sustainable development.”

- 6.2.3 For decision taking this means granting permission unless:

“...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies.”

- 6.2.4 Section 9 of the NPPF is entitled *Promoting Sustainable Transport* and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

“The planning system should actively manage patterns of growth ...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

- 6.2.5 The document emphasises the need for developments to offer a choice of sustainable modes of transport to *“reduce congestion and emissions and improve air quality and public health”* and provide *“safe and suitable access”* for all users.

- 6.2.6 Paragraph 110 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

- a) *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁶; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

6.2.7 The development proposals have shown that safe and suitable access to the site can be achieved, and it is not anticipated that the proposals would result in any significant impacts on the highway network.

6.2.8 Paragraph 111 of the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”

6.2.9 Trip generation forecasts using TRICS data have demonstrated that their little trip generation for the proposed uses of the site. As such, any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation.

6.2.10 Paragraph 112 of the NPPF states that applications for development should:

- *“Give priority to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport; and*
- *create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.”*

6.2.11 The proposed development is situated in an accessible location. There is good walking and cycling infrastructure adjacent to the site, and public transport is accessible within a desirable walking and cycling distance.

6.2.12 The proposed development accords with the general principles of the NPPF.

6.3 National Planning Practice Guidance (NPPG)

6.3.1 In addition to the NPPF, National Planning Practice Guidance (NPPG) has been developed by the Department for Communities and Local Government (DCLG; now the DLUHC) in 2014. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

“Travel Plans, Transport Assessments and Statements can positively contribute to:

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*

- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads.”*

6.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Statement. It also clarifies the process for establishing a scope for what the documents should contain. The NPPG has been considered in the production of this TS and the accompanying Framework Travel Plan (Document Reference: **082210-CUR-XX-XX-T-TP-00002**).

6.3.3 As outlined above, this TS demonstrates that the site is accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals therefore apply the principles set out in the NPPG and will seek to create a sustainable development and make a positive contribution to the local area.

6.4 Manchester Core Strategy (2012 – 2027)

6.4.1 The Manchester Core Strategy (MCS) promotes similar principles to the NPPF. Objective 5 of the MCS details the Transport guidance for develops, this contains three specific policies, comprising:

- Policy T1 – Sustainable Transport;
- Policy T2 – Accessible Areas of Opportunity and Need; and
- Policy T3 – Strategic Integration.

6.4.2 Further, this TS has been constructed in line with policies detailed within the Guide to Development in Manchester (SPD (2007)) surrounding, sense of place, design, and accessibility.

6.4.3 Policy T1 focuses on sustainable transport and access for all. The accessibility of the site would encourage users of the proposed development to travel by sustainable modes.

6.4.4 Policy T2 of the Manchester Core Strategy states:

“The Council will actively manage the pattern of development to ensure that ... Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development.”

6.4.5 It is considered no parking provision is reflective of the highly accessible nature of the development, whilst considering the realistic requirements of the users. The development would benefit from sustainable transport links across the city centre.

- 6.4.6 Policy T3 is in relation to strategic integration of developments with the sustainable transport network. The proposed development would not prejudice the implementation of any of the strategic integration projects.

6.5 'Places for Everyone' Joint Development Plan 2019 (Draft)

- 6.5.1 The 'Places for Everyone' Joint Development Plan (JDP) is currently being consulted on by the Secretary of State and is therefore still within a draft stage.
- 6.5.2 The JDP has been prepared to set out the approach to housing and employment land across Greater Manchester for the next 20 years. The plan identifies the amount of new development that will come forward, in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused.
- 6.5.3 Policy GM6 of the JDP, titled 'Accessibility', states:

"In order to accommodate the high levels of economic growth and the associated increase in journeys whilst reducing the congestion and environmental impacts that could adversely affect growth... Key elements of this coordinated approach will include:

- *Designing development and neighbourhoods so as to encourage journeys to be made by walking, cycling and public transport;*
- *Using demand management measures to make best use of our existing highways capacity;*
- *Providing safe and convenient cycle routes that connect people to jobs, key services and recreation opportunities, supported by cycle hire and sharing schemes; and*
- *The continued improvement in public realm in town centres and local neighbourhoods to support the maximum number of local journeys in those locations to be made on foot.*

- 6.5.4 The proposed development does not contravene the plans set out by the JDP, instead it supports the plans by having active measures in place (e.g. high level of provision of cycle parking, improvement to public realm) to encourage future staff and guests to travel sustainably whenever possible.

6.6 Greater Manchester Transport Strategy 2040

- 6.6.1 In 2021 TfGM updated the 2040 Vision for Transport to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.
- 6.6.2 Under Policy 3, the Transport Strategy states that TfGM will "maintain a programme of interventions designed to encourage people to make sustainable journeys. We will support this through journey planning tools and information to encourage travel behaviour change and mode shift, and in order to

make the most efficient use of available capacity (particularly during peak periods).” Such interventions comprise:

- *“Reducing the carbon and environmental cost of journeys;*
- *New ways of working which make the best use of the transport network;*
- *Maximising the benefit of new, integrated transport infrastructure and services;*
- *Delivering public health benefits through enabling more active travel;*
- *Supporting town and city centre economic vitality and sustainability;*
- *Improving access to key services and jobs;*
- *Maximising sustainable travel in new developments; and*
- *Becoming more resilient to disruption.”*

6.6.3 The above measures and additional initiatives have also been provided in greater detail in the accompanying Framework Travel Plan (**Document Reference 082210-CUR-XX-XX-T-TP-00002**).

6.6.4 Under Policy 4, TfGM will also “work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network.” This will be in accordance with the principles of:

- *“Reducing the need to travel;*
- *Reducing the need to travel by car, and the distance travelled;*
- *Maximising accessibility by sustainable modes;*
- *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*
- *Maximising opportunities to provide additional public transport; and*
- *Designing to encourage active travel.”*

6.6.5 It is considered that the development proposals will not adversely impact the transport network, and instead would support the Transport Strategy by enhancing opportunities for sustainable travel by integrating into existing infrastructure.

6.7 Conclusions

6.7.1 It is considered that the proposed development is in line with national and local transport policies and guidance. The site is located within an area which has a range of existing local facilities and plenty of sustainable travel choices.

7.0 Summary and Conclusions

7.1 Summary

- 7.1.1 Curtins has been appointed by Ancoats Manchester Ltd to provide transport and highways advice in relation to a planning application for a hotel on Laystall Street.
- 7.1.2 The applicant seeks to obtain planning permission for a 20-storey hotel development comprising 154 hotel rooms (Use Class C1) with supporting internal amenity spaces, associated landscaping, cycle parking and other associated works.
- 7.1.3 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.
- 7.1.4 Relevant details of the proposed site layout, access, and servicing arrangements have been provided. A new accessible on-street parking space and loading bay are proposed as part of the scheme.
- 7.1.1 The site is accessible by sustainable modes of transport. The surrounding area exhibits excellent levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.
- 7.1.2 Trip generation forecasts using TRICS data have demonstrated that similar sized sites produce a relatively low number of vehicle trips. However, as addressed in **Section 5**, the site will have no on-site car parking. As such, any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation.
- 7.1.3 Additionally, measures are proposed in the accompanying Interim Travel Plan to increase the level of walking, cycling and public transport use to and from the site, and to reduce reliance on the private car.
- 7.1.4 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

7.2 Conclusions

- 7.2.1 It is Curtins' view that from a highways and transport perspective there are no reasons why the development proposals should not be granted planning approval.

Plans



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Project:
LAYSTALL STREET - MANCHESTER

Drg Title:

SITE LOCATION
REGIONAL VIEW

Status:
PRELIMINARY

Drawn By: JM Checked By: AV

Designed By: JM Date: 11/10/22

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

82210 - CUR - XX - XX - G - TP - 06001 - P01



KEY:



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Project:
LAYSTALL STREET - MANCHESTER

Status:
PRELIMINARY

Drg Title:
SITE LOCATION
LOCAL VIEW

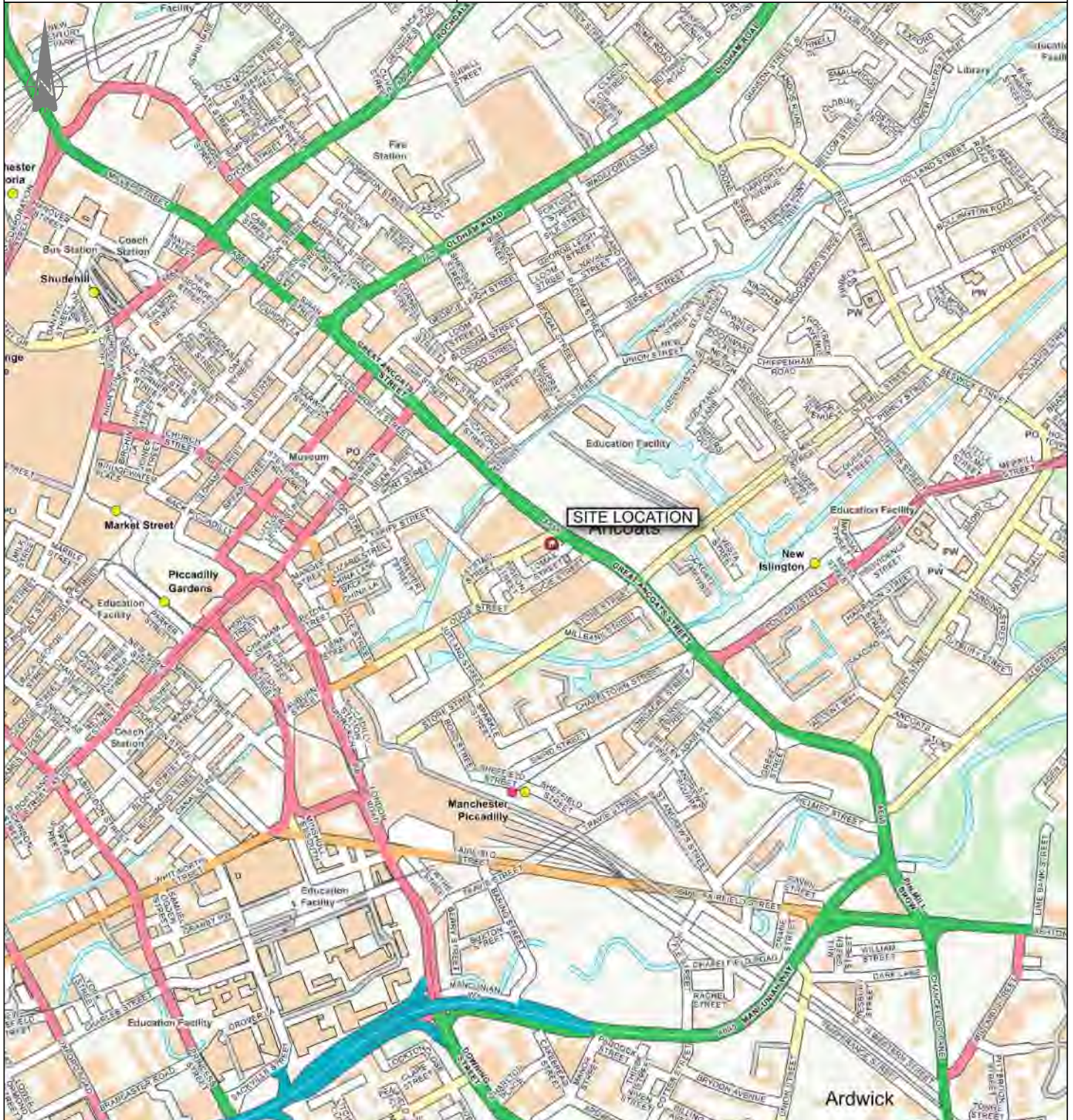
Drawn By: JM Checked By: AV

Designed By: JM Date: 11/10/22

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

82210 - CUR - XX - XX - G - TP - 06002 - P01



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Project:
LAYSTALL STREET - MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

Status:
PRELIMINARY

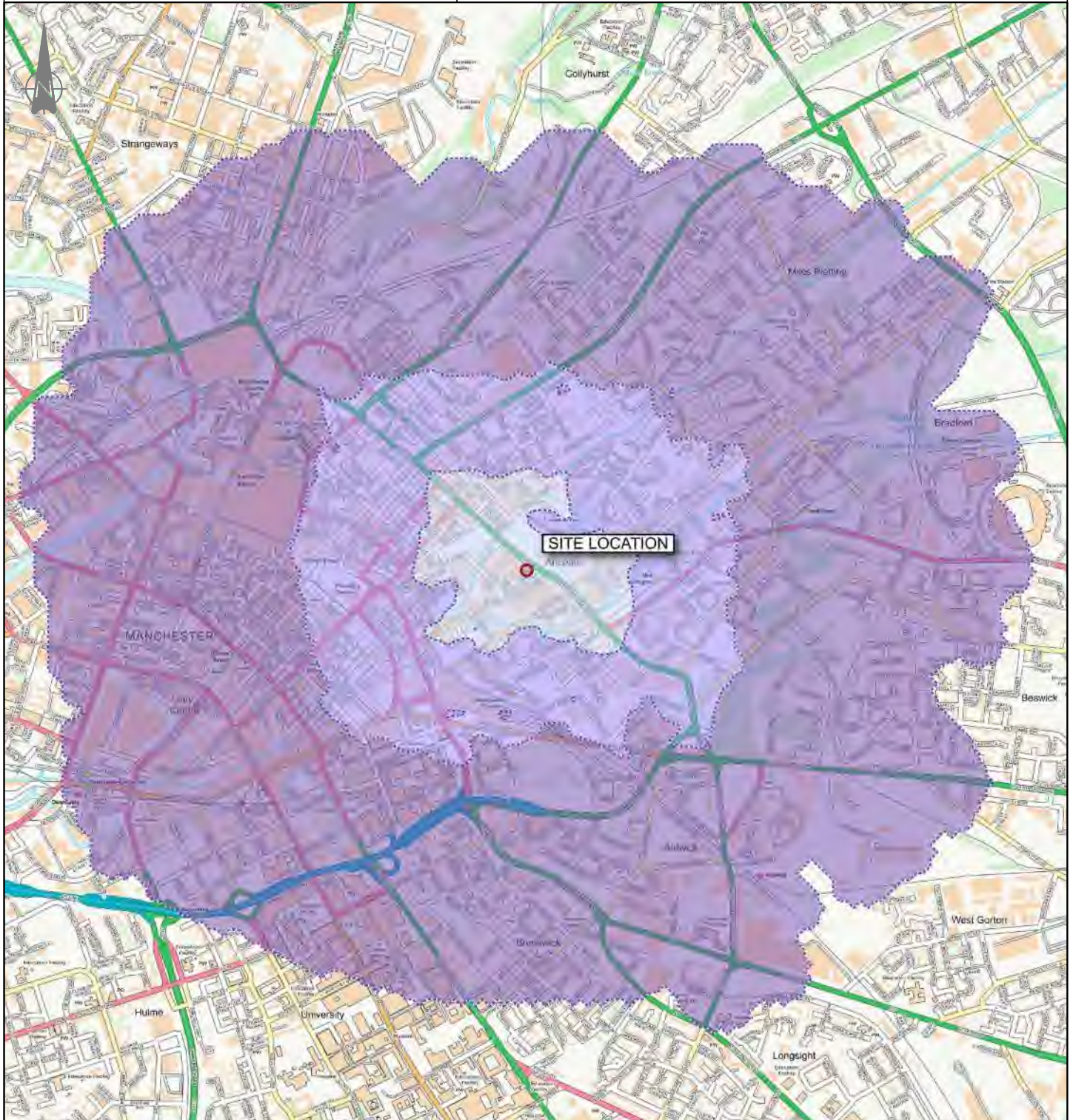
Drawn By: JM Checked By: AV

Designed By: JM Date: 11/10/22

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

82210 - CUR - XX - XX - G - TP - 06003 - P01



KEY:  Site

Walking Catchment:

-  500m
-  1000m
-  2000m

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Project:
LAYSTALL STREET - MANCHESTER

Status:
PRELIMINARY

Drg Title:
**ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT**

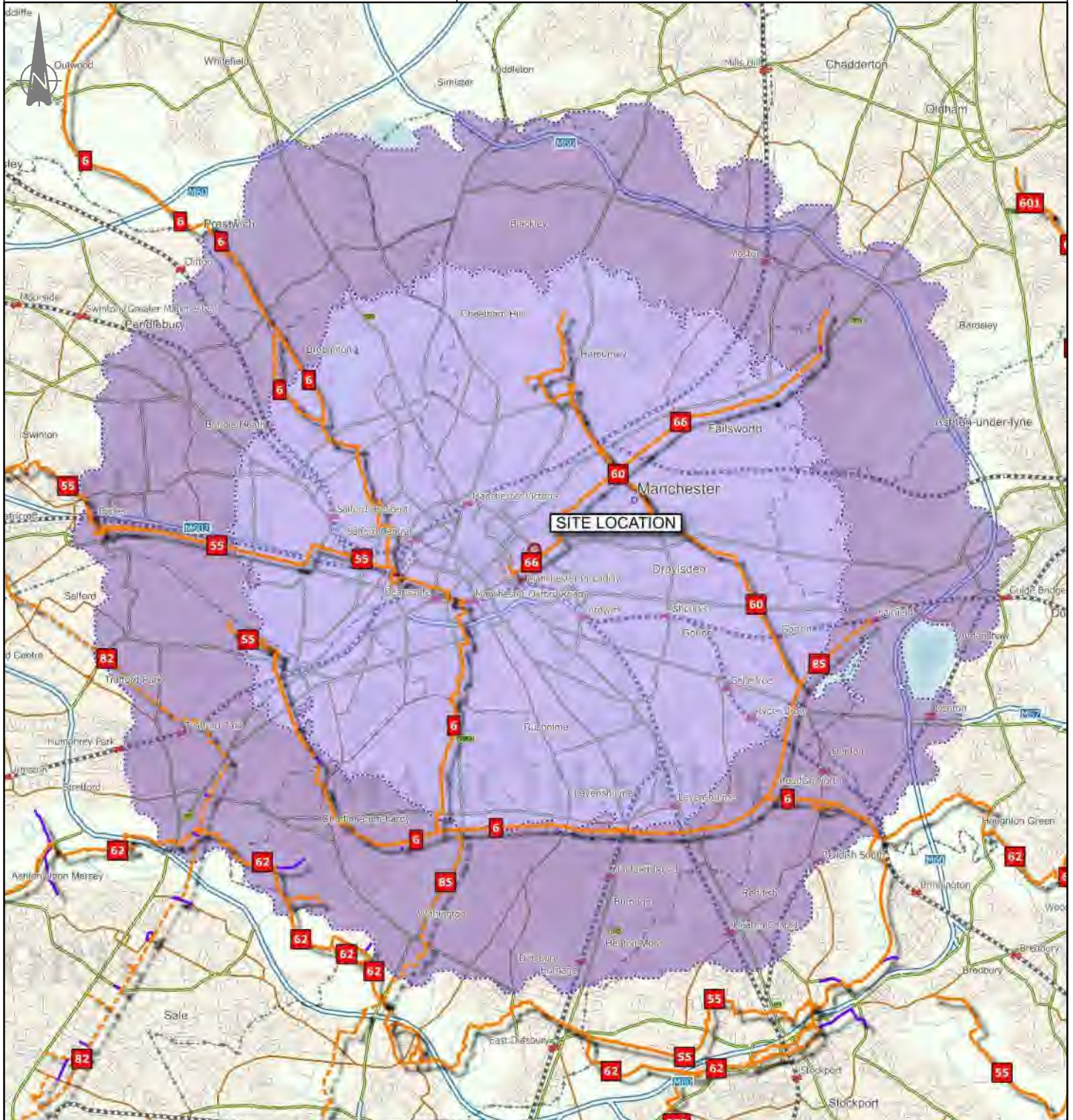
Drawn By: JM Checked By: AV

Designed By: JM Date: 11/10/22

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

82210 - CUR - XX - XX - G - TP - 06004 - P01



KEY:

 Site	National Cycle Network:
 Cycle Catchment:	 Route not on Cycle Network
 5500m	 Route on Regional Cycle Network
 8000m	 Route on National Cycle Network

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Project: LAYSTALL STREET - MANCHESTER

Drg Title: ACCESSIBILITY
INDICATIVE PUBLIC
TRANSPORT CATCHMENT

Status: PRELIMINARY

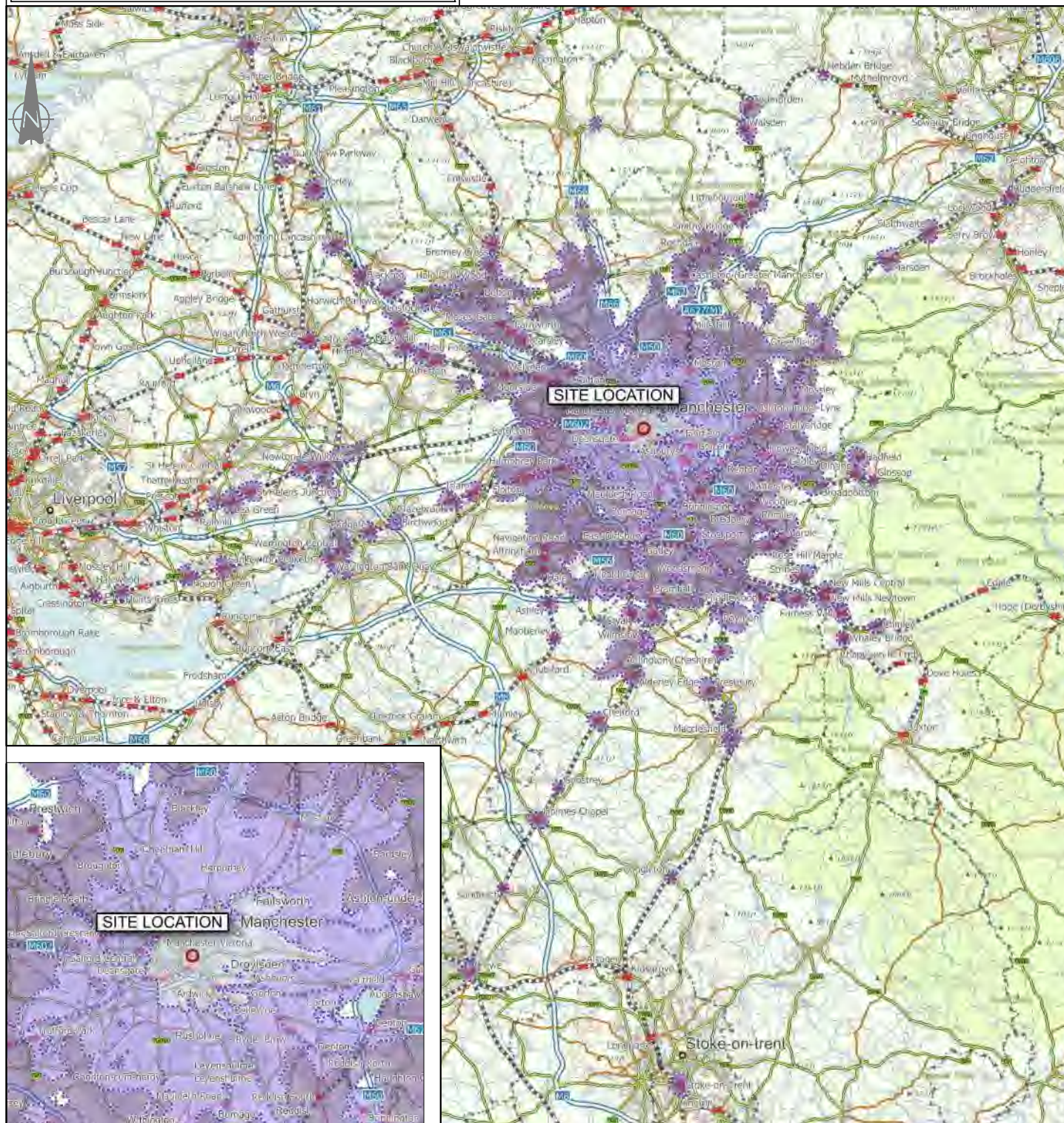
Drawn By: JM Checked By: AV

Designed By: JM Date: 11/10/22

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

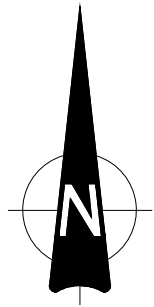
82210 - CUR - XX - XX - G - TP - 06005 - P01



KEY: Site Public Transport Catchment:
 20 minutes
 40 minutes
 60 minutes

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Drawings



GENERAL NOTES:

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
- DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
- ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
- FOR GENERAL NOTES REFER TO DRAWING.
- THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES

KEY: — INDICATIVE PLANNING BOUNDARY
— PROPOSED KERB
--- PROPOSED ROAD MARKINGS
➡ PROPOSED TRAFFIC SIGNAL



P05	Red Line updated	16/11/22	DD	DD
P04	Red Line updated	08/11/22	DD	DD
P03	Layout updated	27/10/22	DD	DD
P02	Access arrangement updated	20/10/22	DD	DD
Rev:	Description:	Date:	By:	Chkd:



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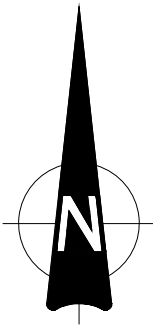
Status: **PRELIMINARY**

Project: **LAYSTALL STREET HOTEL - MANCHESTER**

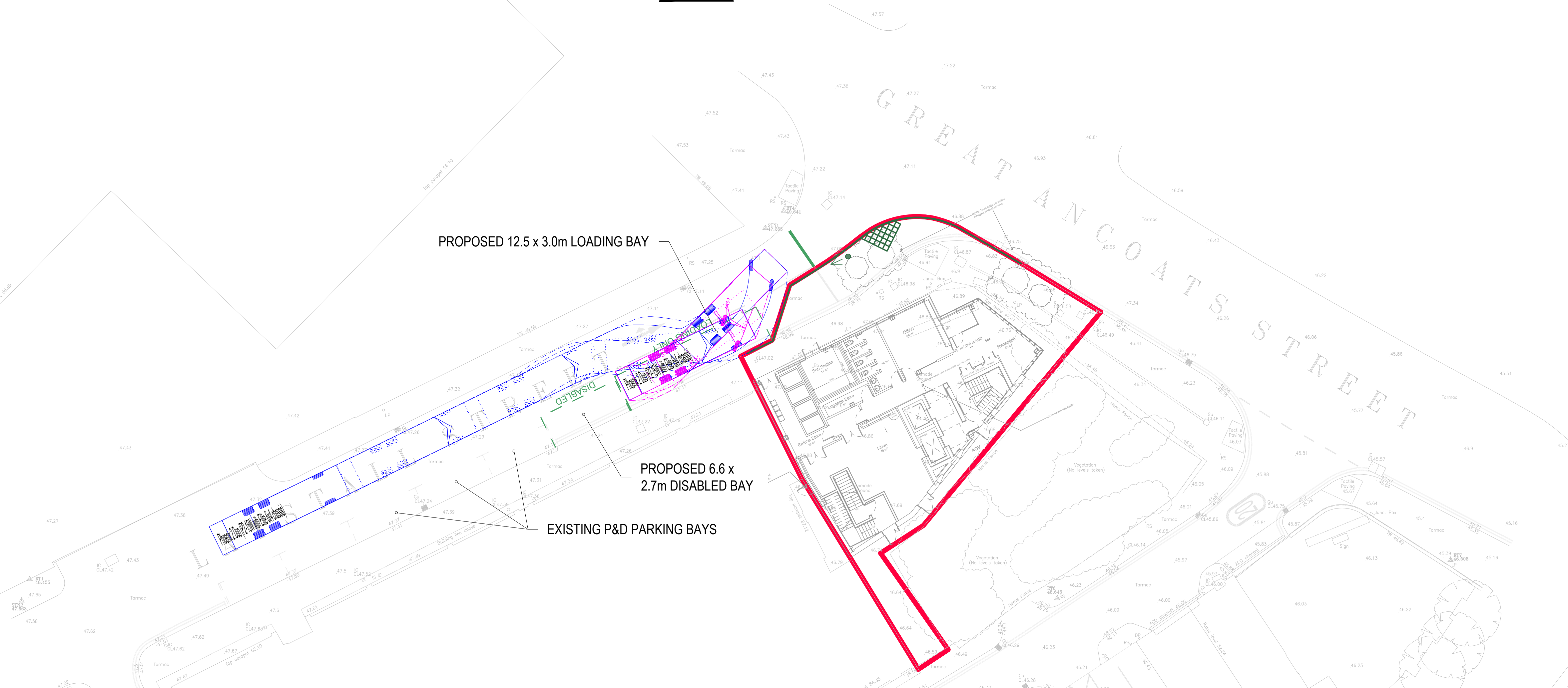
Orig Title: **PROPOSED ACCESS ARRANGEMENT**

Size:	Date:	Drawn By:	Designed By:	Checked By:
A1	29/09/22	DD	DD	AV
Scale:	1:125			
Project No:	Originator:	Volume:	Level:	Type:
082210 - CUR - XX - 00 - D - TP -				
75002 - P05				

\\msd\p\projects\082210 - 083000082210 - Laystall Street Hotel\QA\Production\A-Modes\Drawings\TPCAD751



INGRESS

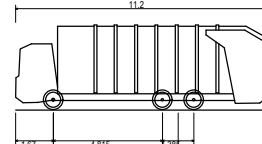


GENERAL NOTES:

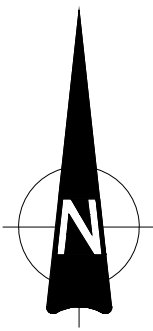
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
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- FOR GENERAL NOTES REFER TO DRAWING.
- THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES

KEY:
INDICATIVE PLANNING BOUNDARY
PROPOSED KERB
PROPOSED ROAD MARKINGS
PROPOSED TRAFFIC SIGNAL

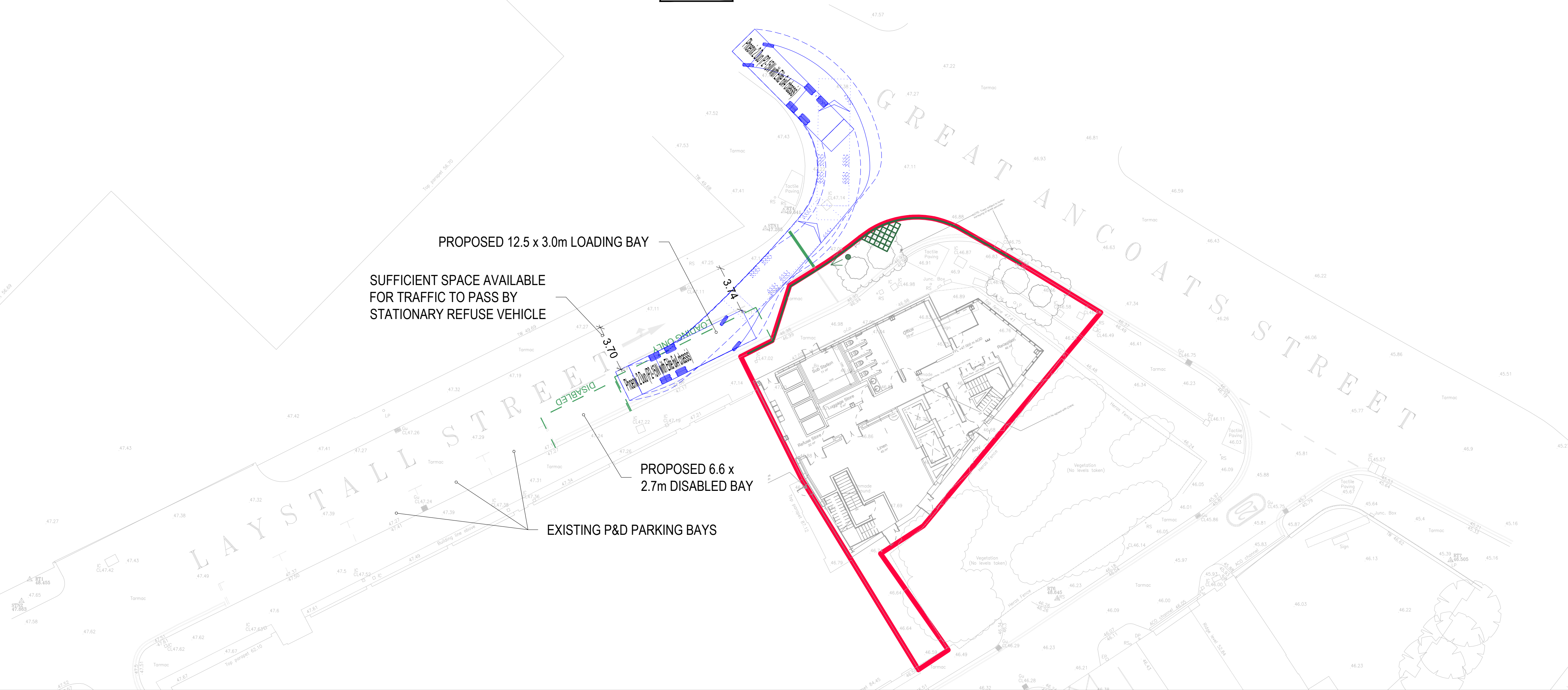
VEHICLE PROFILE:



Phoenix 2 Duo (P2 15W with Elite 64 chassis)
Overall Length 11.20m
Overall Width 2.50m
Overall Body Height 3.35m
Min Body Ground Clearance 0.30m
Track Width 2.50m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.50m



EGRESS



P05	Red line updated	16/11/22	DD	DD
P04	Red line updated	08/11/22	DD	DD
P03	Layout updated	27/10/22	DD	DD
P02	Access arrangement updated	20/10/22	DD	DD
Rev:	Description:	Date:	By:	Chkd:



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Status:

PRELIMINARY

Project:

LAYSTALL STREET HOTEL - MANCHESTER

Orig Title:

SWEPT PATH ANALYSIS
11.2m REFUSE VEHICLE
PROPOSED LOADING BAY

Size: A1 Date: 04/10/22 Drawn By: JM Designed By: DD Checked By: AV

Scale: 1:200

Project No: 082210 - CUR - XX - 00 - D - TP - 05001 - P05

082210 - CUR - XX - 00 - D - TP - 05001 - P05

\\msd\p\Projects\082210 - 083000082210 - Laystall Street Hotel\QA\Production\A-Models\Drawings\TPCAD051

Appendix A – Proposed Site Layout



This drawing is copyright
Do not scale off dimensions.

All dimensions to be checked on
site by contractor.

Contractor to report any dimensional
discrepancies, errors or omissions
prior to commencing on site.

KEYS

Reception	Kitchen
BOH	Gym
Cycle Store	Hotel Room
Bar / Coffee / Commons	Accessible Room
Refuse	Staff

NORTH

Rev	Date	Submitted for Planning	Description
P01	2022-11-18		

Project Title
**Laystall Street
Manchester**

Status
Planning

Drawing Title Proposed Ground Floor Plan	
Project No 10403	Scale 1:50 @ A1
Revision 10403-SHP-A-B5D9-G200-PL-00-001 P01	

simpsonhaugh

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Appendix B – TRICS Output

Calculation Reference: AUDIT-148301-220928-0951

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	HI HIGHLAND	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 bedrooms
Actual Range: 24 to 154 (units:)
Range Selected by User: 4 to 227 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 12/11/21

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

Selected survey days:

Monday	4 days
Tuesday	2 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	4
Edge of Town Centre	4

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	1
Built-Up Zone	5
High Street	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,

Secondary Filtering selection:

Use Class:

C1 8 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:

20,001 to 25,000 2 days

25,001 to 50,000 4 days

50,001 to 100,000 2 days

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

Population within 5 miles:

75,001 to 100,000 3 days

125,001 to 250,000 2 days

250,001 to 500,000 1 days

500,001 or More 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 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:

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 8 days

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

LIST OF SITES relevant to selection parameters

1	CB-06-A-01	HOTEL		CUMBRIA
	ENGLISH STREET			
	CARLISLE			
	Town Centre			
	High Street			
	Total Number of bedrooms:	92		
	Survey date: MONDAY	20/06/16	Survey Type: MANUAL	
2	ES-06-A-01	HOTEL		EAST SUSSEX
	KINGS ROAD			
	BRIGHTON			
	Town Centre			
	Built-Up Zone			
	Total Number of bedrooms:	154		
	Survey date: WEDNESDAY	16/10/19	Survey Type: MANUAL	
3	GM-06-A-08	IBIS		GREATER MANCHESTER
	PORTLAND STREET			
	MANCHESTER			
	Town Centre			
	Built-Up Zone			
	Total Number of bedrooms:	127		
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL	
4	HI-06-A-05	BEST WESTERN		HIGHLAND
	NESS WALK			
	INVERNESS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of bedrooms:	89		
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL	
5	NF-06-A-04	HOTEL		NORFOLK
	THORPE ROAD			
	NORWICH			
	THORPE HAMLET			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of bedrooms:	38		
	Survey date: MONDAY	25/11/19	Survey Type: MANUAL	
6	NY-06-A-01	ASCEND HOTEL		NORTH YORKSHIRE
	PARK PARADE			
	HARROGATE			
	Edge of Town Centre			
	Residential Zone			
	Total Number of bedrooms:	100		
	Survey date: TUESDAY	23/10/18	Survey Type: MANUAL	
7	TW-06-A-03	HOTEL		TYNE & WEAR
	SANDHILL			
	NEWCASTLE UPON TYNE			
	QUAYSIDE			
	Town Centre			
	Built-Up Zone			
	Total Number of bedrooms:	24		
	Survey date: TUESDAY	14/06/16	Survey Type: MANUAL	
8	WY-06-A-03	TRAVELODGE		WEST YORKSHIRE
	DEAN CLOUGH			
	HALIFAX			
	Edge of Town Centre			
	Development Zone			
	Total Number of bedrooms:	51		
	Survey date: MONDAY	22/10/18	Survey Type: MANUAL	

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 BEDRMS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 3.19

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	1	154	0.019	1	154	0.013	1	154	0.032
07:00 - 08:00	8	84	0.053	8	84	0.073	8	84	0.126
08:00 - 09:00	8	84	0.107	8	84	0.119	8	84	0.226
09:00 - 10:00	8	84	0.093	8	84	0.121	8	84	0.214
10:00 - 11:00	8	84	0.081	8	84	0.113	8	84	0.194
11:00 - 12:00	8	84	0.050	8	84	0.070	8	84	0.120
12:00 - 13:00	8	84	0.064	8	84	0.052	8	84	0.116
13:00 - 14:00	8	84	0.059	8	84	0.050	8	84	0.109
14:00 - 15:00	8	84	0.061	8	84	0.050	8	84	0.111
15:00 - 16:00	8	84	0.062	8	84	0.056	8	84	0.118
16:00 - 17:00	8	84	0.079	8	84	0.070	8	84	0.149
17:00 - 18:00	8	84	0.084	8	84	0.064	8	84	0.148
18:00 - 19:00	8	84	0.089	8	84	0.050	8	84	0.139
19:00 - 20:00	8	84	0.059	8	84	0.031	8	84	0.090
20:00 - 21:00	8	84	0.039	8	84	0.021	8	84	0.060
21:00 - 22:00	8	84	0.031	8	84	0.024	8	84	0.055
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.030			0.977			2.007

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

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

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Parameter summary

Trip rate parameter range selected:	24 - 154 (units:)
Survey date range:	01/01/14 - 12/11/21
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL TAXIS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	1	154	0.013	1	154	0.013	1	154	0.026
07:00 - 08:00	8	84	0.012	8	84	0.012	8	84	0.024
08:00 - 09:00	8	84	0.006	8	84	0.006	8	84	0.012
09:00 - 10:00	8	84	0.013	8	84	0.013	8	84	0.026
10:00 - 11:00	8	84	0.006	8	84	0.006	8	84	0.012
11:00 - 12:00	8	84	0.001	8	84	0.001	8	84	0.002
12:00 - 13:00	8	84	0.004	8	84	0.004	8	84	0.008
13:00 - 14:00	8	84	0.009	8	84	0.009	8	84	0.018
14:00 - 15:00	8	84	0.009	8	84	0.009	8	84	0.018
15:00 - 16:00	8	84	0.007	8	84	0.007	8	84	0.014
16:00 - 17:00	8	84	0.007	8	84	0.007	8	84	0.014
17:00 - 18:00	8	84	0.003	8	84	0.003	8	84	0.006
18:00 - 19:00	8	84	0.016	8	84	0.016	8	84	0.032
19:00 - 20:00	8	84	0.003	8	84	0.003	8	84	0.006
20:00 - 21:00	8	84	0.003	8	84	0.003	8	84	0.006
21:00 - 22:00	8	84	0.004	8	84	0.004	8	84	0.008
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.116			0.116			0.232

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 BEDRMS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	1	154	0.000	1	154	0.000	1	154	0.000
07:00 - 08:00	8	84	0.003	8	84	0.000	8	84	0.003
08:00 - 09:00	8	84	0.001	8	84	0.003	8	84	0.004
09:00 - 10:00	8	84	0.001	8	84	0.003	8	84	0.004
10:00 - 11:00	8	84	0.001	8	84	0.000	8	84	0.001
11:00 - 12:00	8	84	0.003	8	84	0.001	8	84	0.004
12:00 - 13:00	8	84	0.001	8	84	0.001	8	84	0.002
13:00 - 14:00	8	84	0.003	8	84	0.001	8	84	0.004
14:00 - 15:00	8	84	0.004	8	84	0.000	8	84	0.004
15:00 - 16:00	8	84	0.004	8	84	0.003	8	84	0.007
16:00 - 17:00	8	84	0.000	8	84	0.007	8	84	0.007
17:00 - 18:00	8	84	0.000	8	84	0.003	8	84	0.003
18:00 - 19:00	8	84	0.006	8	84	0.003	8	84	0.009
19:00 - 20:00	8	84	0.003	8	84	0.000	8	84	0.003
20:00 - 21:00	8	84	0.001	8	84	0.000	8	84	0.001
21:00 - 22:00	8	84	0.000	8	84	0.000	8	84	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.031			0.025			0.056

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 BEDRMS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	1	154	0.019	1	154	0.000	1	154	0.019
07:00 - 08:00	8	84	0.028	8	84	0.031	8	84	0.059
08:00 - 09:00	8	84	0.073	8	84	0.073	8	84	0.146
09:00 - 10:00	8	84	0.080	8	84	0.099	8	84	0.179
10:00 - 11:00	8	84	0.070	8	84	0.123	8	84	0.193
11:00 - 12:00	8	84	0.081	8	84	0.104	8	84	0.185
12:00 - 13:00	8	84	0.099	8	84	0.090	8	84	0.189
13:00 - 14:00	8	84	0.093	8	84	0.135	8	84	0.228
14:00 - 15:00	8	84	0.102	8	84	0.153	8	84	0.255
15:00 - 16:00	8	84	0.089	8	84	0.065	8	84	0.154
16:00 - 17:00	8	84	0.099	8	84	0.114	8	84	0.213
17:00 - 18:00	8	84	0.110	8	84	0.110	8	84	0.220
18:00 - 19:00	8	84	0.130	8	84	0.188	8	84	0.318
19:00 - 20:00	8	84	0.133	8	84	0.098	8	84	0.231
20:00 - 21:00	8	84	0.114	8	84	0.111	8	84	0.225
21:00 - 22:00	8	84	0.111	8	84	0.053	8	84	0.164
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.431			1.547			2.978

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 BEDRMS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	1	154	0.045	1	154	0.026	1	154	0.071
07:00 - 08:00	8	84	0.019	8	84	0.004	8	84	0.023
08:00 - 09:00	8	84	0.022	8	84	0.067	8	84	0.089
09:00 - 10:00	8	84	0.019	8	84	0.058	8	84	0.077
10:00 - 11:00	8	84	0.016	8	84	0.016	8	84	0.032
11:00 - 12:00	8	84	0.021	8	84	0.016	8	84	0.037
12:00 - 13:00	8	84	0.028	8	84	0.019	8	84	0.047
13:00 - 14:00	8	84	0.047	8	84	0.019	8	84	0.066
14:00 - 15:00	8	84	0.031	8	84	0.031	8	84	0.062
15:00 - 16:00	8	84	0.021	8	84	0.015	8	84	0.036
16:00 - 17:00	8	84	0.028	8	84	0.025	8	84	0.053
17:00 - 18:00	8	84	0.064	8	84	0.004	8	84	0.068
18:00 - 19:00	8	84	0.027	8	84	0.012	8	84	0.039
19:00 - 20:00	8	84	0.016	8	84	0.006	8	84	0.022
20:00 - 21:00	8	84	0.019	8	84	0.001	8	84	0.020
21:00 - 22:00	8	84	0.012	8	84	0.001	8	84	0.013
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.435			0.320			0.755

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL CARS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	1	154	0.006	1	154	0.000	1	154	0.006
07:00 - 08:00	8	84	0.031	8	84	0.050	8	84	0.081
08:00 - 09:00	8	84	0.071	8	84	0.098	8	84	0.169
09:00 - 10:00	8	84	0.055	8	84	0.084	8	84	0.139
10:00 - 11:00	8	84	0.064	8	84	0.098	8	84	0.162
11:00 - 12:00	8	84	0.046	8	84	0.062	8	84	0.108
12:00 - 13:00	8	84	0.046	8	84	0.036	8	84	0.082
13:00 - 14:00	8	84	0.043	8	84	0.034	8	84	0.077
14:00 - 15:00	8	84	0.047	8	84	0.037	8	84	0.084
15:00 - 16:00	8	84	0.046	8	84	0.037	8	84	0.083
16:00 - 17:00	8	84	0.062	8	84	0.050	8	84	0.112
17:00 - 18:00	8	84	0.070	8	84	0.058	8	84	0.128
18:00 - 19:00	8	84	0.061	8	84	0.027	8	84	0.088
19:00 - 20:00	8	84	0.046	8	84	0.024	8	84	0.070
20:00 - 21:00	8	84	0.030	8	84	0.015	8	84	0.045
21:00 - 22:00	8	84	0.019	8	84	0.013	8	84	0.032
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.743			0.723			1.466

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

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

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