

TRANSPORT STATEMENT

17 Quay Ltd

17 Quay Street, Manchester

October 2022

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Primary Author: Emilia Gosden Initialled: EG

Contributor: David Rodriguez Martin Initialled: DRM

Review by: Gareth Davis Initialled: GD

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Contents

1 INTRODUCTION.....	4
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Development Site	4
Development Proposals	5
Report Structure	5
2 POLICY CONTEXT AND BREEAM ASSESSMENT	6
Overview	6
National Planning Policy Framework (2021)	6
Local Policy	6
Manchester Core Strategy	7
Guide to Development in Manchester SPD & Planning Guidance	8
Greater Manchester Transport Strategy 2040	8
City Centre Transport Strategy	8
BREEAM Assessment (Tra 01 to Tra05)	9
3 BASELINE CONDITIONS	11
Overview	11
Existing Site	11
Local Highway Network	11
A34 Quay Street	11
Byrom Street	12
Artillery Street	13
Existing Car Parking Provision	14
On-site Car Parking	14
Public Car Parking	14
Taxi Access	15
Accident Data Record	16
4 ACCESS BY SUSTAINABLE TRANSPORT MODES	17
Introduction	17
Accessibility on Foot	17
Accessibility by Cycling	19
Accessibility by Bus	20
General Services	21
Freebus	22
Accessibility by Metrolink	23
Accessibility by Rail	25
Greater Manchester Accessibility Level (GMAL)	26
Accessibility Index Calculation	27
5 PROPOSED DEVELOPMENT	28
Overview	28
Proposed Development	28
Cycle Parking & Facilities	28
Servicing and Deliveries	29
6 TRIP GENERATION ASSESSMENT	31
Overview	31

Existing Office Trip Demand	31
Future Office Trip Forecasts	32
Future Food & Beverage Forecasts	33
Person Trips Rates	33
Servicing / Delivery Vehicle Trips	34
Service Vehicle Impact Measures	35
7 SUMMARY AND CONCLUSIONS	36
Summary.....	36
Conclusion	37

Appendices

Appendix A	BREEAM Accessibility Calculation
Appendix B	Scheme Plans - Basement, Ground Floor & Area Schedule
Appendix C	TRICS Office Person Trip Forecasts
Appendix D	TRICS F&B Person & Service Trip Forecasts

1 INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Vectos on behalf of 17 Quay Ltd in support of a planning application for an office refurbishment, including the addition of two Food and Beverage (F&B) units at ground floor level at 17 Quay Street, Manchester.
- 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 the planning application.

Development Site

- 1.3 The location of the development site is shown in a local context within Manchester City Centre in **Figure 1.1**.

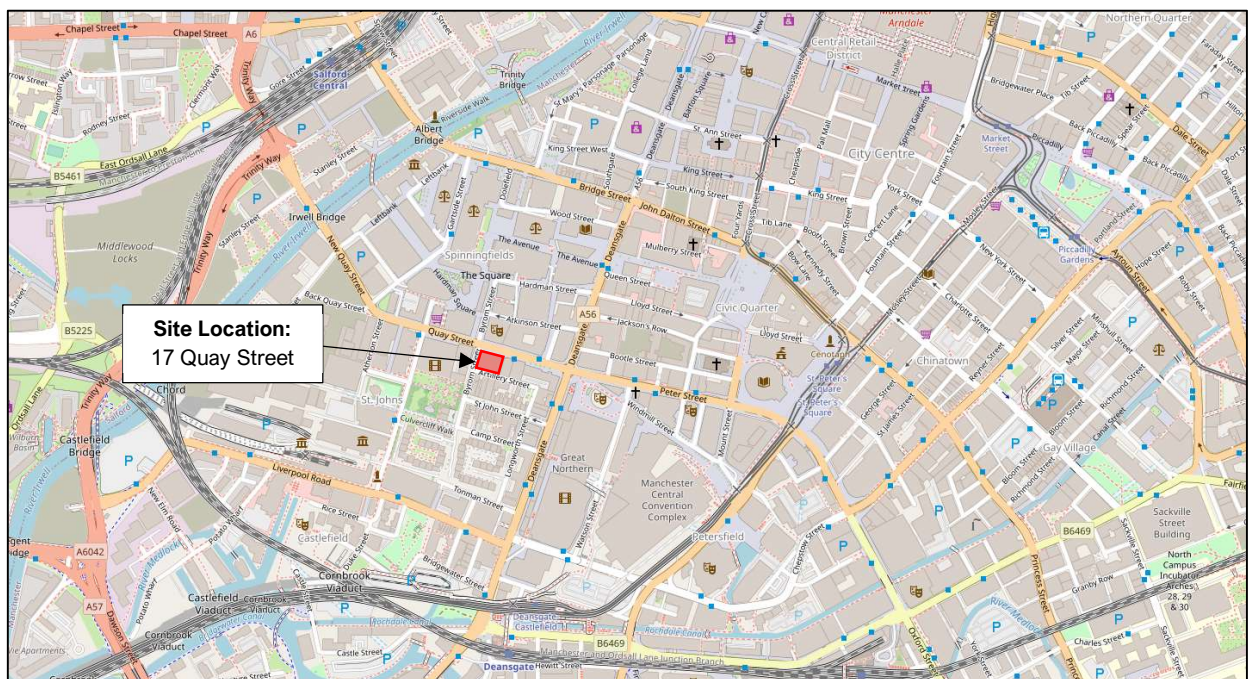


Figure 1.1 – Site Location (Local Context) (Source: OpenStreetMap)

- 1.4 The site currently provides 8073 sq.m worth of office space spread over six floors, with 42 car parking spaces at basement level. The site is bounded by Quay Street to the north, Artillery Street to the south, Byrom Street to the west and 15 Quay Street to the east.
- 1.5 The wider area is characterised by a wide mix of uses and is located in a highly accessible area with a comprehensive network of sustainable infrastructure.

Development Proposals

- 1.6 In summary, the development proposals will comprise of the following elements:
- Refurbishment of existing office space (over five floors; Level 01 - 05);
 - Retention of basement level;
 - Alterations to ground floor (Level 00), which includes the removal of some existing office space to incorporate the following:
 - Reception area;
 - Business lounge / meeting rooms;
 - Toilets;
 - Café unit with independent entrance;
 - Restaurant unit with independent entrance;
 - Retention of existing car park entrance ramp.

Report Structure

- 1.7 Following this introductory chapter, the remainder of this TS is structured as follows:
- **Section 2: Policy Context and BREEAM assessment** – outlines the national and local policy relevant to the proposed development and an assessment of the transport-related BREEAM credits that can be obtained;
 - **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 and servicing strategy;
 - **Section 6: Trip Generation Assessment** – outlines the multi-modal trip generation of the proposed scheme; and
 - **Section 7: Summary and Conclusions** – summarises the findings of the TS and provides the report conclusions.

2 POLICY CONTEXT AND BREEAM ASSESSMENT

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 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.

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.’

Greater Manchester Transport Strategy 2040

- 2.14 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.
- 2.15 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
- 2.16 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.
- 2.17 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

- 2.18 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.
- 2.19 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.
- 2.20 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.

BREEAM Assessment (Tra 01 to Tra05)

- 2.21 Following the BREEAM UK Refurbishment and Fit-out 2014 guidance for non-domestic buildings, it is possible to earn credits under five different Transport-related categories (Tra 01 to Tra05).
- 2.22 For the 'Tra01 – Sustainable Transport Solutions' category, up to five credits are available, depending on the calculated Accessibility Index (AI) of the site and the land use. For office developments, if the AI achieves at least or more than 8 (as it is the case as detailed in **Section 4**), then three credits can be obtained. Additionally, an extra credit can be earned if two alternative transport measures are proposed, or two credits for four measures or three credits if six new measures are proposed.
- 2.23 For the 'Tra02 – Proximity to amenities' category, a credit can be earned if at least two compliant accessible amenities are within 500m from the site. In this case, the credit can be obtained as it is possible to find a food store, a cash point, an open space, a recreation or leisure facility for fitness or sports and a postal facility around the site (see **Section 4** for additional details).
- 2.24 Up to 2 credits can be obtained for the 'Tra03 – Cyclist facilities' section, including one if compliant cycle storage spaces that meet the minimum levels for the relevant land use are installed, and an extra one if at least two compliant cyclist facilities (showers, changing facilities, lockers and drying spaces) have been provided for all building users.
- 2.25 Similarly, two credits could be earned for the 'Tra04 – Maximum car parking facility' section, in this case if less than six parking spaces per building user are provided at office developments. As 50 car parking spaces will be available on the building basement and the office floorspace within the building will be around 6,000sq.m, which means that circa 500 full time employees can be on site following the Employment Densities Guide (2010), then a parking space is provided for 10 employees. Therefore, the two credits can be obtained.
- 2.26 In relation to the 'Tra05 – Travel plan' category, one credit can be earned if *“a travel plan has been developed as part of the feasibility and design stages, and also if a site specific travel assessment/statement has been undertaken to ensure the travel plan is structured to meet the needs of the particular site and covers the following items”*:
- i) Travel patterns and transport impact of future building users;
 - ii) Current local environment for pedestrians and cyclists;
 - iii) Number and type of existing accessible amenities 500m away from the development site;
 - iv) Disabled access accounting for varying levels and types of disability, including visual impairment;
 - v) Calculated Accessibility Index of the site; and
 - vi) Existing current facilities for cyclists.

- 2.27 As required by BREEAM, a Travel Plan should *“encourage more sustainable travel, including measures to increase or improve more sustainable modes of transport and movement of people and goods during the site’s operations”*.

- 2.28 The occupiers of all units need to be involved in the development of the Travel Plan as required by BREEAM. It has to be demonstrated that the Travel Plan would be implemented and supported by the site management operation.

- 2.29 A Travel Plan will be conditioned to the planning approval and will be implemented as part of the development. The Travel Plan needs engagement from the occupier and they will be engaged when they are signed up to occupy the building.

3 BASELINE CONDITIONS

Overview

- 3.1 This section of the report provides information on the baseline conditions in proximity to the site. It describes the local highway network in detail, existing public car parking facilities and accident data in the vicinity of the site.

Existing Site

- 3.2 The site currently consists of 8073 sq.m of commercial office space across six floors, together with basement parking. We understand that up to 42 cars can be parked there under the current layout.
- 3.3 The site is bounded by Quay Street to the north, Artillery Street to the south, Byrom Street to the west and 15 Quay Street to the east.
- 3.4 The wider area is characterised by a wide mix of uses and is located in a highly accessible area with a comprehensive network of sustainable infrastructure.

Local Highway Network

A34 Quay Street

- 3.5 Quay Street, located immediately to the north of the proposed site, is a key strategic route through Manchester City Centre. To the west Quay Street continues onto New Quay Street where it crosses the River Irwell and connects to the A6042 Trinity Way junction, the Inner Relief Route. To the south east it passes through St Peter Square and links onto the Oxford Road corridor and south out of the city, providing strategic access to the City Centre.
- 3.6 In the vicinity of the site, Quay Street is a two-way working carriageway circa. 8.2m in width is subject to a 20mph speed limit. There are good quality wide footways and street lighting provided on both sides. A push-button pedestrian crossing with tactile paving is provided circa. 50m to the west from the site, facilitating the safe crossing of pedestrians at this key desire line. Additional controlled crossing points are provided at the Quay Street / Deansgate / Peter Street crossroad junction that is located circa. 120m downstream from the application site. Advance cycle stop boxes are also provided at this junction. **Photo Plate 1** shows a view of Quay Street looking east towards the site and City Centre.

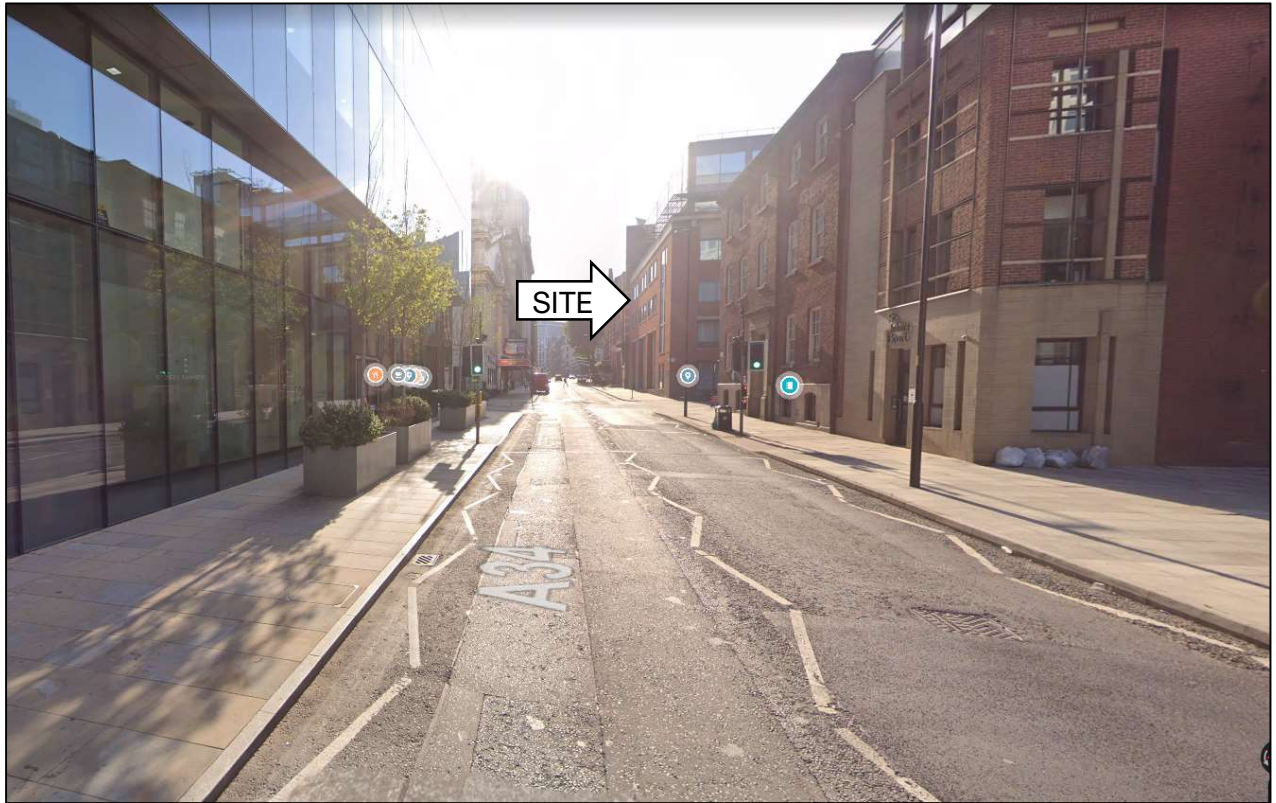


Photo Plate 1: Quay Street Looking East Towards the Site (Source: Google Earth)

- 3.7 Quay Street provides access to a number of more minor side roads, which take access via priority arrangements. Quay Street provides double yellow lines along its length, with no on-street parking permitted.

Byrom Street

- 3.8 Byrom Street has a north to south alignment and forms a priority junction with Quay Street to the north and Camp Street to the south. Byrom Street is approximately 10.8m in width with Pay & Display parking opportunities on both sides of the carriageway, hence reducing the effective working carriageway width to around 6.0m. Byrom Street provides opportunity for around 33 cars to be parked on-street. Wide footways, street lighting and uncontrolled crossing points are present. **Photo Plate 2** shows a view of Byrom Street looking north towards the application site.
- 3.9 The parking bays on Byrom Street immediately next to the site convert to coach parking bays overnight (8pm-8am), to support coach parking for the Opera House.

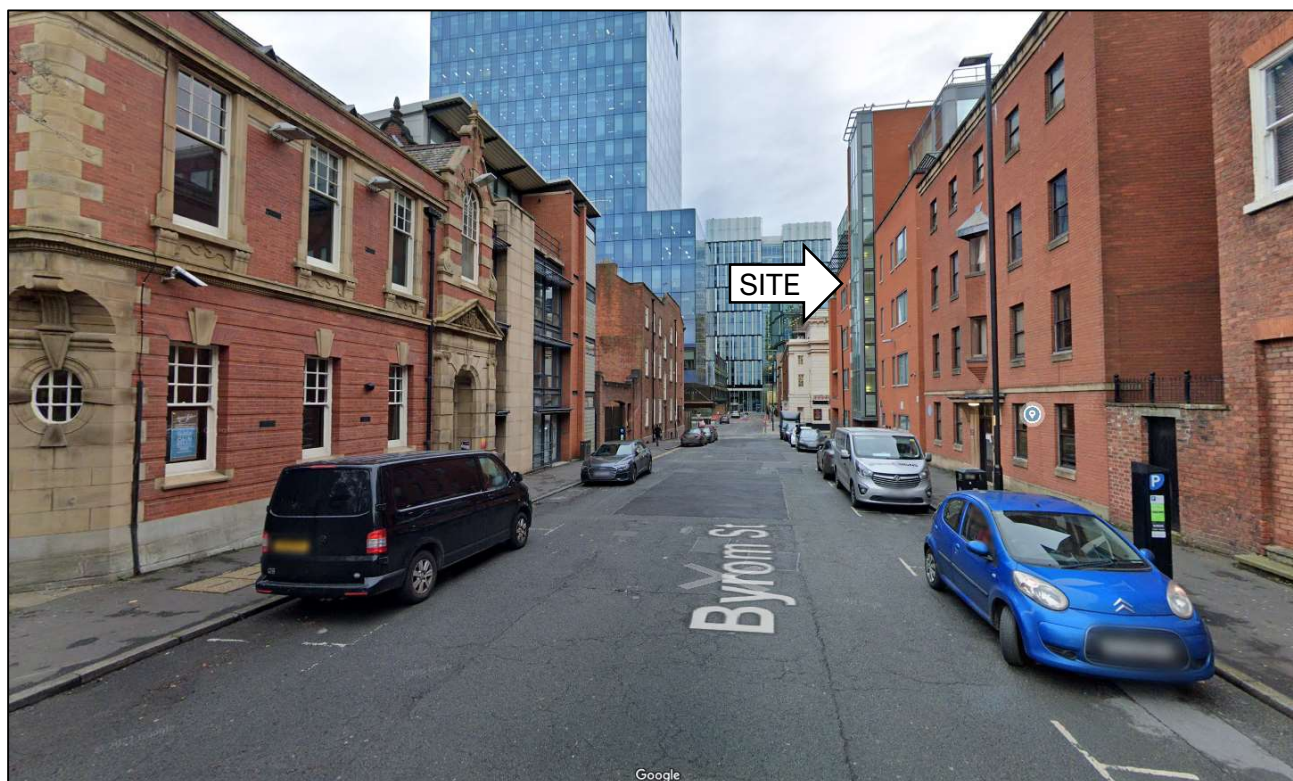


Photo Plate 2: Byrom Street Looking North Towards the Site (Source: Google Earth)

Artillery Street

- 3.10 Artillery Street forms the southern boundary of the site and links to Longworth Street via a loop route connecting to St John Street (one-way) and back onto Byrom Street. Artillery Street is circa. 3.3m in width with double yellow line markings on both sides. Artillery Street is exceptionally lightly trafficked and is mainly used for servicing or access to off-street parking forecourts associated with the adjacent buildings, including 17 Quay Street itself. **Photo Plate 3** shows a view of Artillery Street looking west onto Byrom Street.



Photo Plate 3: Artillery Street Looking West onto Byrom Street (Source: Google Earth)

Existing Car Parking Provision

On-site Car Parking

- 3.11 The site is provided with 26 basement car parking spaces plus 2 disabled bays for the consented office use. Direct access is gained via roller shutters off Artillery Street.

Public Car Parking

- 3.12 There are numerous public car parks within a short walk of the site, with circa. 9629 spaces within a 15-minute walk from the site. These public car parking facilities are outlined in **Table 3.1** below.

Table 3.1 – Public Car Parking Spaces within 15-minute Walk of the Site

Public Car Parking Spaces within a 15 Minute Walk of 17 Quay Street	
CAR PARK	NO. SPACES
Spinningfields NCP	680
New Bailey, Salford NCP	620
Stanley Street	635
Great Northern 1&2 NCP	1248
Bridge Street NCP	73
Deansgate Euro Car Parks	40
Bridgewater Street	70
Manchester Central NCP	700
Byrom Street	33
Chapel Wharf	208
King Street	554
Deansgate (Blackfriars Street)	340
Blackfriars	200
M&S	155
Cleminson Street	70
Wilton Space	140
Stone Street	12
Bridgewater Hall	288
Park Avenue	112
Silvercroft Street	83
TOTAL	9629

Taxi Access

- 3.13 Taxi services are a key part of the transport infrastructure of Manchester City Centre allowing people to access locations without the need to own a car. All hackney carriages (black cabs) in Manchester are designed for disabled access with ramps and space/seatbelts for wheelchairs as well as facilities for the visually impaired and hard of hearing. A taxi rank is available on Byrom Street opposite the site along with other ranks available within a short walk.

Accident Data Record

- 3.14 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 3.1** shows the accident plot for the area surrounding the site, with the site itself indicated by the red star.

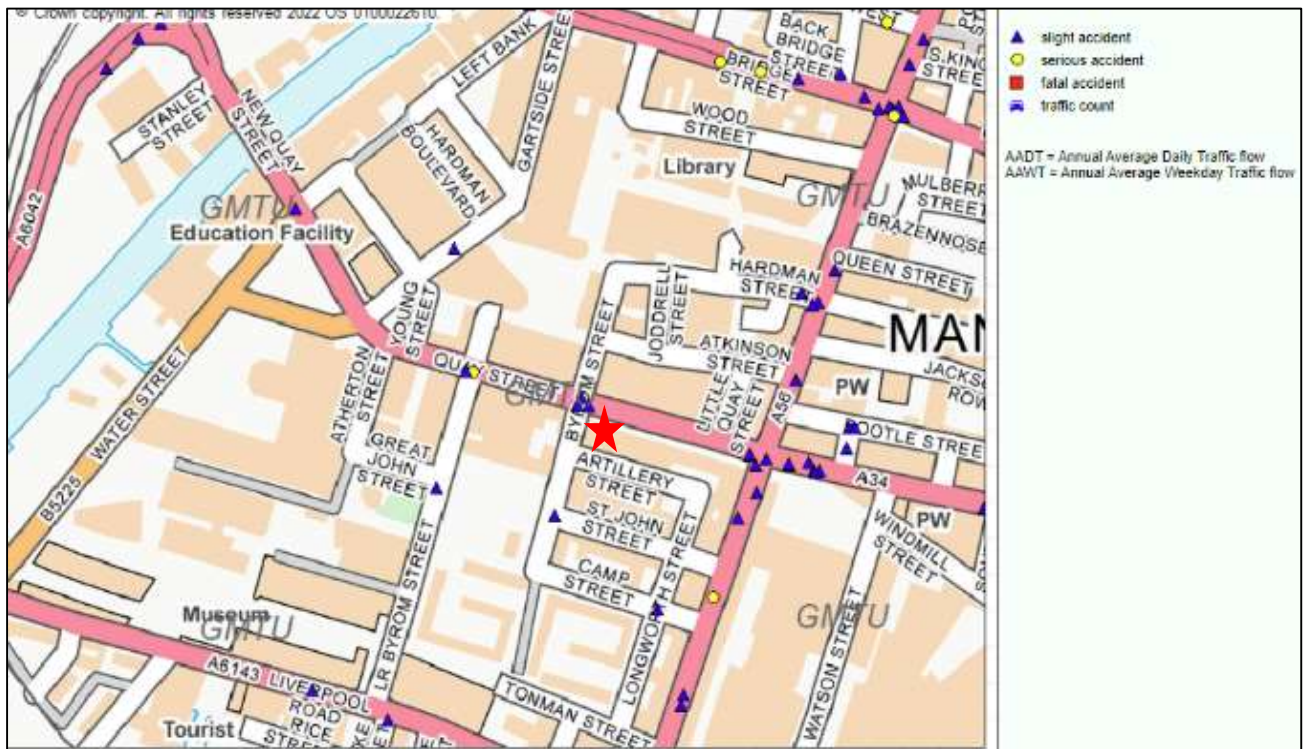


Figure 3.1. 5 Year Accident Plot Data (extract from TfGM Interactive Map)
(<http://www.gmtu.gov.uk/gmaccidents/#>)

- 3.15 It can be seen from **Figure 3.1**, that there have been four accidents on Quay including three 'slight' in severity and one 'serious' accident. Two of these collisions occurred in the vicinity of the Quay Street / Byrom Street priority junction and the other two occurred at the Lower Byrom Street / Quay Street junction. No accidents have been recorded on Artillery Street.
- 3.16 Overall, it is considered that the number and severity of accidents is relatively low perhaps reflecting the lower traffic speeds in the area and numerous controlled pedestrian crossing facilities in the vicinity.
- 3.17 It is considered that there are no material prevailing road safety issues in the vicinity of the site that would indicate a persistent road safety issue.

4 ACCESS BY SUSTAINABLE TRANSPORT MODES

Introduction

- 4.1 The site is well located for access by sustainable modes. Manchester City Centre offers many amenities and attractions within a short walk. The site is also within a short walk of major public transport modes.
- 4.2 For those that are disabled there is considerable help available both in the physical transport infrastructure as described but also financially with a pass for free and low-cost travel in Greater Manchester and the rest of England under the English National Concessionary Travel Scheme.
- 4.3 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. The accessibility of the development site by sustainable modes to the wider network is considered next.

Accessibility on Foot

- 4.4 Industry guidance gives a maximum walking distance for commuting trips at 2 kilometres (about a 25-minute walk). A 2km walk covers all the city centre and many nearby residential areas of Salford and Trafford such as Ordsall and Castlefield while a shorter 10 minute takes the pedestrian to the shopping areas of The Avenue, King Street and St Anne's Square.
- 4.5 Given the city centre location of the site, pedestrian accessibility to the surrounding area is very good. Existing pedestrian links are present around the site which leads to the primary routes towards the centre of Manchester along the A34. All footways in the surrounding area are lit and there are appropriate crossing facilities across all the main highways including the signalised crossings at Quay Street / Deansgate towards the City Centre.
- 4.6 A very large number local facilities are situated within the immediate vicinity of the site. Being located in the heart of Manchester City Centre all key amenities are suited within a very short walk distance to the site; refer to **Table 4.1** for the site's key local amenities.

Table 4.1 – Key Local Amenities

Local Amenity	Distance
Manchester Opera House	10m
Bannatyne's Hair & Nails	20m
Everyman Cinema	60m
Bannatyne Health Club and Spa	60m
Tesco Express (including a cashpoint)	70m
Starbucks Coffee	80m
St John's Gardens	100m
M&S Foodhall	110m
Sainsbury's Local	120m
St John's Gardens	120m
Postbox	160m
Evans Cycles	200m
The Gym Groupe Manchester - Deansgate	260m

- 4.7 Pedestrians travelling north can cross Quay Street at the existing crossing facility and head north along Left Bank where a footbridge offers a link across the River Irwell to Salford Central. This route provides a direct and accessible link from the site to the major transport hub of Salford Central which will be described in more detail later.
- 4.8 To support disabled users, the existing public realm around the site includes wide footways and step free access where appropriate. There are controlled and uncontrolled pedestrian crossings with dropped kerbs and tactile paving at key pedestrian desire lines around the site allowing the visually impaired to navigate the area in safety and also provides a benefit for all pedestrians.
- 4.9 Overall, it is considered that the pedestrian network in the area surrounding the site facilitates connectivity with a very large number of key services
- 4.10 Additionally, to demonstrate compliance with BREEAM guidance there are five accessible amenities relevant for Building Group 1 developments (office and retail) that are less than 500m away from the site, including:
- i) A food outlet shop (Tesco and Sainsbury's);
 - ii) Access to cash (ATM at Tesco);
 - iii) Access to an outdoor open space (St John's Gardens);
 - iv) Access to a recreation or leisure facility for fitness or sports (Bannatyne Health Club and Spa and The Gym Groupe Manchester – Deansgate); and
 - v) Publicly available postal facility (post box on Peter Street).

Accessibility by Cycling

- 4.11 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). 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. Practically all of Manchester City Centre is designated as low speed roads which as well as make cycling safer it critically improves the perception of safety for the cyclist.
- 4.12 There are a number of designated cycle routes and facilities in the area as well as a network of quiet streets which are convenient for cyclists, and these are shown in **Figure 4.1**.

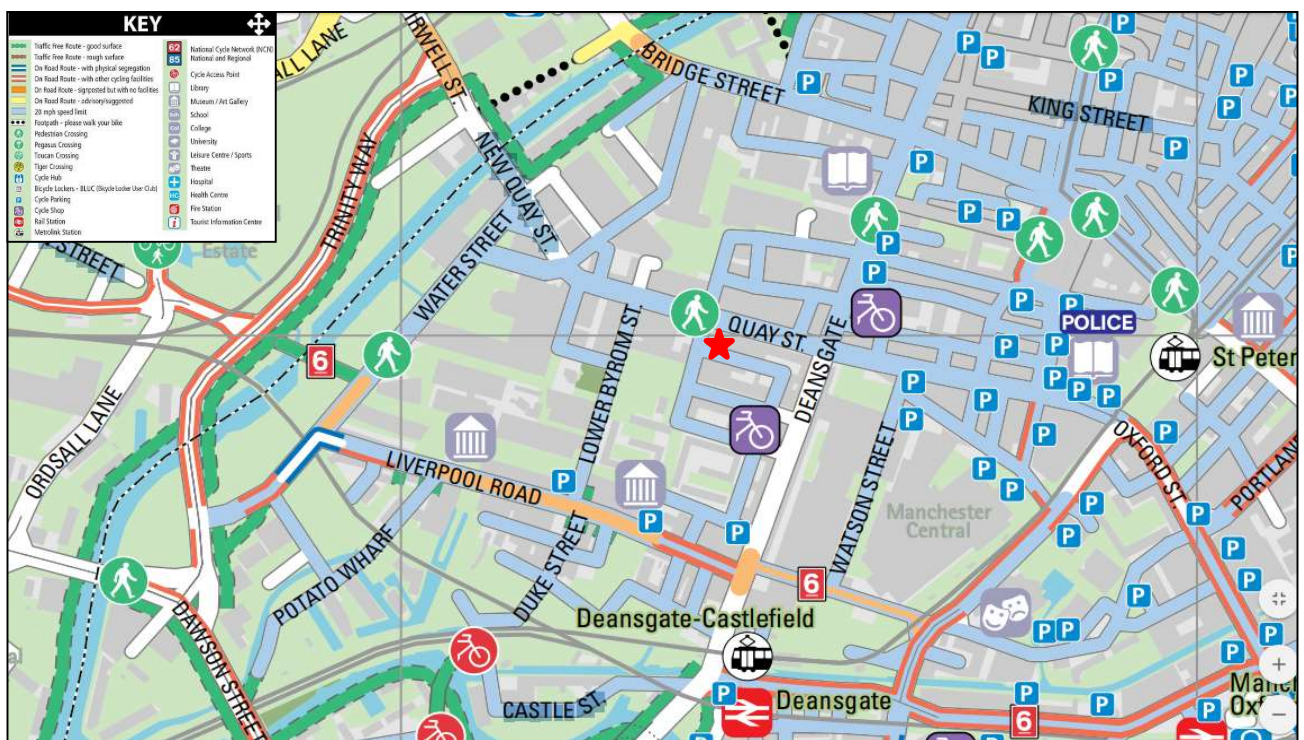


Figure 4.1 - Local Cycle Infrastructure (Source : TfGM)

- 4.13 National Cycle Route 6 passes close to the site to the south, crossing the River Irwell and then crossing Water Street before heading along Liverpool Road. National Cycle Route 55 is also located in very close proximity to the site.
- 4.14 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.

Accessibility by Bus

- 4.15 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.
- 4.16 The closest bus stops, their distance to the site (office floorspace entrance), the services stopping there, and the facilities provided can be found in **Table 4.2**.

Stop Name	Distance to Site	Services	Facilities
Opera House (Stop WJ)	130m	1 Free Bus	Indicative flagpole, information board, bin
Spinningfields	300m	1 Free Bus, 3 Free Bus, 191, 197	Indicative flagpole, information board
John Rylands Library (Stop WH)	300m	2 Free Bus	Shelter, seats, indicative flagpole, information board, bin
Manchester Crown Court	300m	1 Free Bus	Indicative flagpole, information board
Edwardian Hotel (Stop SJ)	350m	191, 197	Indicative flagpole, information board, bin
Mount Street	350m	2 Free Bus	Indicative flagpole, information board, bin
Sovereign House	350m	1 Free Bus, 3 Free Bus	Shelter, seats, indicative flagpole, information board, bin

Table 4.2: Bus Stops within 400 metres

- 4.17 There are five bus routes serving the stops around the development site, including the three Free Bus city centre shuttle services, as well regular services 191 and 197. The destination and frequency of these services is presented in **Table 4.3**.

Service No.	Route	Approximate Frequency (services per hour)					
		Mon-Fri				Sat	Sun
		AM Peak	Midday	PM Peak	Evening		
1 Free Bus	City Centre Loop	6	6	6	0	6	5
2 Free Bus	City Centre Loop	6	6	6	3	6	5
3 Free Bus	City Centre Loop (Evenings)	0	0	0	3	4	0
191	Manchester — Longsight — Levenshulme — Stockport — Hazel Grove	2 to 4 (outbound), 0 (inbound)	0 to 1	1 to 2	0 to 1	0	0
197	Manchester — Longsight — Levenshulme — Green End — Stockport	3	3	3	2	2	1

Table 4.3: Bus Services within 400 metres

4.18 There are other bus stops just over a 400m walk from the site (and less than 650m away), including:

- Bridge Street (Stop WF and opposite), which are circa 450m away from the site and where services 8, 34 / 34A, 36, 37, 38, 50, 51, 67 / 67A, 100, V1, V2 and X39 stop;
- St James' Square, 550m away from the site, where services 34 / 34A, 36, 37, 38, 50, 51, 67 / 67A, 100, V1, V2 and X41 are available;
- Museum (Stop WP) and Liverpool Road (Stop WO) and also Watson Street (Stop SR), all of them approximately 550m away from the site, where services 33 / 33B can be taken;
- Manchester Central (Stop SP), 550m away from the site, where route X58 stops; and
- Barton Arcade (Stop NA), at 650m, where routes 1, 2, 9, 67 / 67A, 100, X41 and X43 stop;
- Town Hall, also at 650m, where service 191 stops.

General Services

4.19 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.

4.20 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.

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

Freebus

- 4.22 The Freebus services cover most of the city centre and provide convenient access to major activity centres in the city including the main transport interchanges. The buses are highly branded and are instantly recognisable and run on a 10 or 12 minute frequency. High quality stops are provided along the service routes with clear branded images on bus stop plates.
- 4.23 All Freebus services connect to the main transport interchanges and the routes are shown overleaf in **Figure 4.2**. It can be seen that Route 1 runs along Quay Street with a stop within the vicinity off the site. There is a loop in the peak hours to serve Salford Central and at weekends it travels along Lower Byrom Street with a stop on Liverpool Road for the Museum of Science and Industry.

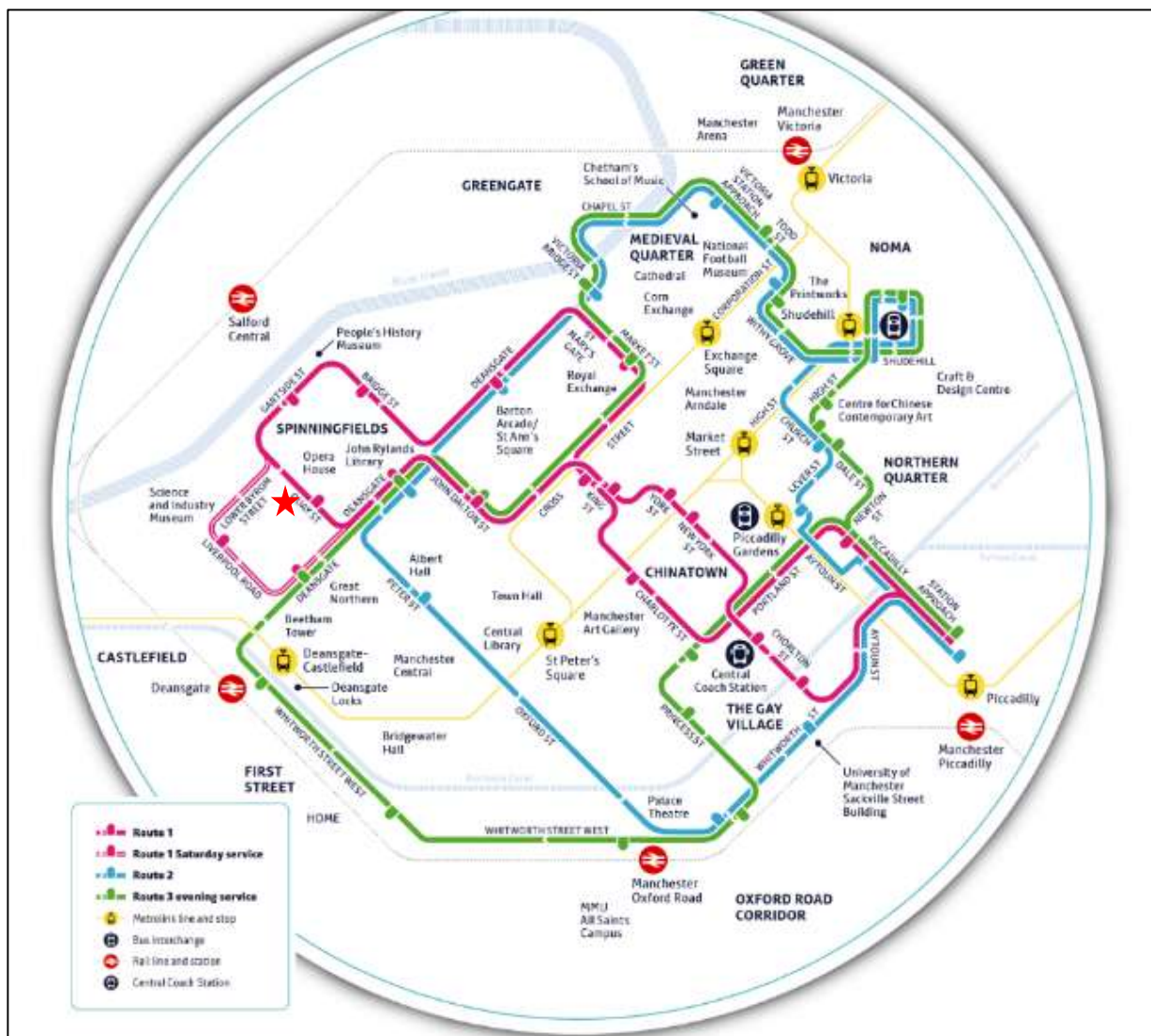


Figure 4.2 - Free bus Service Routes Plan (Source: TfGM)

Accessibility by Metrolink

- 4.24 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.
- 4.25 In 2020, the new Trafford Park Metrolink Line was launched which links Deansgate-Castlefield with Trafford Park and the Trafford Centre. The Trafford Park line has six new tram stops, offering sustainable transport links to some of Greater Manchester's busiest visitor destinations. It also runs through Trafford Park, Europe's largest trading estate and home to more than 1,300 businesses employing over 35,000 people.
- 4.26 All services operate on a 12-minute frequency Monday to Sunday with combined frequency of 6 minutes Monday to Saturday during the day. All lines operate between 06:00 and 00:00, the Airport line operates from 03:00 from Deansgate Castlefield.
- 4.27 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 and also benefit from the appropriate signage and emergency call points.
- 4.28 The combined Greater Manchester Metrolink and Rail Network Map is provided in **Figure 4.3** overleaf.
- 4.29 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 and are expected to provide one of the main modes of travel into the city for staff and visitors.

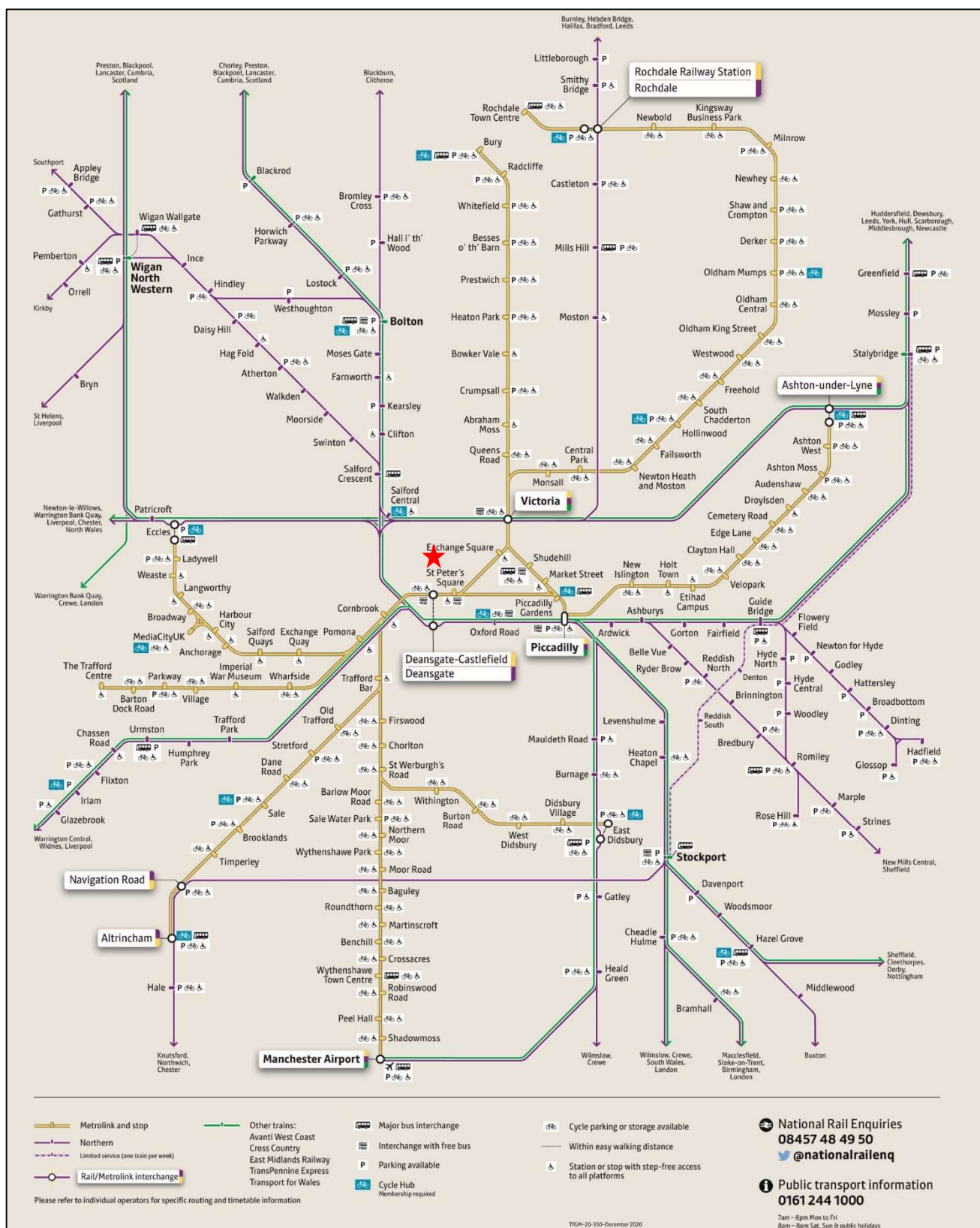


Figure 4.3 - Metrolink and Rail Network Map (Source: TfGM)

Accessibility by Rail

- 4.30 The site is conveniently located for access to Salford Central Rail Station and Deansgate Station.
- 4.31 Salford Central Station is located immediately to the northwest of the development and is a 5-minute walk away accessible on foot via the footbridge across the river Irwell from Spinningfields. This Station includes the TransPennine services stopping there and provide a main commuting Station for the western part of the conurbation.
- 4.32 Deansgate Railway Station is located to the south, a 5-minute walk away and its last service is at 23:29 to Liverpool calling at all stops including Urmston, Irlam, Warrington and Widnes, Manchester Victoria and Piccadilly Stations are accessible by a longer walk but both are readily accessible by Metroshuttle and access the regional and national rail network.
- 4.33 To support disabled passengers, both stations have staff help available as well as lifts on each platform to provide step free access and ramps for train access.
- 4.34 Manchester Oxford Road, Manchester Victoria and Piccadilly Stations are a longer walk but all are readily accessible by Freebus and provide links both nationally and across the conurbation. All stations in relation to the wider transport network are shown in **Figure 4.4**.

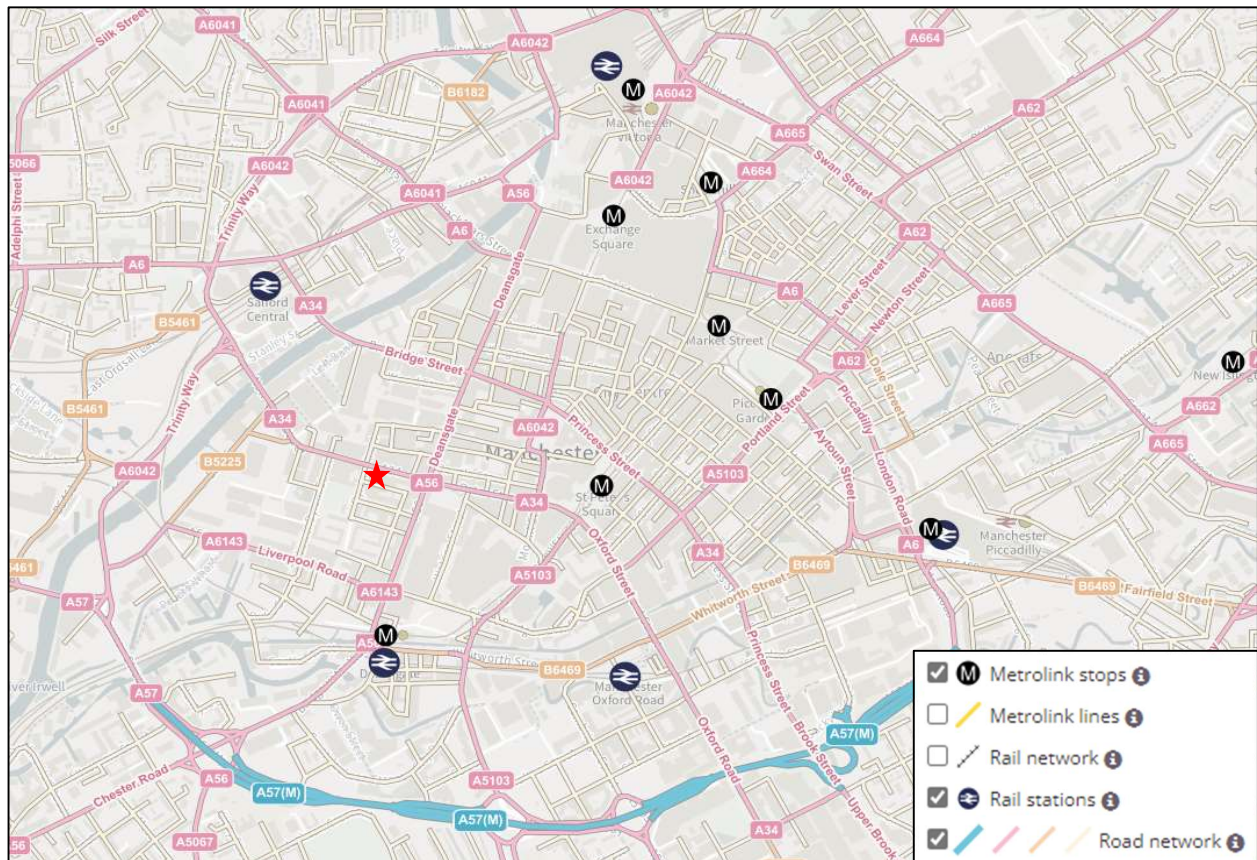


Figure 4.4 - Nearby Transport Networks including Railway Stations in the Vicinity of the Site
(Source: TfGM)

- 4.35 Overall, it is considered that the rail facilities offered from Deansgate and Salford Central 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)

- 4.36 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.
- 4.37 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.
- 4.38 **Figure 4.5** 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.

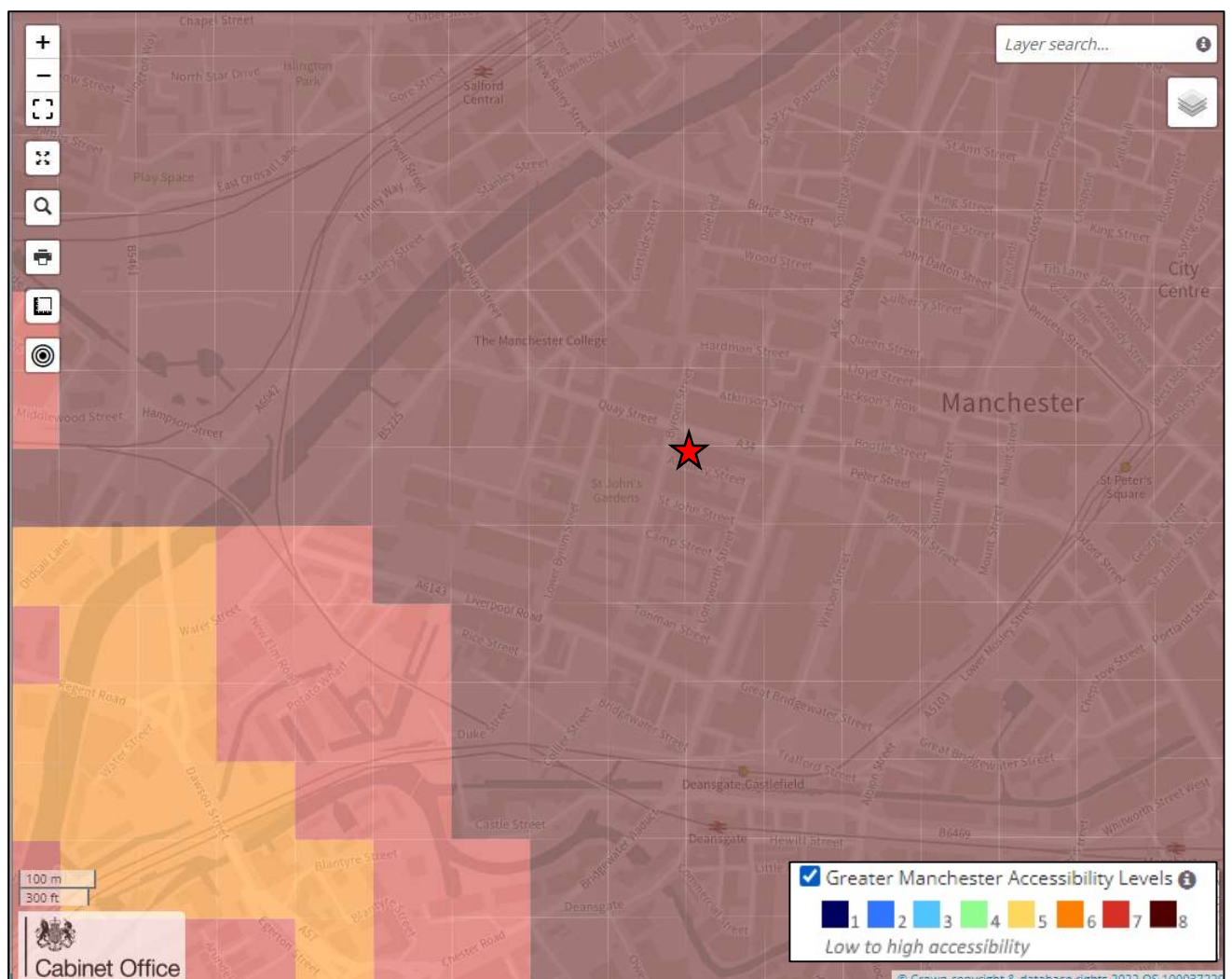


Figure 4.5 - GMAL Map (Source: GMCA/gov.uk)

- 4.39 **Figure 4.5** highlights that the site has a GMAL of 8 indicating that it is classified as within the most highly 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.

Accessibility Index Calculation

- 4.40 In order to assist in quantifying the accessibility of the site, the Accessibility Index (AI) of the site has been calculated. This index offers a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability.
- 4.41 Walk times are calculated from the entrance to the office floorspace, on the north-eastern corner of building to the closes transport nodes to site (all bus stops within 650m and all rail stations within 1,000m). In this case, 14 bus stops (or pairs of stops), two tram stops and three railway stations were within those catchments, although some services stooped on more than one stop / station in the area hence after removing the stops with 'duplicated' services, nine bus stops, one tram stop, and two rail stations were included in the final AI calculations.
- 4.42 The AI then incorporates a measure of service frequency by calculating an average waiting time based on the frequency of services at each stop / station during the period of the day when the building is in operation. The default hours of operation for a typical day for an office and retail building are from 08:00 to 19:00. Therefore, the number of services stopping at the aforementioned nodes (using the direction of travel with the highest number of services) during that period has been researched.
- 4.43 A reliability factor is added, and the total access time is calculated. A measure known as an Equivalent Doorstep Frequency (EDF) is then produced for each stop. These are summed for all routes within the catchment.
- 4.44 The calculated Accessibility Index for the site is 33.03. **Appendix A** at the rear of this report includes a table with full AI calculations.

5 PROPOSED DEVELOPMENT

Overview

- 5.1 This section of the report describes the development proposals in detail. It provides information on the access and parking arrangements as well as the proposed strategy for addressing the site's refuse and servicing requirements.

Proposed Development

- 5.2 In summary, the development proposals comprise of the following elements:
- Refurbishment of existing office space (over five floors; Level 01 - 05);
 - Retention of basement level;
 - Alterations to ground floor (Level 00), which includes the removal of some existing office space to incorporate the following:
 - Reception area;
 - Business lounge / meeting rooms;
 - Toilets;
 - Café unit with independent entrance (sandwich and coffee shop with limited cooking undertaken on-site);
 - Restaurant unit with independent entrance (anticipated to be open during both the day and night);
 - Retention of existing car park entrance ramp.
- 5.3 The proposed site layout for the Basement and Ground Floor areas as well as an area schedule is shown in **Appendix B**.

Cycle Parking & Facilities

- 5.4 It can be seen in **Appendix B** that it is proposed to significantly increase cycle parking in the basement. It is proposed that 58 double stacked cycle racks are provided plus an area for repair, an electric bike charging point as well as shower and changing facilities.
- 5.5 This additional infrastructure means that the car parking provision is reduced to 26 car parking spaces and 2 disabled parking spaces. The Cycle and Car Parking are accessed via the existing ramp off Artillery Street.

Servicing and Deliveries

- 5.6 The site's existing office operation coordinates all servicing and delivery movements to the rear of the site from Artillery Street.
- 5.7 Due to 17 Quay Street already having an established use as an office building, servicing associated with the refurbished office element will remain as existing. Any increase in servicing and deliveries associated with the F&B proposals will be undertaken in the same manner as those currently generated by the existing office use and will tie in with existing arrangements.
- 5.8 All deliveries will take place from Artillery Street and will be transferred a short distance to entry points into the two F&B units off Byrom Street.
- 5.9 A new bin store is proposed for the F&B units within the curtilage of the site. The bins will be designated according to the individual waste streams and an appropriate level of bin storage will be provided in accordance with BS5906:2005 and MCC Guidance GD04. On collection days bins will be wheeled from the bin store to Artillery Street under the supervision by the on-site management, where bins will be collected. It will be ensured that bins returned to the proposed bin store immediately after collection has taken place. This service route arrangement is demonstrated in **Figure 5.1** overleaf.
- 5.10 While Artillery Street is narrow there is space for a vehicle to pull in and allow another vehicle to pass. The waste collection and servicing for the F&B units will not materially change the nature of activity for servicing. The on-site management will oversee the servicing and waste collection and if required they can manage the times for vehicles arriving on site in order to avoid any blocking of the highway.

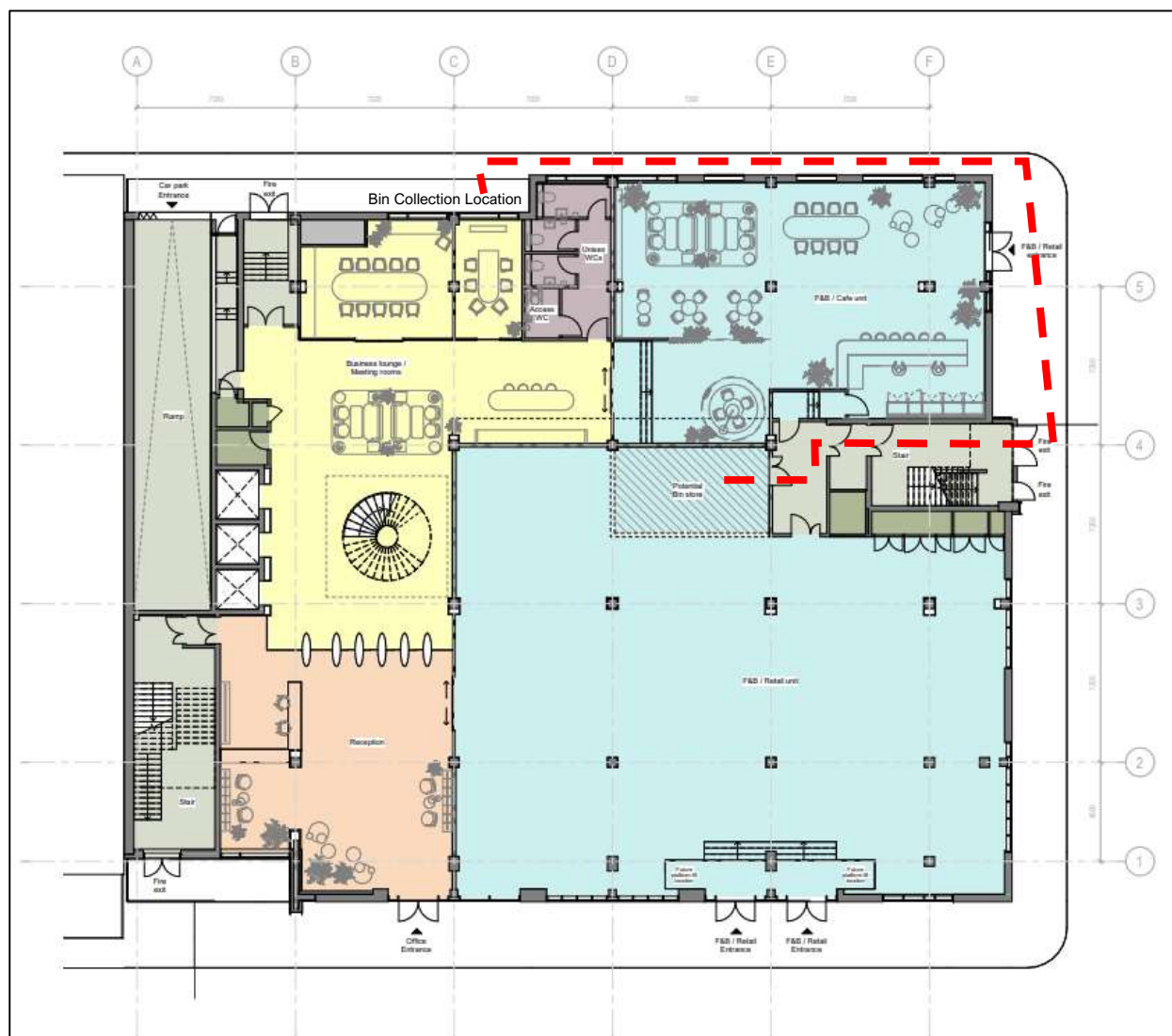


Figure 5.1 – Proposed Service Route for New F&B Units

6 TRIP GENERATION ASSESSMENT

Overview

- 6.1 This chapter considers the impact of the development on the local highway network within the vicinity of the site.
- 6.2 For this purpose, person trips generation rates for the proposed restaurant and café uses on the ground floor have been calculated and then applied to the GFA of the proposed units (with 450sq.m and 250sq.m respectively) to obtain the final number of vehicular trips generated by the site.
- 6.3 It is assumed for robustness that the office trips will not change with the development.

Existing Office Trip Demand

- 6.4 Based on an occupancy rate of 1/10sqm the existing office use would have catered for c.530 office staff and in the future, this drops slightly to 510 persons. Therefore, there will be a slight reduction in office workers, however it is noted from ONS data that the extent of Working from Home in Manchester has increased by 12% compared to pre covid levels so that now nearly a quarter of workers work from home on a typical day further reducing the transport implications of development on the transport infrastructure and reducing the carbon footprint of office activities.
- 6.5 Using TRICS (v7.8.3) we can forecast the existing peak hour and daily trips to the existing office land use. These trip rates are given in **Appendix C** and applying these to the existing office floor space of 8073sqm gives the following peak hour and daily person trip rates described in **Table 6.1**. It is noted that the daily trips also reflects people going out for lunch or for meetings.

Existing Office Person Trips	Trip Rate (per 100 sqm)		Trip Generation	
	Arrivals	Departures	Arrivals	Departures
AM Peak (08:00-09:00)	2.142	0.201	173	16
PM Peak (17:00-18:00)	0.178	2.012	14	162
Daily	10.114	9.916	817	801

Table 6.1 Existing Office Person Trips

Trips by Mode

6.6 In order to derive estimates for the transport modes by which these trips are undertaken, reference has been made to TfGM's Transport Statistics 2019 report for access to and from the 'Key Centre' (Manchester City Centre).

6.7 This provides the non-car modal share for trips to and from the centre in the peak hours specific to Manchester. The modal splits provided in the TfGM report are as below:

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

6.8 Applying the modal splits above to the calculated person trips (**Table 6.1**) provides the estimated numbers of trips by mode specific to the site as set out in **Table 6.2** for the AM, PM and Daily Trips.

	Walk		Cycle		Bus		Rail		Metrolink		Car	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
AM Peak	22	2	3	0	36	3	45	4	29	3	36	3
PM Peak	2	21	0	3	3	34	4	42	2	28	3	34
Daily	106	104	16	16	171	168	212	208	139	136	171	168

Table 6.2 Existing Office Modal Share

Future Office Trip Forecasts

6.9 To determine the future trip forecasts for the office workers reflecting the reduced space available for that use we have used the same methodology as above and applied this to the reduced floor space gives the following future office trips given in **Table 6.3**.

Future Office Person Trips	Trip Rate (per 100 sqm)		Trip Generation	
	Arrivals	Departures	Arrivals	Departures
AM Peak (08:00-09:00)	2.142	0.201	132	12
PM Peak (17:00-18:00)	0.178	2.012	11	124
Daily	10.114	9.916	623	611

the Table 6.3 Future Office Person Trips

Trips by Mode

- 6.10 Using the similar modal share as for the existing office trips gives the modal share in **Table 6.4** below.

	Walk		Cycle		Bus		Rail		Metrolink		Car	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
AM Peak	17	2	3	0	28	3	34	3	22	2	28	3
PM Peak	1	16	0	2	2	26	3	32	2	21	2	26
Daily	81	79	12	12	131	128	162	159	106	104	131	128

Table 6.4 Future Office Modal Share

Future Food & Beverage Forecasts

- 6.11 To forecast the trips associated with the F&B units, the TRICS (v.7.8.3) database has been used. **(Appendix D)**. We have used a town/city centre restaurant category but as the data for cafés are more limited, we have applied a restaurant rate across both units. We do recognise that café units generate a lot of trade from pass-by traffic and relatively few make a single purpose specific journey to visit a café, so we consider the approach is robust.

Person Trips Rates

- 6.12 The person trip rates for the F&B Units are given in **Table 6.5** below. Applying these to the 700sqm floor area provide the additional persons arriving on site. Given the nature of short stay café trips we have combined the arrivals and departures

Future F&B Person Trips	Trip Rate (per 100 sqm)	Trip Generation
	Arrivals/Departures	Arrivals/Departures
AM Peak (08:00-09:00)	4.124	33
PM Peak (17:00-18:00)	6.226	51
Daily	99.715	809

Table 6.5 F&B Person Trips

Trips by Mode

- 6.13 It is recognised that the restaurant land use is very different from the office land use but in summary as many F&B trips come from people already in the city it is considered that the 'Key Centre' modal share as used above is still appropriate. Therefore, the modal share of the F&B trips is given in **Table 6.6** below.

	Walk	Cycle	Bus	Rail	Metrolink	Car
	Arr/Dep	Arr/Dep	Arr/Dep	Arr/Dep	Arr/Dep	Arr/Dep
AM Peak	4	1	7	9	6	7
PM Peak	7	1	11	13	9	11
Daily	105	16	170	210	138	170

Table 6.6 Multi-Modal Office, Restaurant and Café Trip Forecasts

- 6.14 Overall, it is expected that there would be an increase in daily trips of around 26% to the site reflecting the greater activity driven by the F&B units. The implications of this extra activity is limited as most people would already be within Manchester and therefore would not be making an additional trip to visit the site.

Servicing / Delivery Vehicle Trips

- 6.15 The typical deliveries for the office refurbishment element of the development will remain as existing, which is as follows:
- Office supplies, post/courier, consumables, occasional IT supplies and office furniture.
- 6.16 The typical deliveries for the F&B element of the development are as follows:
- Food supplies, drink supplies and tableware laundry
- 6.17 We have also looked at the report for service vehicle trips (see **Appendix D**). These show that the number of large delivery vehicles (ie +7.5t) is low at around one vehicle a day and up to 5 deliveries a day by a Light Goods Vehicle.
- 6.18 In general there is no more than one vehicle at any one time expected to serve these units.

Service Vehicle Impact Measures

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

7 SUMMARY AND CONCLUSIONS

Summary

- 7.1 This Transport Statement (TS) has been prepared by Vectos on behalf of 17 Quay Ltd in support of a planning application for an office refurbishment, including the addition of two Food and Beverage (F&B) units at ground floor level at 17 Quay Street, Manchester.
- 7.2 The development proposals will include the following elements:
- Refurbishment of existing office space (5 floors; Level 00 to Level 05);
 - Retention of basement level;
 - Alterations to ground floor (Level 00), which includes the removal of some existing office space to incorporate the following:
 - Reception area;
 - Business lounge / meeting rooms;
 - Toilets;
 - Café unit with independent entrance;
 - Restaurant unit with independent entrance; and
 - Retention of existing car park entrance ramp.
- 7.3 The site is a City Centre location and has been shown to benefit from excellent levels of accessibility by sustainable transport modes with very good levels of existing sustainable transport infrastructure in the vicinity of the site. The site also benefits from a very wide range of amenities within a very short walk distance.
- 7.4 A review of the accident database has revealed that there are no material prevailing road safety issues of concern.
- 7.5 The refurbished office element of the proposals will continue to take access off Quay Street. Vehicular servicing access will continue to be taken off Artillery Street, where basement level car parking will remain for office tenants only (50 car parking spaces).
- 7.6 The main pedestrian entrance into the proposed restaurant will be via a new entrance off Quay Street and the main pedestrian entrance into the proposed café unit will be via a new entrance off Byrom Street. Both units will be accessible to disabled users with a platform lift installed in the larger restaurant to overcome a level difference.
- 7.7 Both Food and Beverage (F&B) elements of the proposal will effectively be ‘car-free’ and therefore no car parking spaces will be provided on site for their use. However, there are a very large number of public car parks within the City Centre that could easily be used by staff / users.
- 7.8 A forecast of trips to the F&B units has been made for the traditional peak hours as well as a daily forecast. It is expected that many of the trips will be already in Manchester and would not represent a new trip to the area. A multi-modal trip forecast has been made for the F&B units by reference to the TRICS database and TfGM’s Transport Statistics 2019 report for access to the city.

- 7.9 Only 21% of trips are likely to use the car for their main part of their journey, however we expect that most of those trips would already be coming into Manchester for another purpose (work or leisure). Therefore we do not expect any negative effect on the surrounding highway network as a result of the proposals.
- 7.10 Delivery and servicing access is to be made from Artillery Street as per existing arrangements. The proposals could result in up to 1 larger vehicle per day and up to 5 Light Goods Vehicle serving the site trips per day. All servicing trips will follow appropriate protocols to ensure that there is no negative impact.

Conclusion

- 7.11 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.

Appendix A

BREEAM Accessibility Calculation

BREEAM 2018 Tra01/02 Accessibility Index calculator

BREEAM® UK
delivered by bre

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type: Offices/Industrial

No. nodes required: 12

Select

NODE 1

Public transport type	Bus										
	130										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
Average frequency per hour	6										

NODE 2

Public transport type	Bus										
	300										
Distance to node (m)		Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour		0	1	2.9							

NODE 3

Public transport type	Bus										
Distance to node (m)	350										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
Average frequency per hour	6										

NODE 4

Public transport type	Bus										
	Distance to node (m)										
400											
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
	4	3.9									

NODE 5

Public transport type	Bus									
Distance to node (m)	450									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	4.9	2.2	4.6	4.9	5.2	5.3	5.5	0.1		

NODE 6

Public transport type	Bus										
Distance to node (m)	500										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
Average frequency per hour	2										

NODE 7

Public transport type	Bus										
	Distance to node (m)										
550											
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
0.9											

NODE 8

Public transport type	Bus										
	Distance to node (m)										
550											
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
0.1											

NODE 9

Public transport type	Bus										
	Distance to node (m)	650									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
	3.1										

NODE 10

Public transport type	Rail										
	Distance to node (m)										
600											
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
	5	5	5	5	5	5	5				

NODE 11

Public transport type	Rail										
	Distance to node (m)										
700											
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
	1.1	4.3	3.4								

NODE 12

Public transport type	Rail											
	Distance to node (m)											
700												
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10		
	1.5	3	1.9	2.9	2.1	4.7	3.8					

Accessibility Index

33.03

17 Quay Street Manchester
Bus and Rail Nodes for BREEAM Accessibility Index Calculations

Operation Hours for Commercial Uses: 11

Bus Nodes

Opera House (Stop WJ)

Route	Total Services	Hourly Average	Distance to Site (m)
1	66	6	130

Spinningfields / John Rylands Library (Stop WH)

Route	Total Services	Hourly Average	Distance to Site (m)
3	0	0	300
191	11	1	
197	32	2.9	

Mount Street

Route	Total Services	Hourly Average	Distance to Site (m)
2	66	6.0	350

Bridge Street

Route	Total Services	Hourly Average	Distance to Site (m)
67 / 67A	44	4.0	400
100	43	3.9	

Bridge Street (Stop WF)

Route	Total Services	Hourly Average	Distance to Site (m)
8	54	4.9	450
34 / 34A	24	2.2	
36	51	4.6	
37	54	4.9	
38	57	5.2	
50 / 51	58	5.3	
V1 / V2	60	5.5	
X39	1	0.1	

Museum (Stop WP)

Route	Total Services	Hourly Average	Distance to Site (m)
33 / 33B	22	2.0	500

St James Square

Route	Total Services	Hourly Average	Distance to Site (m)
X41	10	0.9	550

Manchester Central (Stop SP)

Route	Total Services	Hourly Average	Distance to Site (m)
X58	1	0.1	550

Barton Arcade (Stop NA)

Route	Total Services	Hourly Average	Distance to Site (m)
X43	34	3.1	650

Rail Nodes

St Peter's Square Tram Stop

Route	Total Services	Hourly Average	Distance to Site (m)
Grey	55	5.0	600
Pink	55	5.0	
Dark Blue	55	5.0	
Green	55	5.0	
Purple	55	5.0	
Blue (Eccles)	55	5.0	
Blue (MediaCity)	55	5.0	

Salford Central Rail Station

Route	Total Services	Hourly Average	Distance to Site (m)
11	47	4.3	700
12	12	1.1	
14	37	3.4	

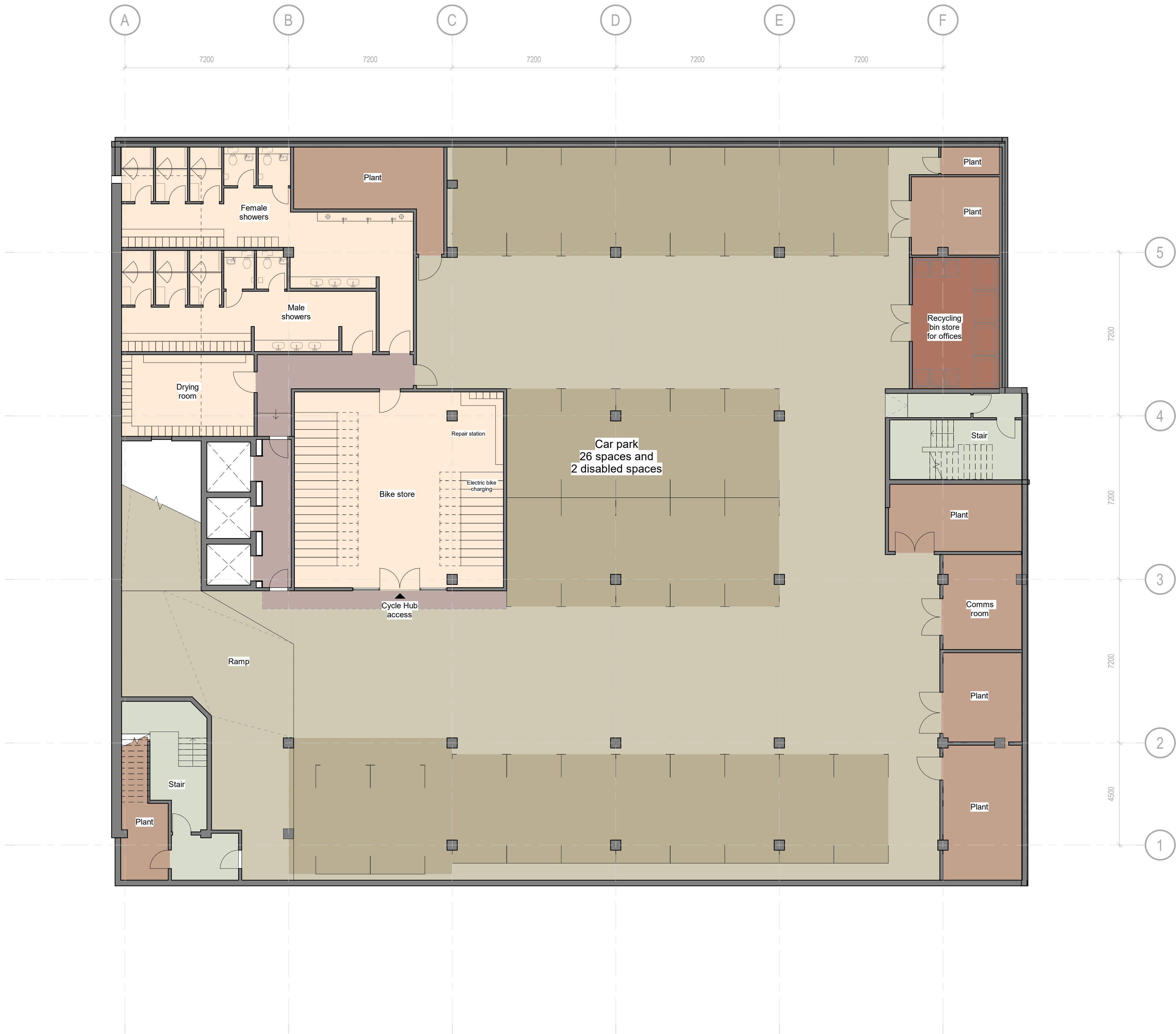
Manchester Oxford Road Rail Station

Route	Total Services	Hourly Average	Distance to Site (m)
6	17	1.5	1000
11	33	3.0	
14	21	1.9	
16	32	2.9	
18	23	2.1	
21	52	4.7	
27	42	3.8	

*There are additional bus and rail nodes within 650m and 1000m from the site respectively, but services stopping there already do it on the stops listed above

Appendix B

Scheme Plans Basement, Ground Floor & Area Schedule



Notes

Do not scale from this drawing.

All dimensions are to be checked prior to construction and any discrepancies are to be identified to the Architect.

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LEGEND

- Car park area
- Parking spaces
- Plant room
- Bin store
- Cycle hub
- Circulation

P2	10/09/22	Revised and issued for WS3	GL
P1	24/06/22	Issued for review	GL

Purpose	Status Code
REVIEW	S3

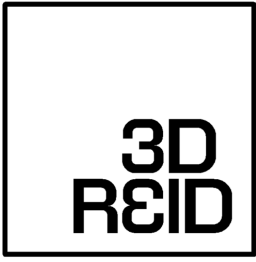
Client
OBI

Project
17 QUAY STREET MANCHESTER

Title
Basement PROPOSED

Scale	Size	Date	Drawn	Checked
1 : 100	A1	22/05/22	GL	NS

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Drawing No.	Rev.
220022-3DR-B1-DR-A-20101	P2



Notes

Do not scale from this drawing.

All dimensions are to be checked prior to construction and any discrepancies are to be identified to the Architect.

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LEGEND

- Reception
- Business Lounge / Offices
- F&B / Retail Unit
- WC's
- Circulation
- Risers

P2 10/09/22 Revised and issued for WS3 GL
P1 24/06/22 Issued for review GL

Revisions

Purpose Status Code
REVIEW **S3**

Client

OBI

Project

17 QUAY STREET
MANCHESTER

Title

Level 00 PROPOSED

Scale Size Date Drawn Checked
1 : 100 A1 22/05/22 GL NS

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Drawing No. Rev.
220022-3DR-00-DR-A-20102 P2

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updated 10/08/2022

	Existing NIA				Existing GIA		Net to Gross	Proposed NIA								Occupancy 1:10	Proposed GIA		Net to Gross	Gained NIA	
	Office		Reception					Office		Reception		F&B/retail		Cycle hub			Office/Reception/GF				
	sqm	sqft	sqm	sqft	sqm	sqft	%	sqm	sqft	sqm	sqft	sqm	sqft	sqm	sqft	sqm	sqft	%	sqm	sqft	
Basement					1267	13648								198	2130		1267	13648		198	2130
Ground floor	848	9,100	83	890	1198	12895	78	206	2210	112	1200	649	6980			20	1214	13060	80	36	400
1st floor	975	10,500			1164	12529	84	946	10180							94	1200	13010	79	-29	-320
2nd floor	1,000	10,760			1188	12787	84	1065	11470							106	1226	13201	87	65	710
3rd floor	955	10280			1134	12206	84	1065	11470							106	1226	13201	87	110	1190
4th floor	820	8820			997	10730	82	924	9952							92	1083	11664	85	104	1132
5th floor	765	8230			997	10730	77	924	9954							92	1083	11664	85	159	1724
Roof					128	1370											140	1500			
Total	5,363	57,690	83	890	8,073	86,895		5,130	55,236	112	1,200	649	6,980	210	2,260	510	8,439	90,948		643	6,966
Total building	Existing NIA 5446sqm 58580sqft				Existing GIA 8073sqm 86895sqft			Proposed NIA 6101sqm 65676sqft									Proposed GIA 8439sqm 90948sqft				
Car park spaces	42 existing		26+2 proposed																		

Appendix C

TRICS Office Person Trip Forecasts

Calculation Reference: AUDIT-715001-220927-0920

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

PERSON TRIPSSelected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
	CN CAMDEN	1 days
	HD HILLINGDON	1 days
	HM HAMMERSMITH AND FULHAM	1 days
	LB LAMBETH	2 days
02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	HF HERTFORDSHIRE	1 days
	SO SLOUGH	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days
	EB CITY OF EDINBURGH	1 days

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

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

Licence No: 715001

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 178 to 26639 (units: sqm)
 Range Selected by User: 178 to 120000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 02/03/22

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

Selected survey days:

Monday	6 days
Tuesday	5 days
Wednesday	4 days
Thursday	9 days

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

Selected survey types:

Manual count	24 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	8
Edge of Town Centre	16

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:

Commercial Zone	3
Development Zone	1
Residential Zone	2
Built-Up Zone	12
High Street	2
No Sub Category	4

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

Secondary Filtering selection:**Use Class:**

Not Known	24 days
-----------	---------

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	12 days
50,001 to 100,000	3 days
100,001 or More	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	3 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	3 days
500,001 or More	10 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	12 days
1.1 to 1.5	9 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	5 days
No	19 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	18 days
3 Moderate	1 days
4 Good	1 days
6a Excellent	1 days
6b (High) Excellent	3 days

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

LIST OF SITES relevant to selection parameters

1	BN-02-A-01 MOON LANE HIGH BARNET	OFFICES		BARNET
	Edge of Town Centre No Sub Category Total Gross floor area:		1366 sqm	
	Survey date: THURSDAY		11/11/21	Survey Type: MANUAL
2	CA-02-A-05 NEW ROAD PETERBOROUGH	OFFICES		CAMBRIDGESHIRE
	Town Centre Built-Up Zone Total Gross floor area:		8793 sqm	
	Survey date: TUESDAY		16/12/14	Survey Type: MANUAL
3	CN-02-A-03 FITZROY STREET FITZROVIA	PLANNING & ENGINEERING		CAMDEN
	Town Centre Built-Up Zone Total Gross floor area:		26639 sqm	
	Survey date: WEDNESDAY		06/12/17	Survey Type: MANUAL
4	DS-02-A-02 PRIME PARKWAY DERBY	REAL ESTATE DEVELOPERS		DERBYSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:		594 sqm	
	Survey date: THURSDAY		21/10/21	Survey Type: MANUAL
5	DU-02-A-01 GREENMARKET DUNDEE	OFFICES		DUNDEE CITY
	Edge of Town Centre Development Zone Total Gross floor area:		3200 sqm	
	Survey date: THURSDAY		27/04/17	Survey Type: MANUAL
6	EB-02-A-06 ST ANDREW SQUARE EDINBURGH	REGUS OFFICES		CITY OF EDINBURGH
	Town Centre Built-Up Zone Total Gross floor area:		4500 sqm	
	Survey date: WEDNESDAY		16/03/16	Survey Type: MANUAL
7	ES-02-A-12 VICARAGE LANE HAILSHAM	COUNCIL OFFICES		EAST SUSSEX
	Edge of Town Centre Built-Up Zone Total Gross floor area:		3640 sqm	
	Survey date: THURSDAY		26/11/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	ES-02-A-13 ROMAN ROAD HOVE	OFFICES		EAST SUSSEX
	Edge of Town Centre Residential Zone			
	Total Gross floor area:	280 sqm		
	Survey date: WEDNESDAY	04/07/18	Survey Type: MANUAL	
9	GM-02-A-08 FOUNTAIN STREET MANCHESTER	REGUS		GREATER MANCHESTER
	Town Centre Built-Up Zone			
	Total Gross floor area:	3960 sqm		
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL	
10	GM-02-A-09 NEW MOUNT STREET MANCHESTER	LEASED OFFICES		GREATER MANCHESTER
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	2500 sqm		
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL	
11	HD-02-A-10 MILLINGTON ROAD HAYES	DATA CENTRE		HILLINGDON
	Edge of Town Centre Commercial Zone			
	Total Gross floor area:	16350 sqm		
	Survey date: WEDNESDAY	02/03/22	Survey Type: MANUAL	
12	HF-02-A-04 STATION WAY ST ALBANS	OFFICES		HERTFORDSHIRE
	Edge of Town Centre Residential Zone			
	Total Gross floor area:	5000 sqm		
	Survey date: THURSDAY	02/10/14	Survey Type: MANUAL	
13	HM-02-A-01 QUEEN CAROLINE STREET HAMMERSMITH	REGUS OFFICES		HAMMERSMITH AND FULHAM
	Town Centre Built-Up Zone			
	Total Gross floor area:	2036 sqm		
	Survey date: MONDAY	13/11/17	Survey Type: MANUAL	
14	LB-02-A-01 DURHAM STREET VAUXHALL	START UP OFFICES & STUDIOS		LAMBETH
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	10200 sqm		
	Survey date: MONDAY	19/11/18	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

15	LB-02-A-02	MUSIC COMPANY	LAMBETH
	STREATHAM HIGH ROAD		
	STREATHAM		
	Town Centre		
	High Street		
	Total Gross floor area:	3054 sqm	
	Survey date: TUESDAY	05/11/19	Survey Type: MANUAL
16	MS-02-A-02	SCIENCE PARK OFFICES	MERSEYSIDE
	MOUNT PLEASANT		
	LIVERPOOL		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	11250 sqm	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
17	NF-02-A-02	FINANCIAL PLANNERS	NORFOLK
	NORTH QUAY		
	GREAT YARMOUTH		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	894 sqm	
	Survey date: MONDAY	11/09/17	Survey Type: MANUAL
18	NF-02-A-03	OFFICES	NORFOLK
	NORTH QUAY		
	GREAT YARMOUTH		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	5500 sqm	
	Survey date: TUESDAY	12/09/17	Survey Type: MANUAL
19	NY-02-A-01	SOLICITORS	NORTH YORKSHIRE
	NORTH PARK ROAD		
	HARROGATE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	178 sqm	
	Survey date: THURSDAY	04/10/18	Survey Type: MANUAL
20	NY-02-A-02	DISTRICT COUNCIL OFFICES	NORTH YORKSHIRE
	STATION ROAD		
	RICHMOND		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	1930 sqm	
	Survey date: THURSDAY	14/03/19	Survey Type: MANUAL
21	PS-02-A-01	COUNCIL OFFICES	POWYS
	SEVERN ROAD		
	WELSHPOOL		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	3920 sqm	
	Survey date: TUESDAY	12/05/15	Survey Type: MANUAL

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

Licence No: 715001

LIST OF SITES relevant to selection parameters (Cont.)

22	SO-02-A-01 HIGH STREET SLOUGH	COUNCIL OFFICES		SLOUGH
	Town Centre High Street			
	Total Gross floor area:	1800 sqm		
	Survey date: THURSDAY	27/02/14	Survey Type: MANUAL	
23	SO-02-A-02 BATH ROAD SLOUGH	COUNCIL OFFICES		SLOUGH
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	5050 sqm		
	Survey date: THURSDAY	27/02/14	Survey Type: MANUAL	
24	TW-02-A-07 MULGRAVE TERRACE GATESHEAD	OFFICES		TYNE & WEAR
	Town Centre Built-Up Zone			
	Total Gross floor area:	2090 sqm		
	Survey date: MONDAY	13/06/16	Survey Type: MANUAL	

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

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

Licence No: 715001

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.53

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	5415	0.586	23	5415	0.081	23	5415	0.667
08:00 - 09:00	24	5197	2.142	24	5197	0.201	24	5197	2.343
09:00 - 10:00	24	5197	1.886	24	5197	0.378	24	5197	2.264
10:00 - 11:00	24	5197	0.887	24	5197	0.597	24	5197	1.484
11:00 - 12:00	24	5197	0.665	24	5197	0.626	24	5197	1.291
12:00 - 13:00	24	5197	0.950	24	5197	1.349	24	5197	2.299
13:00 - 14:00	24	5197	1.262	24	5197	1.171	24	5197	2.433
14:00 - 15:00	24	5197	0.758	24	5197	0.665	24	5197	1.423
15:00 - 16:00	24	5197	0.428	24	5197	0.710	24	5197	1.138
16:00 - 17:00	24	5197	0.313	24	5197	1.093	24	5197	1.406
17:00 - 18:00	24	5197	0.178	24	5197	2.012	24	5197	2.190
18:00 - 19:00	23	5415	0.059	23	5415	1.033	23	5415	1.092
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.114			9.916			20.030

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

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

Appendix D

TRICS F&B Person & ServiceTrip Forecasts

Calculation Reference: AUDIT-715001-220928-0938

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

PERSON TRIPSSelected regions and areas:

01	GREATER LONDON	
	LB LAMBETH	1 days
03	SOUTH WEST	
	DC DORSET	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
12	CONNAUGHT	
	GA GALWAY	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 180 to 1300 (units: sqm)
 Range Selected by User: 75 to 2400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	3
Edge of Town Centre	3

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

Selected Location Sub Categories:

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

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

Secondary Filtering selection:

Use Class:

E(b) 6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	2 days

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

Travel Plan:

No 6 days

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	194	1.546	1	194	0.000	1	194	1.546
08:00 - 09:00	1	194	3.093	1	194	1.031	1	194	4.124
09:00 - 10:00	1	194	3.608	1	194	2.062	1	194	5.670
10:00 - 11:00	2	360	1.530	2	360	0.974	2	360	2.504
11:00 - 12:00	5	667	1.169	5	667	0.540	5	667	1.709
12:00 - 13:00	5	667	3.868	5	667	0.990	5	667	4.858
13:00 - 14:00	5	667	4.498	5	667	3.718	5	667	8.216
14:00 - 15:00	5	667	3.208	5	667	4.588	5	667	7.796
15:00 - 16:00	5	667	2.369	5	667	3.088	5	667	5.457
16:00 - 17:00	6	656	1.753	6	656	1.601	6	656	3.354
17:00 - 18:00	6	656	4.244	6	656	1.982	6	656	6.226
18:00 - 19:00	6	656	7.624	6	656	4.600	6	656	12.224
19:00 - 20:00	6	656	8.005	6	656	6.607	6	656	14.612
20:00 - 21:00	6	656	4.396	6	656	4.930	6	656	9.326
21:00 - 22:00	6	656	1.321	6	656	5.464	6	656	6.785
22:00 - 23:00	6	656	0.280	6	656	4.091	6	656	4.371
23:00 - 24:00	4	614	0.163	4	614	0.774	4	614	0.937
Total Rates:			52.675			47.040			99.715

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

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

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

Licence No: 715001

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

OGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 700 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00	1	950	0.000	0.000	1	950	0.000	0.000	1	950	0.000	0.000
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	1	194	0.000	0.000	1	194	0.000	0.000	1	194	0.000	0.000
08:00 - 09:00	1	194	0.000	0.000	1	194	0.000	0.000	1	194	0.000	0.000
09:00 - 10:00	1	194	0.000	0.000	1	194	0.000	0.000	1	194	0.000	0.000
10:00 - 11:00	4	345	0.073	0.508	4	345	0.073	0.508	4	345	0.146	1.016
11:00 - 12:00	7	521	0.000	0.000	7	521	0.000	0.000	7	521	0.000	0.000
12:00 - 13:00	7	521	0.000	0.000	7	521	0.000	0.000	7	521	0.000	0.000
13:00 - 14:00	7	521	0.000	0.000	7	521	0.000	0.000	7	521	0.000	0.000
14:00 - 15:00	7	521	0.000	0.000	7	521	0.000	0.000	7	521	0.000	0.000
15:00 - 16:00	7	521	0.000	0.000	7	521	0.000	0.000	7	521	0.000	0.000
16:00 - 17:00	8	531	0.024	0.165	8	531	0.024	0.165	8	531	0.048	0.330
17:00 - 18:00	8	531	0.000	0.000	8	531	0.000	0.000	8	531	0.000	0.000
18:00 - 19:00	8	531	0.000	0.000	8	531	0.000	0.000	8	531	0.000	0.000
19:00 - 20:00	8	531	0.000	0.000	8	531	0.000	0.000	8	531	0.000	0.000
20:00 - 21:00	8	531	0.000	0.000	8	531	0.000	0.000	8	531	0.000	0.000
21:00 - 22:00	8	531	0.000	0.000	8	531	0.000	0.000	8	531	0.000	0.000
22:00 - 23:00	8	531	0.000	0.000	8	531	0.000	0.000	8	531	0.000	0.000
23:00 - 24:00	6	651	0.000	0.000	6	651	0.000	0.000	6	651	0.000	0.000
Total Rates:			0.097	0.673			0.097	0.673			0.194	1.346

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
 LGVS
 Calculation factor: 100 sqm
 Estimated TRIP rate value per 700 SQM shown in shaded columns
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00	1	950	0.000	0.000	1	950	0.000	0.000	1	950	0.000	0.000
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	1	194	0.000	0.000	1	194	0.000	0.000	1	194	0.000	0.000
08:00 - 09:00	1	194	0.000	0.000	1	194	0.000	0.000	1	194	0.000	0.000
09:00 - 10:00	1	194	0.000	0.000	1	194	0.000	0.000	1	194	0.000	0.000
10:00 - 11:00	4	345	0.145	1.015	4	345	0.145	1.015	4	345	0.290	2.030
11:00 - 12:00	7	521	0.082	0.576	7	521	0.110	0.768	7	521	0.192	1.344
12:00 - 13:00	7	521	0.055	0.384	7	521	0.055	0.384	7	521	0.110	0.768
13:00 - 14:00	7	521	0.055	0.384	7	521	0.055	0.384	7	521	0.110	0.768
14:00 - 15:00	7	521	0.082	0.576	7	521	0.082	0.576	7	521	0.164	1.152
15:00 - 16:00	7	521	0.027	0.192	7	521	0.027	0.192	7	521	0.054	0.384
16:00 - 17:00	8	531	0.024	0.165	8	531	0.024	0.165	8	531	0.048	0.330
17:00 - 18:00	8	531	0.094	0.660	8	531	0.024	0.165	8	531	0.118	0.825
18:00 - 19:00	8	531	0.047	0.330	8	531	0.024	0.165	8	531	0.071	0.495
19:00 - 20:00	8	531	0.000	0.000	8	531	0.024	0.165	8	531	0.024	0.165
20:00 - 21:00	8	531	0.000	0.000	8	531	0.047	0.330	8	531	0.047	0.330
21:00 - 22:00	8	531	0.000	0.000	8	531	0.000	0.000	8	531	0.000	0.000
22:00 - 23:00	8	531	0.000	0.000	8	531	0.047	0.330	8	531	0.047	0.330
23:00 - 24:00	6	651	0.000	0.000	6	651	0.026	0.179	6	651	0.026	0.179
Total Rates:			0.611	4.282			0.690	4.818			1.301	9.100

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.

Contact

London

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

Bristol

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

Cardiff

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

Exeter

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

Birmingham

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

Manchester

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

Leeds

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

Bonn

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

Registered Office

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