

FRAMEWORK TRAVEL PLAN

Premier Inn Hotels and Dominvs Group

One Medlock Street, Manchester

October 2022

Framework Travel Plan
VN91290

Report control

Document: Framework Travel Plan

Project: One Medlock Street, Manchester

Client: Premier Inn Hotels and Dominvs Group

Job number: VN91290

File origin: N:\Vectos Job Data\2019\VN91290 Premier Inn, River St\Docs\Reports\2. TP 2022\VN91290 - 1 Medlock St, Manchester_TP v4.docx

Document checking

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Issue	Date	Status	Checked for issue
1	September 2022	V1	GD
2	12 October 2022	V2	GD
3	13 October 2022	V3	GD
3	18 October 2022	V4	GD

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1 Introduction

Background

- 1.1 Vectos has been appointed by Premier Inn Hotels and Dominvs Group to provide highways and transportation advice in relation to a planning application the following development:
- 1.2 *“The demolition of the existing hotel building and structures and the development of the site for office uses (Use Class E), flexible office/community use (Use Class E/F1/F2) and purpose-built student accommodation (Sui Generis) comprising two separate buildings, along with associated ancillary internal and external amenity space, hard and soft landscaping and associated highway works.”*
- 1.3 The proposed development would comprise the following:
 - 36,494sqm (GIA) of commercial office floorspace (Block A);
 - 284 long-stay cycle parking spaces for office occupiers;
 - 6 x Disabled Parking Bays for office users;
 - 30,590 (GIA) of Purpose-Built Student Accommodation (PBSA) floorspace (Block B);
 - 1,014 student accommodation units (Block B);
 - 293 sqm (GIA) of Flexible Ground Floor Community Space (Block B);
 - 434 long stay cycle parking spaces for students;
 - 2 x disabled car parking spaces for students;
 - Landscaping and public realm works.
- 1.4 The proposed site boundary and ground site plan is provided at **Appendix A** to this report.

Objectives

- 1.5 A Travel Plan is a long-term strategy for reducing dependence on travel by private car. It should reflect the following objectives which are intended to achieve current Government policy in respect to transport:
 - Minimise the number of single occupancy car journeys;
 - Promote alternative modes of travel other than the car;
 - Provide quality travel information on the mode choices available;
 - Present to occupiers the incentives available in choosing sustainable travel options;
 - Promote Active Travel modes to improve health;
 - Promote Car Sharing.
- 1.6 In addition, there are benefits to the local community which can be achieved through encouraging the use of sustainable transport. These include:
 - Improved air quality and less noise, dirt and fumes;
 - Walking and cycling can provide daily exercise and thus improve/maintain health; and
 - Increasing the modal shift from private motor vehicle to sustainable modes of transport can help reduce congestion on the local and national road network.

Report Detail

- 1.7 This Framework Travel Plan has been prepared to consider travel to and from the proposed development, covering both the office and PBSA elements, and should be read in conjunction with the Transport Assessment (TA) submitted in support of the planning application. It will include:
- A description of the existing transport conditions in the vicinity of the site;
 - A review of the opportunities for sustainable travel to and from the site;
 - A description of the key transport features of the proposed development;
 - Proposed Travel Plan Initiatives to be implemented for the development including those that would be specific to the office and PBSA elements;
 - A description of the proposed protocol for Travel Plan Administration, Monitoring and Review; and
 - An Action Plan to outline key actions and timescales.

2 Existing Transport Conditions

Overview

- 2.1 This section of the report provides information on the baseline conditions in the vicinity of the site. It provides a detailed overview of the existing site and its accessibility by sustainable modes of transport. The section also describes the local highway network and existing car parking facilities close to the site.

Existing Site

- 2.2 The Premier Inn site is located at the southern end of Medlock Street, bound by River Street to the north. Medlock Street to the east, Medlock Street Junction and Mancunian Way to the south, and the River Street Tower student accommodation development to the west. The site's main vehicular access is currently taken from the north via River Street. The site is currently in operation as a circa. 200 bed hotel, with a 113 space car park.
- 2.3 The location of the site is shown in **Figure 2.1**.



Figure 2.1: Site Location

Local Highway Network

A5103 Medlock Street

- 2.4 The A5103 Medlock Street, forming the eastern boundary of the site, is a key strategic route into Manchester City Centre from the south of Manchester. In the vicinity of the site, Medlock Street is circa. 14m in width and is subject to a 30mph speed limit.
- 2.5 It connects with the A57 Mancunian Way at the south-east corner of the site and this junction has been the subject of an improvement scheme which effectively completed in 2021 and delivers the following key features:
- widening of the slip roads on and off the Mancunian Way;
 - replacing the roundabout with two branching (spur) roads, allowing traffic from Princess Parkway into the city centre;
 - creating a new road to provide direct access onto the Mancunian Way from Princess Road;
 - replacing the existing network of underpasses with new, safer access for cyclists and pedestrians; and
 - landscaping, tree planting and providing a more pleasant environment for everyone.
- 2.6 Notably, the improvement scheme creates a more convenient environment for active travel in this area.
- 2.7 North from the junction, Medlock Street is provided with footways and street lighting to both sides of the carriageway. Heading north, side road junctions are formed with River Street (to the east and west), City Road East and Little Peter Street, before reaching the signal junction with Whitworth Street West.

River Street

- 2.8 River Street forms the northern boundary of the site and links to Medlock Street in the east and Garwood Street in the west. River Street is a one-way road in the westbound direction. River Street is circa 8m in width and is subject to a 20mph speed limit.
- 2.9 Footways of up to 4m in width are provided on both sides of the carriageway and these are observed to be in good condition. Some footway and public realm improvements have been delivered towards the western end of the road in association with the River Street Tower student accommodation development, including a new pedestrian refuge crossing of River Street at the junction with Garwood Street.
- 2.10 Pay & Display parallel parking bays provided along both sides of the carriageway, reducing the available carriageway width in places. A double yellow line traffic regulation order (TRO) is in place otherwise along the length of the street.

Garwood Street

- 2.11 Garwood Street is approximately 85m in length and 8m in width, providing connections to Great Jackson Street in the north and Medlock Street Junction / the A57 in the south. Footways and street lighting are provided along Garwood Street and there are three Pay & Display parking bays located along the western side of the road, with double yellow line restrictions present elsewhere. There have been some improvements to the public realm / footway along Garwood Street in conjunction with the River Street Tower development.

Shortcroft Street

- 2.12 Shortcroft Street extends for circa 80m between River Street and City Road East. The carriageway is circa 3m in width and footway is present along both sides of the carriageway although this is narrow along the eastern side. There is street lighting and there are dropped kerbs and tactile paving at both terminuses to facilitate crossing. The road is subject to a speed limit of 20mph and has double yellow TROs throughout its entire length.
- 2.13 There is a committed development scheme (One City Road – planning reference 128002/FO/2020) to the north of River Street that will deliver some amendments to Shortcroft Street, making it one-way in the northbound direction and widening the road to 4m and introducing a loading bay, six on-street parking bays and an improved public realm / footway along the eastern side of the road.

Existing Car Parking Provision

- 2.14 There are numerous public car parks within a short walk of the site, notably the First Street Q-Park multi-storey car park with 700 spaces, the NCP Hulme Street car park with 114 spaces and the NCP Bridgewater Hall car park with 288 spaces, all within 200m of the site. **Plan VN81029-G104** shows the location of the site in relation to public car parks within an 800m walk of the site illustrating that there are approximately 2,296 public car parking spaces within this short walk of the site.
- 2.15 Furthermore, there are on-street parking spaces available in proximity to the site. The site is located within Zone 4 of Manchester City Centre's Controlled Parking Zone (CPZ) where the pay-and-display parking charges are up to £7.50 for a maximum stay of ten hours on weekdays, with a £10.00 charge for all weekend. The CPZ charges are applicable on Mondays to Sundays between 08:00 and 20:00. Parking between 20:00 and 08:00 would then be free (subject to parking restrictions). On-street parking within Zone 4 and within a circa 10-min walk from the site includes the following streets, amongst others:
- River Street (directly north of the site): 13 bays
 - City Road East (90m from the site) – circa 43 bays;
 - Garwood Street (90m to the west of the site) – 3 bays;
 - Great Jackson Street (160m to the west of the site) – circa 73 bays;
- 2.16 On-street parking is therefore a potential option for accommodating parking demand generated by the proposed development.

Car Club Opportunities

- 2.17 Some people who do not own a car may require the use of a car on certain occasions. The Enterprise Car Club offers a cost-effective, hassle-free, and greener alternative to car ownership and traditional vehicle hire in Manchester. The car club allows users to view the availability of cars at designated parking bays throughout the city via a mobile application, where they can unlock and start driving their selected car on the spot.
- 2.18 At the time of writing, the nearest Car Club bay is located at Q-Park First Street, M15 4FN, which is around 300m to the east of the site. Cars 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 around £5.20 an hour. **Figure 2.2** shows the Enterprise Car Club locations across Manchester City Centre closest to the site.

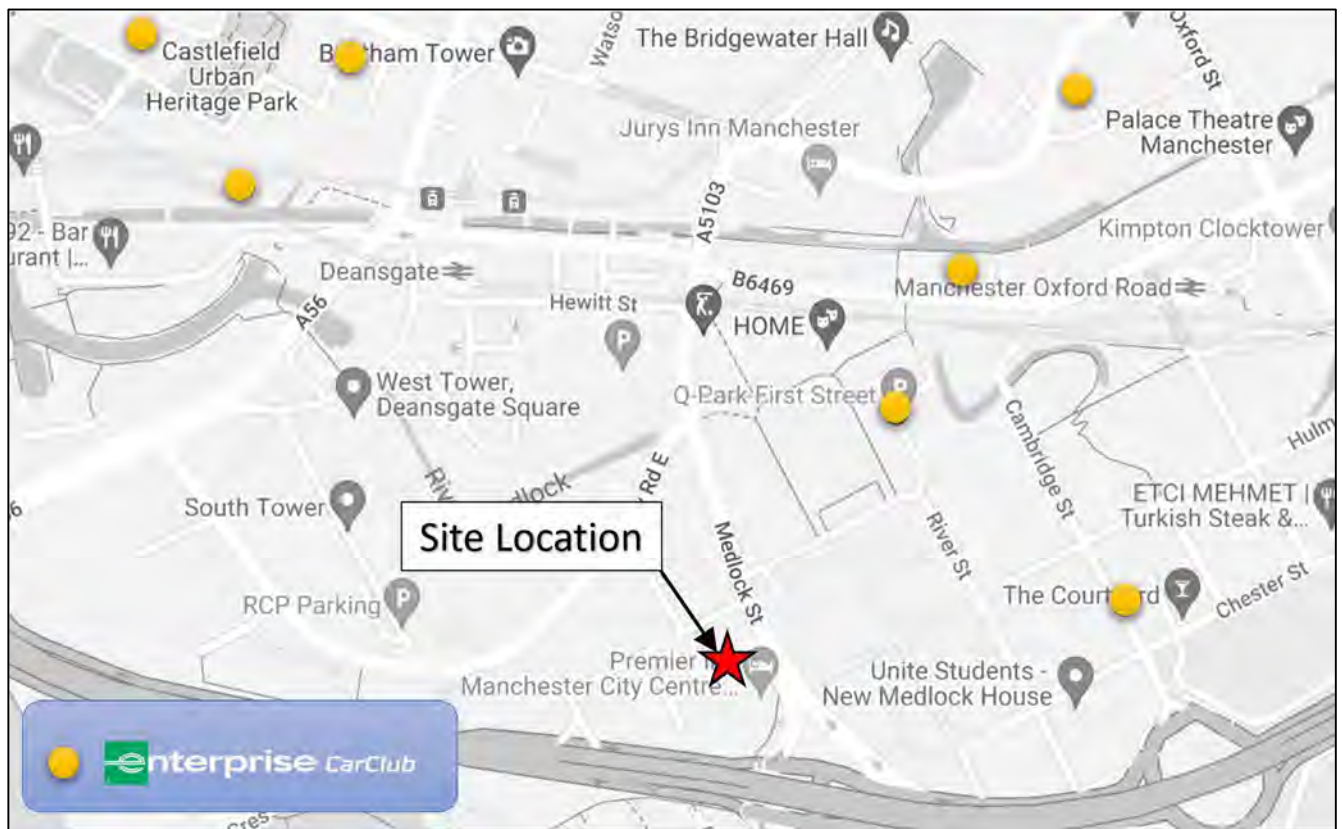


Figure 2.2: Enterprise Car Club Locations

Highway Safety Record

- 2.19 The online version of the TfGM accident database has been reviewed 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 2.3** shows the accident plot for the area surrounding the site, with the site itself indicated by the red star.

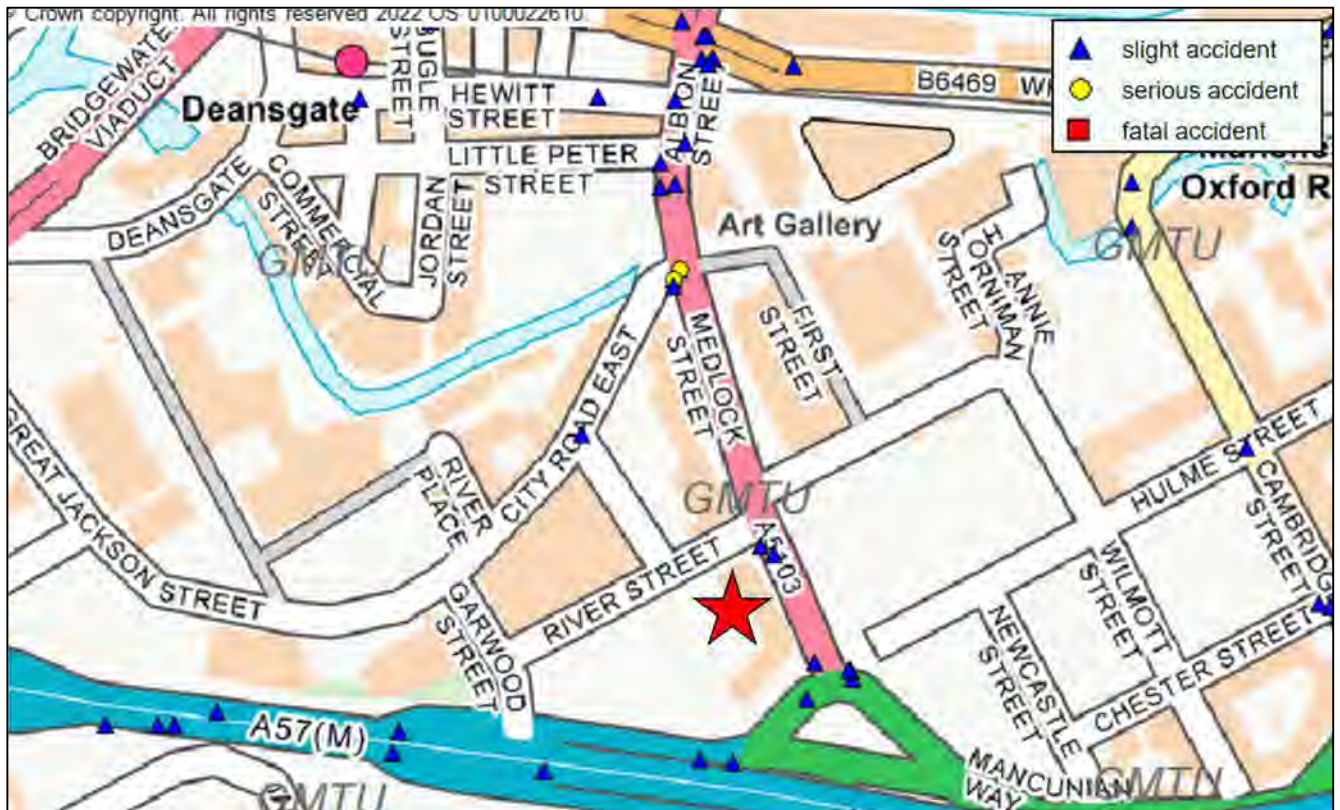


Figure 2.3: Accident Location Plot (extract from TfGM Interactive Map)

- 2.20 It can be seen from **Figure 3.2** that there have been no accidents on River Street in the vicinity of the site, whilst there have been two slight injury accidents which have occurred on the section of Medlock Street which forms the site's eastern boundary. Additionally, there have been two serious injury accidents and one slight injury accident at the junction between Medlock Street and City Road East to the north of the site.
- 2.21 Overall, given the moderately high volumes of vehicles and pedestrians in the area, it is considered that the number and severity of accidents is relatively low perhaps reflecting the lower traffic speeds in the area.
- 2.22 It is considered that there are no material prevailing road safety issues in the vicinity of the site that would call into question the suitability of the proposed development in terms of road safety.

Summary

- 2.23 The existing highway conditions in the vicinity of the site have been reviewed and it has been shown that the site benefits from being integrated within an established network of streets with good connections to the surrounding area. Recent improvements have been implemented including at the Medlock Street / Princess Street / Mancunian Way junction where improved cycle and pedestrian links have been provided, and at the western end of River Street where improved footway, public realm and a crossing facility have been provided.
- 2.24 There off and on-street parking opportunities in the area have been detailed, showing that there are a high number of potential parking spaces within a short walk of the site. Furthermore there are car hire opportunities within a short walk of the site.
- 2.25 The highway safety record for the roads surrounding the site has been reviewed and it is concluded that there are no material prevailing road safety issues in the vicinity of the site that would call into question the suitability of the proposed development in terms of road safety.

3 Sustainable Accessibility Review

- 3.1 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. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 3.2 The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian Accessibility
 - Cycle Accessibility
 - Public Transport Accessibility

Accessibility on Foot

- 3.3 The key destinations for students living at One Medlock Street are trips to the Manchester Universities and amenities within the City Centre. The Institute of Highways and Transportation states that a maximum acceptable walking distance for pedestrians without mobility impairment to adult education facilities is 2km. Most buildings of the University of Manchester/UMIST/MMU campuses are between a 1km-1.5km (12-18minute) walk from the One Medlock Street site while the Birley Field Campus is around a 5minute walk.
- 3.4 The route to the Universities has been dramatically improved with Medlock Roundabout improvements which have removed the underpasses, opened up the spaces and with environmental improvements enhanced the pedestrian environment making these routes convenient, safe and suitable for students of the new building to make the short walk to the campuses.
- 3.5 The site is also within a short walk of Manchester City Centre, its many amenities, and the main public transport interchanges, which is convenient for office workers arriving by bus, train or tram. The 500m, 1km and 2km walk catchment from the site is illustrated in **Dwg VN91290-G102** demonstrating that practically all of Manchester City Centre, its facilities, amenities and opportunities, as well as the University Campuses are all within a short walk.

- 3.6 Guidance from the Building Research Establishment Environmental Assessment Method (BREEAM) UK New Construction 2018 consultation states that Transport Assessments and Travel Plans should include reporting on the number and type of amenities within 500m of the site (based on current Tra 02 criteria) to obtain credits. The number and type of existing accessible amenities within 500m of the site can be summarised in **Table 3.1**.

Amenity	BREEAM Criteria / Type	Distance from Site (m)
First Street (comprising restaurants, supermarkets, cinema, bars, a hotel, open space)	Appropriate food outlet Access to an outdoor open space Access to recreation / fitness	190m
Deansgate Locks (comprising restaurants and bars)	Appropriate food outlet	340m

Table 3.1: BREEAM TRA02 Criteria

- 3.7 The existing pedestrian facilities in the vicinity of the site are of a good standard. Footways are provided in the vicinity of the site with both formal and informal crossing facilities providing connectivity to the adjacent residential areas and Manchester City Centre.
- 3.8 There are footways provided along both sides of Medlock Street which can be used to access local transport facilities including bus, train and tram. There is a pedestrian refuge provided across Medlock Street approximately 150 metres north of the site and signal-controlled crossing facilities at the improved Medlock Street / Mancunian Way / Princess Road junction at the south-east corner of the site. There is also a signalised pedestrian crossing provided at the Medlock Street / Whitworth Street West junction to enable the safe crossing of pedestrians.
- 3.9 As part of the development proposals, there are also plans to enhance the public realm surrounding the site such as improving paving, lighting and landscape features which would promote ease of access and improve pedestrian amenity.
- 3.10 Overall, it is considered that the pedestrian network in the area surrounding the site facilitates connectivity with a number of key services and therefore ensures walking can be actively promoted as a sustainable mode.

Accessibility by Cycle

- 3.11 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). Within a 5km (20min) cycle ride a cyclist can access the whole of Manchester City Centre, Old Trafford, Chorlton, Salford University, Pendleton, Cheetham Hill, Miles Platting, Ardwick, Rusholme including all the Universities and Manchester Royal Infirmary.
- 3.12 An extract of a cycle map produced by TfGM is provided in **Figure 3.1** for the area in the vicinity of the site.



Figure 3.1: TfGM Cycle Map Extract

- 3.13 It can be seen from **Figure 3.1** that there are traffic-free cycle routes close to the site along with on-road routes and 20mph zones that help create legible routes for cyclists between the site and the surrounding areas including the city centre, rail stations and the Oxford Road corridor.

- 3.14 Route 6 on the National Cycle Network (NCN) can be accessed from the north and the south via the B6469 Whitworth Street West and directly from the A5103 Medlock Street onto Princess Road.
- 3.15 Overall, it is considered that the location of the site, in combination with existing infrastructure, will enable cycling to be positively promoted as a sustainable mode with facilities suitable for a range of cycle abilities.
- 3.16 To encourage people to travel to and from the site by cycle, there will be cycle parking spaces provided within the development.

Accessibility by Public Transport

- 3.17 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.
- 3.18 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 (see **Figure 3.2**). This is a particular strength of the site, which offers strong multi-modal links to the city centre.

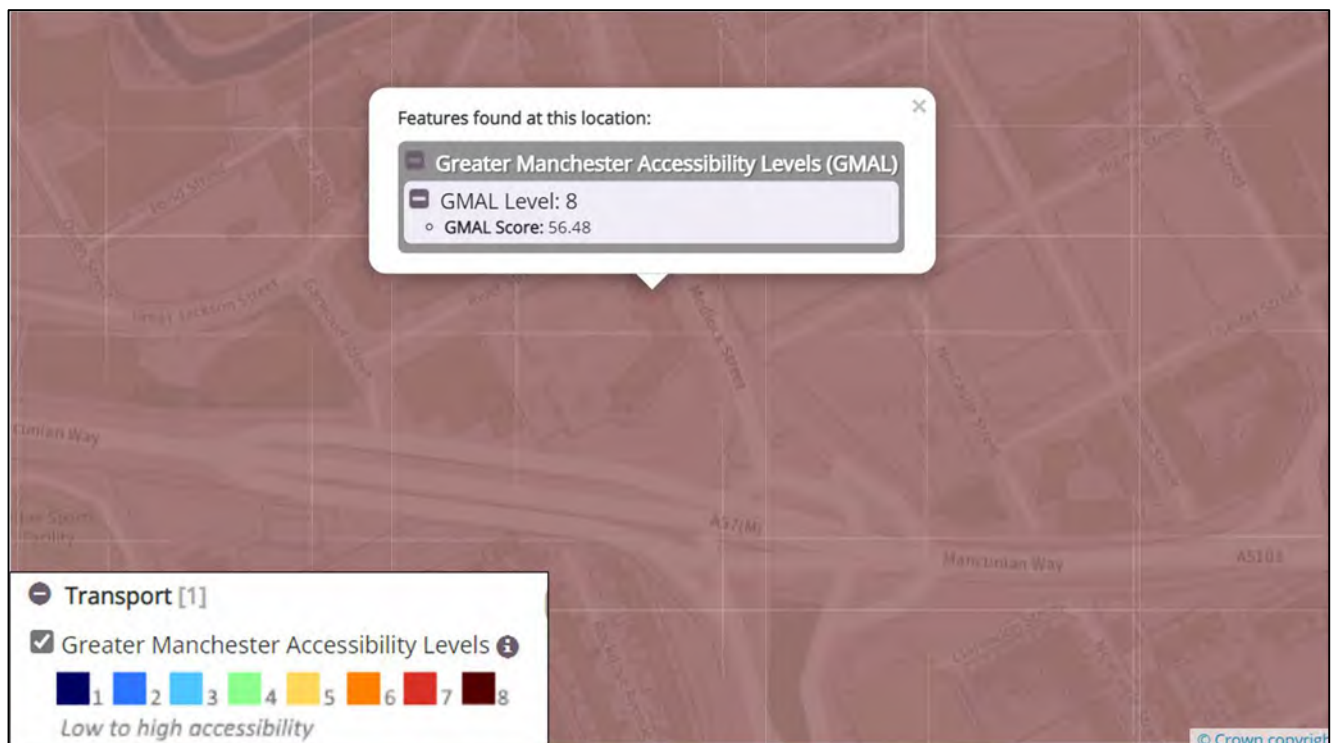


Figure 3.2: GMAL Map Showing Site Accessibility Level

- 3.19 An extract from the TfGM public transport map for the city centre is shown in **Figure 3.3** with the site location highlighted. This shows that the site is close to public transport services including bus rail and tram.



Figure 3.3: TfGM Public Transport Map Extract

Accessibility by Bus

- 3.20 The IHT document 'Guidelines for Planning for Public Transport in Developments' (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400m, and preferably be no more than 300m.
- 3.21 The closest bus stops are located on Medlock Street within 100 metres of the site. The southbound stop provides a flag post bus stop sign while the northbound stop provides a bus shelter with seating and timetable information. The existing footways along River Street and Medlock Street can be used to access both bus stops.
- 3.22 A summary of the bus services that serve these stops is presented in **Table 3.2**.

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

Table 3.2: Bus Frequency at Stops within 400m of the Site

- 3.23 **Table 3.2** highlights that there is one high frequency bus route which serves the stops on Medlock Street. This bus service can be used to access residential areas southwest of the site and can be used to access Piccadilly Gardens.
- 3.24 There are other bus services that operate from stops within a realistic walking catchment from the site on Whitworth Street and Oxford Road, including:
- City Centre Free Bus 3, the free city centre shuttle bus, every 20 minutes in the evening Mon-Fri and every 15 minutes Saturday evening;
 - X50 to The Trafford Centre, every 30 minutes; and
 - Various services along the Oxford Road corridor linking to South Manchester e.g. the 41, 42, 43, 44, 85, 86.
- 3.25 Overall, it is considered that there are excellent opportunities for travel to and from the site by bus. The services available within a short walk of the site serve a wide range of destinations and are suitable for a variety of trip purposes.

Accessibility by Metrolink

- 3.26 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 direct services operating to Manchester Piccadilly, Manchester Victoria, Manchester Airport, East Didsbury, Eccles, Altrincham, Bury, Rochdale Town Centre and Ashton-under-Lyne.
- 3.27 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 around 06:00 and 00:00, the Airport line operates from 03:00 from Deansgate Castlefield.
- 3.28 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.
- 3.29 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

Accessibility by Rail

- 3.30 Deansgate railway station is the closest rail station located adjacent to the tram stop and is just under 500 metres (approx. 6-minute walk) northwest of the site. This station provides an interchange between train and tram services with a pedestrian only bridge connecting the tram and train platforms.
- 3.31 Services from Deansgate are operated by Northern trains with services operating to Manchester Piccadilly, Manchester Oxford Road, Alderley Edge, Blackpool North, Warrington Central, Barrow-in-Furness, Blackpool North and Preston. Services operate Monday to Sunday.
- 3.32 This station can be accessed using the existing pedestrian network surrounding the site.

- 3.33 Oxford Road railway station is located just under 800 metres (approx. 10-minute walk) northeast of the site and provides frequent train services to major destinations such as Liverpool Lime Street and Manchester Airport.
- 3.34 Overall, it is considered that the rail facilities offered from Deansgate and Oxford Road 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.

BREEAM Public Transport Accessibility Index

- 3.35 Guidance from the BREEAM UK New Construction 2018 consultation states that Transport Assessments and Travel Plans should include reporting on the public transport accessibility (i.e. Tra 01 – proximity to train, bus etc. stops and frequency of services) to obtain credits. This includes calculation of the Accessibility Index (AI) of the site.
- 3.36 Based on Tra 01 standards, a compliant transport node is defined as any bus service with a stop within 650m and any railway station within 1,000m of the assessed building's main entrance, measured via a safe pedestrian route (not 'as the crow flies').
- 3.37 The AI score for the proposed office development is **19.71** which is considered to be a high score.

Disabled Access Assessment

- 3.38 The proposed development will offer disabled parking spaces within the site, which will provide for convenient access to the development for blue badge holders accessing the site by car. Additionally, there are on-street car parking spaces on River Street that blue badge holders can use for free and for an unlimited time. There are spaces on the southern side of River Street, from which visitors would not need to cross the road to access the buildings. For disabled people arriving by taxi, there is space for drop off activity on River Street close to each of the building entrances and space on Edge Street within the site to drop off.
- 3.39 Disabled access via non-car modes will be enhanced through the proposed public realm improvements that will be delivered around the proposed buildings. These will include increased public realm space and landscaping, reducing the dominance of motor vehicles on River Street. Furthermore, a new controlled pedestrian crossing facility of Medlock Street north of River Street is proposed, which is a committed scheme being delivered in conjunction with a different development in the area. A drawing showing the proposed pedestrian crossing is provided at **Appendix A** to this report. This new pedestrian crossing will improve the crossing experience for disabled people.
- 3.40 The 256 bus that operates along Medlock Street uses easy access buses with low floors to assist disabled people in accessing the bus. All Metrolink trams and tram stops are accessible for wheelchair users.

Summary

- 3.41 The site is in a sustainable location and is ideally placed to be able to positively promote and encourage trips by walking, cycling or public transport, rather than being reliant on the private car.

4 Development Proposals

Overview

- 4.1 The planning application description of development is as follows:

The demolition of the existing hotel building and structures and the development of the site for commercial (Use Class E) and purpose-built student accommodation (Sui Generis) comprising two separate buildings, along with associated ancillary internal and external amenity space, hard and soft landscaping and associated highway works.

- 4.2 The accommodation schedule for the proposed development is as follows:

- 36,494sqm (GIA) office floorspace; and
- 1,014 student accommodation units.

- 4.3 A copy of the proposed site layout plan is provided at **Appendix B** to this report. It can be seen from the plan that there are significant public realm improvements proposed for the area surrounding the site including wider footways with new street tree planting along Medlock Street and improved and widened footways / public realm area to the site frontage on River Street.

- 4.4 There will be a low level of car parking provided on site with two disabled spaces provided for the student accommodation building and six disabled spaces for the office building.

Proposed Access

Vehicle Access

- 4.5 There will be two vehicle access points into the site from River Street, connected within the site to create a loop road around the proposed student accommodation building. The westernmost of these access points onto River Street will be approximately in the location of the existing Premier Inn car park access at the western edge of the site. This is known as Edge Street and will provide access to the front of the proposed student accommodation building including the two proposed disabled car parking spaces there, and will act as the service route for servicing vehicles to access the service yard to the rear of the building.
- 4.6 An additional access will be created running between the two proposed buildings and providing access to the service area and the disabled parking spaces for the office building. The proposed access will emerge onto River Street. Junction visibility at this proposed junction is good owing to the straight alignment of River Street and the low vehicle speeds along River Street will help to ensure this is a safe junction arrangement.

Pedestrian and Cycle Access

- 4.7 The main pedestrian access to the office building will be at the north-east corner of the building facing onto the junction of River Street and Medlock Street. An area of public realm will be provided in front of the main entrance and will accommodate some cycle parking stands for short-stay cycle parking activity.
- 4.8 The student accommodation building will have the main pedestrian access points on the River Street frontage and on the Edge Street frontage, both facing onto areas of new public realm. Edge Street will become a route open to the public.
- 4.9 Long-stay cycle parking will be provided within each building. The office building will provide 284 long stay cycle parking within the basement level. The student accommodation building will provide 434 long stay cycle parking at ground and mezzanine floors. External cycle parking is provided on River Street for visitors and the general public to use.
- 4.10 A plan of the Access Strategy is given in **Figure 4.1**.



Figure 4.1 Access Strategy

Public Realm Improvements

- 4.11 Public realm improvements form a key part of the proposals, and these will deliver an enhanced environment along part of Medlock Street and River Street adjacent to the site. The improvements will tie in with the vision for the wider area which includes a new pedestrian crossing facility of Medlock Street north of River Street, which is a committed scheme being delivered in conjunction with a different development as described previously in **Appendix A**. This new pedestrian crossing will improve safe crossing for pedestrians in the area.
- 4.12 The proposed public realm improvements to be delivered in conjunction with the development scheme will include quality new surfacing, landscaping features including new street trees and much larger footways and public realm spaces to help prioritise pedestrian movements.
- 4.13 Alterations will be made to River Street to reduce the width of the carriageway, further helping to reduce the dominance of motor vehicles in this area. There will also be some associated reconfiguration of on-street car parking spaces on River Street but with no loss of spaces compared to the current provision as shown in **Figure 4.2** below.

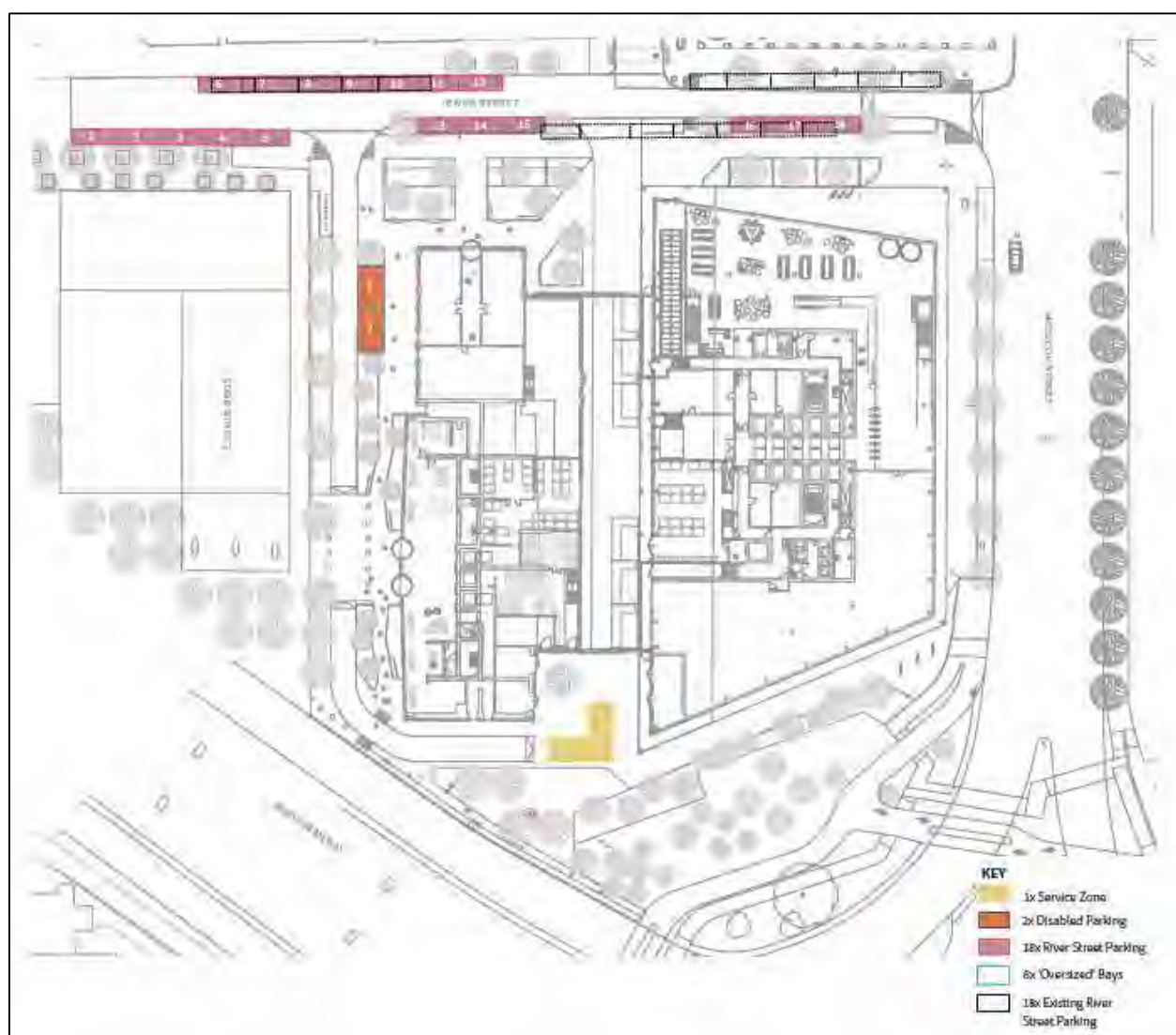


Figure 4.2 Parking Proposals

Car Parking Provision

- 4.14 Student accommodation is sui generis and City of Manchester Core Strategy does not have a specific parking standard for student residential development. The proposed student accommodation building will be provided with two disabled parking spaces on Edge Street within the site but will be otherwise car-free and this is appropriate as car ownership amongst students is generally low, and the site's highly accessible location offers every opportunity to generate trips by walking, cycling and public transport. The provision of car parking within the site is therefore not essential as it is unlikely that the majority of student occupants will have regular use of a vehicle.
- 4.15 The parking restrictions on the surrounding streets effectively regulate the no vehicle parking policy. Parking is permitted on some local streets in the vicinity of the site providing limited stay pay and display. There are also public car parks within a short walk of the site providing potential parking opportunities for those visiting the site, as identified in section 3 of this report.
- 4.16 It is expected that there would be some stipulation within tenancy agreements to ensure students did not bring vehicles into the area during their occupancy period and the management team would oversee this.
- 4.17 The proposed office building will be provided with six disabled car parking spaces but will be otherwise car-free. This level of car parking provision within the site is supported in policy terms, with the City of Manchester Core Strategy defining parking for office developments in terms of maximum standards and promoting development in locations with the highest levels of sustainable accessibility. The low parking provision is also appropriate given the existing car parking opportunities within a short walk of the site, as detailed in section 3 of this report, with over 2,000 off-street spaces having been identified within a walkable catchment including the First Street Q-Park multi-storey car park with 700 spaces. A good supply of on-street spaces is also provided within the area.
- 4.18 The low-parking provision for the office development is complemented by its excellent accessibility to public transport, cycle parking provision and behavioural change measures as described in the Travel Plan.

Cycle Parking Provision

- 4.19 Long-stay cycle parking will be provided within each building. The office building will provide 284 long stay cycle parking spaces within the basement level. This is in excess of the minimum amount recommended within the Manchester Core Strategy cycle parking standards of 1 space per 200 sq.m.
- 4.20 The student accommodation building will provide long stay cycle parking at ground and mezzanine floors. A total of 434 spaces are proposed, equating to provision at 42% of units. Manchester City Council does not have cycle parking standards for PBSA, and sites will be judged on a case-by-case basis however from a review of other approved PBSA planning applications on Manchester City Council's planning portal, it is shown that provisions between 8-29% cycle parking spaces per bedroom have been accepted. An example of these planning applications can be seen in **Appendix D**. The proposed cycle parking provision at 42% of units is therefore considered to be relatively high for this type of development and should help to promote travel by cycle.
- 4.21 Short-stay cycle parking will also be catered for with cycle stands located within the public realm areas.

5 Travel Plan Initiatives

- 5.1 This Framework Travel Plan is a working document and is recognised as being the first stage in the Travel Plan process. This is primarily because the site is yet to be fully constructed and occupied. It is noted that the low car parking provision within the development site, and particularly for the PBSA, will mean that inherently there will be a vast majority of trips to and from the site being undertaken by sustainable modes. Notwithstanding, the Travel Plan will seek to maximise the appeal and convenience of sustainable travel to both staff and student groups at the development.
- 5.2 The following measures are expected to be delivered through the Travel Plan by the Travel Plan Co-ordinator(s).
- 5.3 As far as possible, the measures outlined below are designed to be suitable for review and monitoring. The list, however, is not exhaustive and the Travel Plan Co-ordinator(s) should investigate other potential initiatives which could be beneficial based on circumstances at the time.
- 5.4 It is anticipated that some initiatives will be more relevant to the office development whilst others will be more relevant to the PBSA development. Most however will be common to both.
- 5.5 It is important for the Travel Plan to be flexible to changing circumstances and innovations. Once it has been implemented, the Travel Plan Co-ordinator will be encouraged to investigate and adopt other potential initiatives to increase the attractiveness of making journeys to the site by non-car modes where appropriate.

Travel Plan Coordinator

- 5.6 The Travel Plan will be managed by the Travel Plan Coordinator. The role of the Travel Plan Coordinator will be to manage the implementation of the Travel Plan and associated action plan. The role will also include evaluating and reporting on the effectiveness of the Travel Plan.
- 5.7 A Travel Plan Co-ordinator will be appointed prior to the proposed new development being occupied.
- 5.8 The Travel Plan Co-ordinator will ultimately be appointed by the developer. Vectos will act as the interim Travel Plan Co-ordinator for the development with a site Travel Plan Co-ordinator appointed within 3 months of occupation. The operator of the PBSA block may then assume the responsibility for their Travel Plan, therefore there may ultimately be separate Travel Plan Coordinators for each of the two blocks.

Travel Information Boards

- 5.9 Travel Information Screens can be provided in the reception areas which will include automatic updates on the travel situation using information from TfGM and transport providers. In addition, notice boards in communal areas such as kitchens will include timetable information and other information as provided in the 'Welcome Pack'.
- 5.10 The Travel Plan Co-ordinator will publicise relevant events such as 'Bike Week' to encourage staff / students to participate wherever possible.

Walking Measures

- 5.11 Many amenities including Manchester main University campuses and the City Centre are within walking distance of the site. Public realm improvements in the area will reduce the dominance of the motor vehicle creating a more pleasant environment for pedestrians.
- 5.12 Measures to further encourage walking as part of a multi-modal journey might include:
- Review of local pedestrian facilities to ensure that access widths are appropriate and gradient changes allow for comfortable wheelchair and mobility impaired access;
 - Provision of umbrellas in reception areas;
 - Simple review of local street furniture such as bollards, seating to ensure locations are appropriate and do not introduce hazard to visually impaired. Where appropriate white strips can be affixed to bollards and tactile paving used to warn of hazards such as steps; and
 - Travel Plan Co-ordinator liaison with the Highway Authority and First Street Developer to ensure that potential pedestrian walking routes are appropriately maintained and signed.

Cycling Measures

- 5.13 Cycling is promoted with secure cycle parking provided within the development and public realm improvements in the area to reduce the dominance of the motor vehicle. Further measures to encourage cycling might include:
- Promote the financial benefits of the Cycle to Work scheme (see overleaf);
 - Option for partnership with local cycle store which may facilitate the provision of vouchers or discounts for employees / students;
 - Practical advice on cycle maintenance, safety information and local route information;
 - Advertisement of a local bicycle user group to new employees / students;
 - Special travel events could be promoted at the site (e.g. Cycle to Work Day); and
 - The Travel Plan Co-ordinator to liaise with the Highway Authority to ensure that cycle routes are appropriately maintained.



Provide savings for employees while boosting your green credentials

As part of a Government initiative to promote green transport, Workplace Bikes offers attractive tax and National Insurance savings for both employers and employees.

How it works

Workplace Bikes encourages employees to cycle to work, with a salary sacrifice arrangement providing savings on the cost of a bike and accessories. Employees sign up for 12 or 18 months hire agreement, either during an enrolment window of your choice or as an any-time benefit.

It's fast, easy and free to set up a Workplace Bikes scheme. We offer full support at every stage, including expert salary sacrifice advice and ongoing account management.

Cycle-to-work schemes can contribute to workforce wellbeing, assist with congestion and parking issues and help minimise carbon footprint ... so there are plenty of reasons for making Workplace Bikes part of your benefits package.

Key benefits for employees:

- ✓ Basic-rate taxpayers save 32% in tax and National Insurance, with even higher savings for higher-rate taxpayers.
- ✓ We offer access to all of the UK's top bike brands, catering for entry-level cyclists and enthusiasts.
- ✓ Employees can also take advantage of seasonal promotions, exclusive discounts and a price match promise.
- ✓ Cycles can be selected online, through a Halfords store or from an extensive network of independent stores.
- ✓ Free 6-week service and safety check.

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- ✓ Standardised cycle pricing across the country, ensuring equality for employees.
- ✓ Hassle-free options for managing transfer of ownership at the end of the hire period.
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Public Transport Services

- 5.14 As previously noted, there are bus stops located on Medlock Street in close proximity of the site and other services stop within walking distance. In addition, the site is within a 5-10 minute walk of the Metrolink and Rail station at Deansgate Castlefield and
- 5.15 The use of public transport can be promoted as part of a multi-modal journey. Measures to encourage bus, tram and train usage include:
- Up to date information provided on bus, tram and train services, including route information and service frequencies, available to employees through links such as: <https://my.tfgm.com/#/planner/>
 - <http://www.nationalrail.co.uk/>
 - The Travel Plan Co-ordinator to liaise with the Local Authority and the public transport operators to ensure that information remains valid;
 - The Travel Plan Co-ordinator to bring to the bus, tram and rail operators' attention any issues raised to ensure that the potential for the use of these services to the site is maximised; and
 - Promote Travel Discount offers and TravelCards such as 'Get me There'.

New Staff / Student Welcome Pack

- 5.16 As part of the Travel Plan initiative to promote sustainable transport as a preferred option to the private car, it is important to provide adequate transport information for each employee / student on the site. Based on the above, the 'Welcome Pack' will be provided to all staff. The pack will include information on sustainable transport facilities as contained in the Accessibility Section of this Travel Plan.
- 5.17 The 'Welcome Pack' will include details on the intentions of the Travel Plan and why the Travel Plan has been produced, as well as contact details for the Travel Plan Co-ordinator. The packs will include current information on sustainable modes of transport such as:
- Health and financial benefits associated with use of sustainable forms of transport;
 - Walking and cycling routes in the area;
 - Site-specific information on public transport (e.g. location of nearby bus stops / railway stations and which services are available from them);
 - Travel Plan Coordinator contact details, links to useful website with appropriate public transport information, car share schemes, etc.

Taxis

- 5.18 A list of local taxi companies contact details will be available within the Travel Pack.

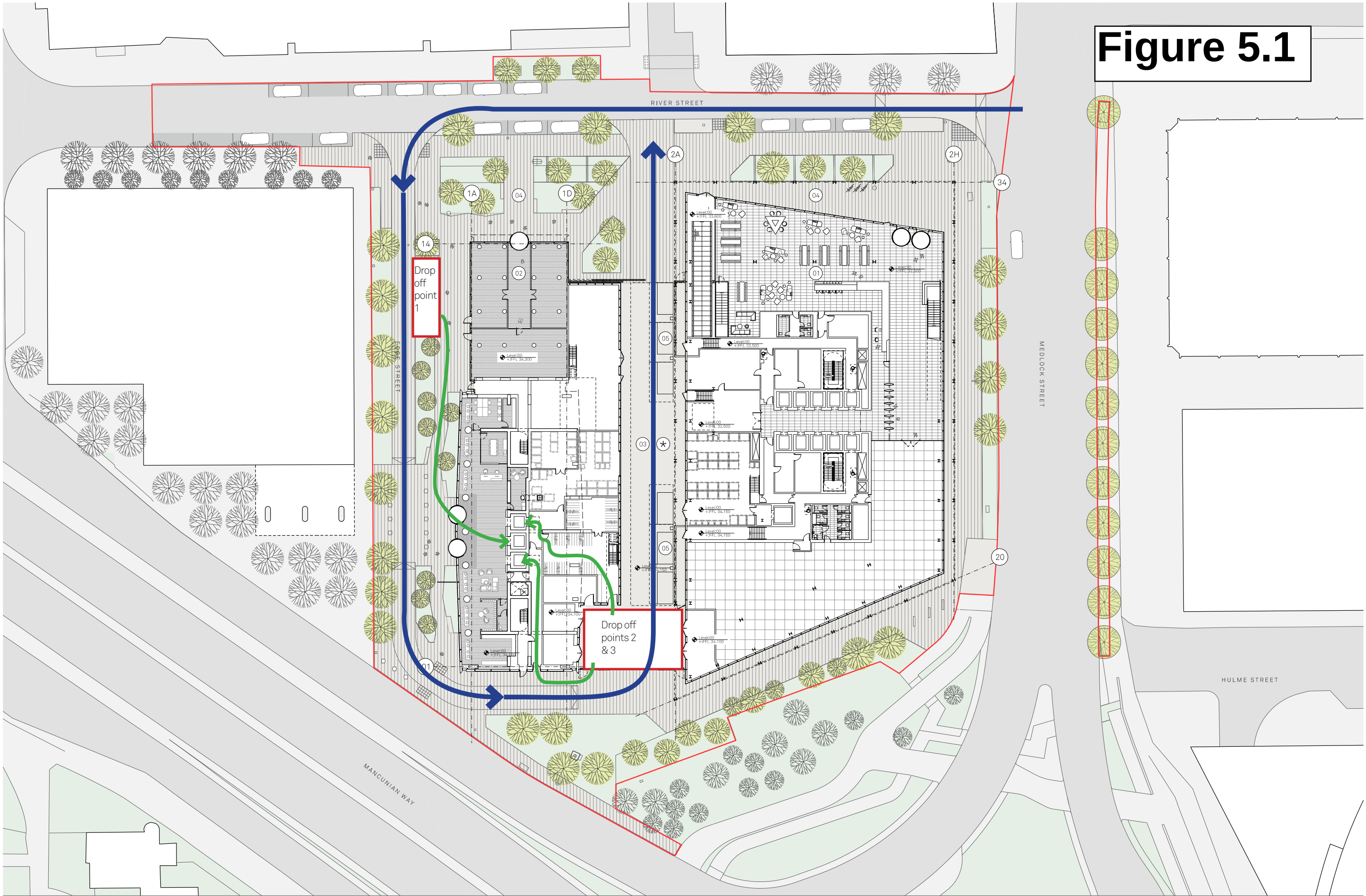
Car Sharing

- 5.19 Given the proximity to other office developments in the vicinity, a car sharing scheme could be proposed for employees administered using a local database via a community website or alternatively there may be opportunities to use an internet-based scheme such as www.carsharegm.com.
- 5.20 It should be highlighted that by car sharing, employees will not be expected to make every trip by this method if it does not suit their work patterns or home commitments. Car sharing for just one or two trips a week is very beneficial and will be encouraged if this is more suitable.
- 5.21 The Travel Pack will advertise at least one link to a website where the cost of owning and running a car can be calculated. This is intended to highlight the often unseen costs of owning a car.

Student Arrival and Departure Management Plan

- 5.22 There is a time period which need particular consideration for the highway operation and that is period when students are being dropped off at their accommodation at the start of term or are being picked up at the end of term. Given the large number of students on site, any arrivals in cars by parents or others needs to be managed.
- 5.23 A Management Plan will be developed by the operator of the PBSA to include details of how vehicular movements will be managed for the arrival and departure of students at the start and end of each academic year and that they can be controlled to avoid any problems of traffic congestion in the area associated with this activity.
- 5.24 All students taking up accommodation will be informed of the car parking limitations and restrictions in place in the vicinity of the site. This information will be provided as part of the travel information pack sent to each student before the start of the academic year together with details of the sustainable travel opportunities for arrivals and departures.
- 5.25 Upon gaining a tenancy, the students will be required to contact the management team to agree an appointment move in date and time. At this point students will be notified of the limited parking availability on site and the accessibility by modes other than the car. Each student will be allocated a specific time slot in which they must arrive to take occupancy of their room. It will be stressed to each student that the time slot must be adhered to, in order to ensure a smooth check in and to minimise any localised disruption in terms of traffic congestion and vehicular movements.
- 5.26 The plan of the drop off areas is shown in **Figure 5.1** overleaf.

Figure 5.1



Notes:

Site Application Boundary

01

Block A

02

Block B

03

Service area

04

Proposed landscaping

05

Internal parking bays & electrical charging points

06

External parking bays & electrical charging points

★

Service area - surface finish to match external context.

For further information please refer to the landscape strategy drawings

Project Name:

One Medlock Street

Drawn:

HM

Checked:

MH

Details:

H

Title:

Ground Floor Proposed Site Plan

Status:

Planning

Issued for Planning:

07/10/22

Scale:

1:250 @ A1

Project:

100

Drawing No:

_MP_02_2200

Rev:

H

Jon Matthews Architects

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- 5.27 The main periods for moving in/out will be at weekends or off-peak periods. The management team will employ additional staff to assist in traffic management these days.
- 5.28 During this period vehicles will be able to enter the site and offload the student's baggage into a secure dedicated at the ground level of the accommodation or in the service yard area. Generally, the students will not be allowed to offload their belongings immediately into their allocated bedroom. This requirement will limit the amount of time taken to off load any vehicles, and upon completion of offloading, the vehicle must be immediately moved away from site and park in the nearby QPark First Street car park.
- 5.29 Information will be provided to students on all public car parks within the locality that can be used for longer periods of parking post drop off.
- 5.30 Generally, students will vacate at different times as they usually depart upon completion of their exams which spreads the demands over many weeks. Experience shows that disruption during the checking out process is generally minimal, however students will be required to book a time slot where they can arrange for a vehicle to enter the site and collect their belongings.
- 5.31 MCC Highways Department will be advised of the arrival and departure dates for the students, and they will be provided with contact details for a member of the management team should an issue arise.

Enterprise Car Club

- 5.32 Enterprise Car Club operates within Greater Manchester and offers a large number of car parking bays across the city. Details of the nearest locations to the site are provided in section 2 of this document. The Travel Plan Co-ordinator will highlight the availability of Enterprise Car Club to the new occupiers and facilitate demonstrations if required.

Off-Street Car Parking

- 5.33 The Travel Plan recognises that there may be demand for long stay, employee or visitor car parking associated with the site. Therefore, information relating to local car parking facilities will be provided as part of welcome packs.
- 5.34 In addition, employees will be offered personalised journey planners (coordinated with TfGM). As an on-going part of the monitoring process, the 'Welcome Pack' will be reviewed and updated annually, with any information regarding changes, such as a change in a public transport timetable, being passed on to all the appropriate staff via an appropriate form of communication. This will be the responsibility of the Travel Plan Co-ordinator.

6 Administration, Monitoring and Review

Administration

Management

- 6.1 The administration of the Travel Plan will initially be the responsibility of a Travel Plan Co-ordinator. The Travel Plan Co-ordinator can be part of the site management team or an external provider and can provide employees / students with details of the environmental, social and health benefits to be gained by using sustainable transport modes. They should be the first point of contact for employees / students and other outside organisations in all matters regarding travel.
- 6.2 This post will run for the lifetime of the Plan which is typically five years with duties of the Travel Plan Co-ordinator generally including:
- The operation of the Plan;
 - Management of the allocated budget;
 - Maintenance of a database containing existing travel information;
 - Monitoring of the Travel Plan;
 - The preparation of subsequent update Travel Plan reports for submission to the Local Authority;
 - Liaison with the Local Authority Travel Plan Co-ordinator (where appropriate);
 - Liaison with Public Transport providers (where appropriate);
 - Promotion of the Travel Plan; and
 - Promotion of travel events.
- 6.3 The Action Plan for the implementation of the Travel Plan is discussed in subsequent sections of this document.

Monitoring

- 6.4 The Travel Plan is a strategy which can evolve over time. It is important that the Plan is a flexible document that is responsive to change, although the underlying objectives of the Plan, which are to educate and facilitate travel by sustainable modes, will not change.

Baseline

- 6.5 Travel surveys and counts are to be conducted to determine the baseline from which the effectiveness of the Travel Plan will be evaluated. These could be supplemented by a questionnaire survey for employees / students.
- 6.6 It is envisaged that the first questionnaire surveys will be issued to employees / students as part of the Travel Pack. An example of a staff Travel Survey is provided in **Appendix C**.
- 6.7 Within 6 months of first occupation, that survey data will be collected and analysed. This will establish the baseline upon which to set targets and monitor progress.
- 6.8 The surveys should be repeated on an annual basis if required (for a five-year period). The outputs of an on-going monitoring programme will be used to inform the content of the subsequent updated Travel Plan reports and will encompass the following elements:
- Monitoring the use of cycle parking;
 - Monitoring the demand for additional cycle parking;
 - Monitoring the take up of a potential car share scheme;
 - Monitoring of the Travel Plan budget and spending; and
 - Recording of comments/observations received on transport and travel to the site.
- 6.9 A programme of monitoring and review will be designed to generate information by which the success of the Plan can be evaluated. Monitoring and review will be the responsibility of the Travel Plan Co-ordinator.

Targets

- 6.10 Following the establishment of the baseline, a full Travel Plan for the site will be produced which will include targets (to be agreed with the Local Authority).
- 6.11 It is envisaged that targets will be set for the percentage of trips by sustainable modes over a five-year period. It may be possible to increase the number of walking and cycling trips by a percentage (to be agreed) over a five-year period to assist with general health and wellbeing.
- 6.12 An initial set of targets for the office development and the PBSA development have been developed based upon baseline modal share expectations.

- 6.13 For the office development, the initial modal share targets have been derived from the latest TfGM report regarding trips into Manchester City Centre during the morning peak. The latest report is from 2019 and can be accessed via the TfGM website:

<https://tfgm.com/commercial/transport-surveys-research/reporting>

- 6.14 The modal share derived from this dataset is summarised in **Table 6.1**.

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

Table 6.1: Initial Employee Travel Mode Share Target

- 6.15 For the student travel targets, modal share information derived from the TRICS database has been used as an initial guide. The TRICS output is provided at **Appendix D** to this document and the modal share targets summarised in **Table 6.2**.

Mode	Percentage Share
Car	6%
Bus / Metrolink	30%
Rail	17%
Cycle	3%
Walk	44%
Total	100%

Table 6.2: Initial Student Travel Mode Share Target

- 6.16 The above targets are initial baselines from which to make useful judgements about modal share at the opening of the development, but a bespoke set of future targets for the Travel Plan will be developed based upon the results of the travel plan survey of employees and students.

Review

- 6.17 The first review will be 12 months after completion of the full Travel Plan and will include production of a brief Travel Plan review report. This will be submitted to the Local Authority for information.
- 6.18 After the initial review, a further update should be carried out annually, which would include the submission of a summary report to the Local Authority. This should continue for a period of five years. The review of the Plan might include:
- Analysis of the latest travel survey responses;
 - Review of the Travel Plan budget and spending;
 - The latest bus, cycle, and walking route information;
 - Consideration of any subsequent development or new transport provision in the local area and its implications for the Plan;
 - Review of targets for the future year;
 - Any additional measures, any changes/refinements to existing measures; and
 - Evaluation of the success of the various measures implemented to date.

7 Draft Action Plan

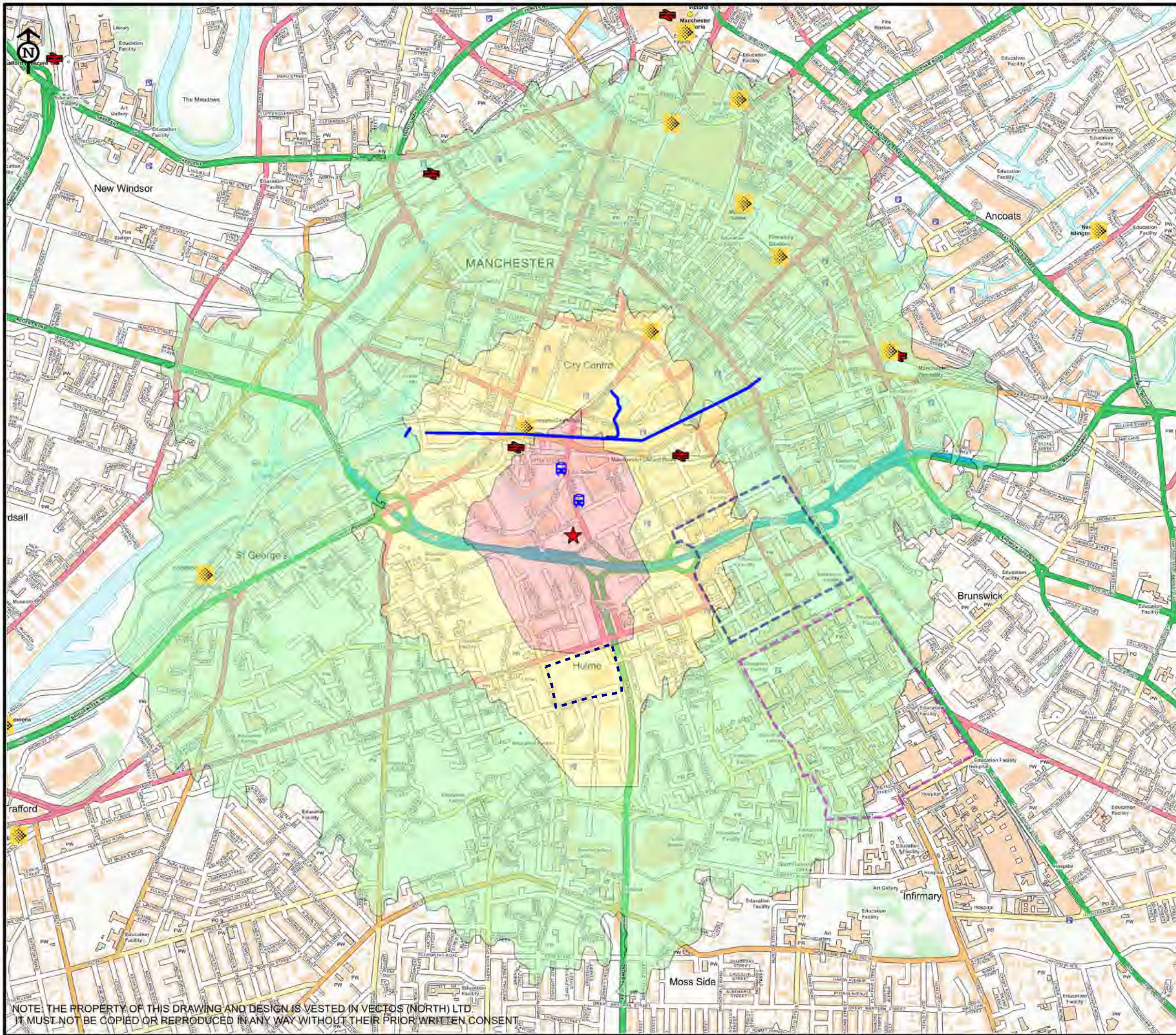
7.1 The following list describes the proposed measures that are to be taken to help achieve the Travel Plan objectives. The measures can be developed in the form of an Action Plan as outlined in **Table 7.1** overleaf. The Action Plan should:

- Include a time frame for each action to provide a clear approach for the implementation of the Travel Plan;
- Name the person who is to be responsible for making sure the actions are accomplished; and
- Include a range of measures of varying degrees of complexity. It is important to ensure that all measures are attempted and that not just the easiest measures are achieved.

Measure	Target Date	Ownership
Prior to Construction		
Appointment of Travel Plan Coordinator	As per planning approval	Developer
During Construction		
Installation of on-site infrastructure for sustainable travel including cycle parking.	As per planning approval	Developer
Construct quality pedestrian links to access the site.	As per planning approval	Developer
Set up Travel Plan budget.	As per planning approval	Developer
Sales Phase		
Sustainable travel information included within initial information pack.	During sales period	Developer
Sales and marketing staff to be made aware of sustainable travel options.	During sales period	Developer/Sales Staff
Investigate potential for community website	During sales period	Travel Plan Coordinator
Establish contact with local cycle store	During sales period	Travel Plan Coordinator
Upon Occupation (Short Term)		
Provision of Travel Packs for employees & students	Upon individual occupation	Occupier's Travel Plan Coordinator
Baseline travel data to be analysed	Within 6 months of first occupation	Occupier's Travel Plan Coordinator
Promote benefits of walking and cycling – make health benefits clear via 3 rd party promotional material	Upon individual occupation	Occupier's Travel Plan Coordinator
Advertise car sharing initiatives and active travel information	Upon individual occupation	Occupier's Travel Plan Coordinator
During Occupation (Medium Term)		
Conduct further travel surveys/travel questionnaires (if considered appropriate)	On-going	Occupier's Travel Plan Coordinator
Manage Travel Plan budget and make employees / students aware of ongoing initiatives	On-going	Occupier's Travel Plan Coordinator
Advertise travel events such as Dr Bike and national travel days to encourage participation	On-going	Occupier's Travel Plan Coordinator
Ensure travel information is periodically kept up to date and made available for employees	On-going	Occupier's Travel Plan Coordinator
Complete annual review for Local Authority for 5 years following first occupation	On-going	Occupier's Travel Plan Coordinator

Table 7.1: Action Plan

Drawings



Legend

- ★ Site Location
- Bus Stop
- Canal Towpath
- Metrolink
- National Rail
- University of Manchester (Approximate Extent of Main Campus)
- Manchester Metropolitan University (Approximate Extent of Main Campus)

Walking Catchment

- 0 - 500m
- 500m - 1km
- 1km - 2km

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CLIENT:

Premier Inn Hotels and
Dominus Group

PROJECT TITLE:

One Medlock Street

DRAWING TITLE:

Pedestrian Walking Catchment

SCALE:

N.T.S

DRAWN:

CJ

CHECKED:

GD

DATE:

Oct 2022

vectos.

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SLR

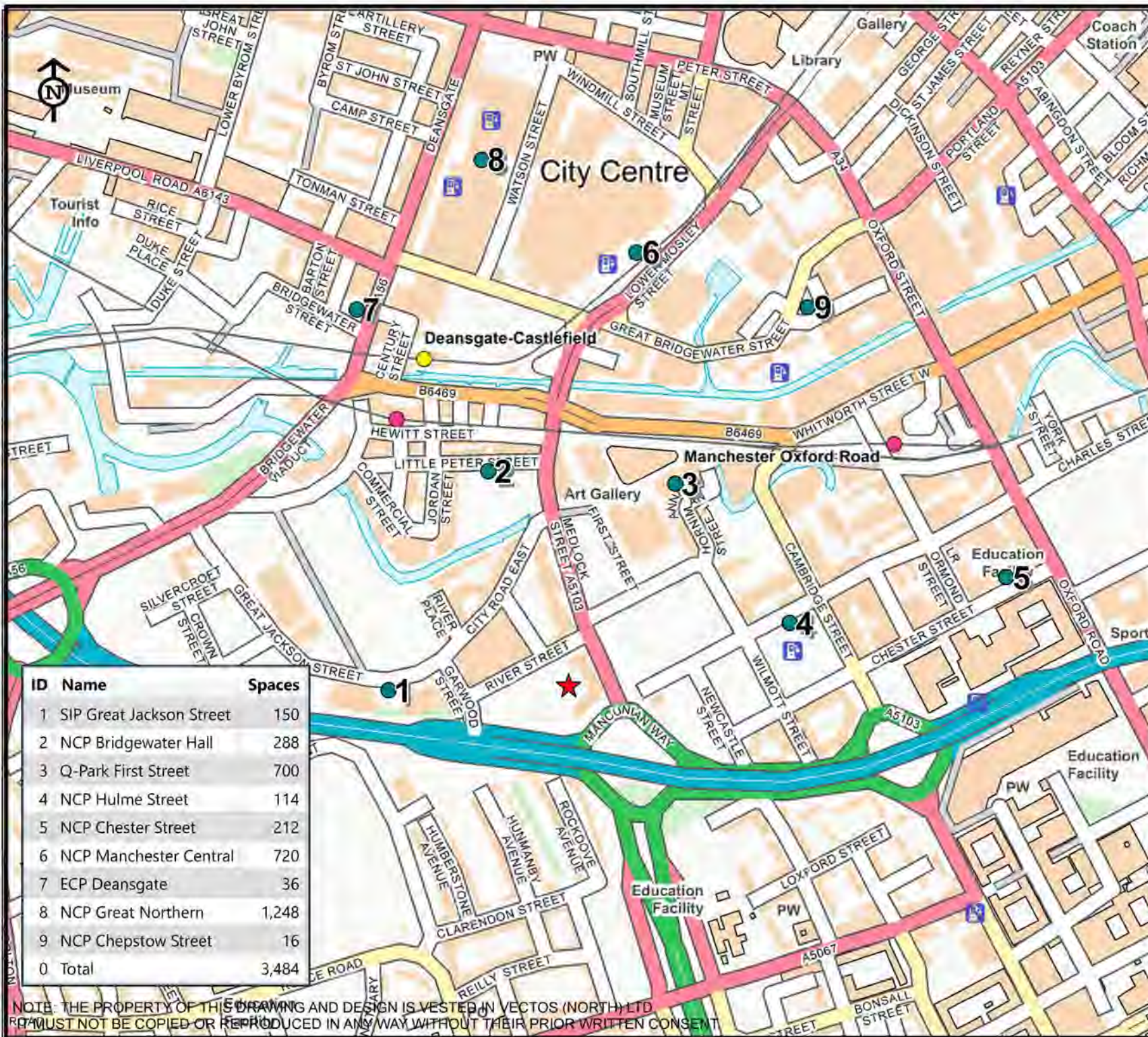
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t:0161 228 1008 e:manchester@vectors.co.uk

DRAWING NO:

VN91290-G102

REVISION:

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Legend

- ★ Site Location
- Car Park

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CLIENT:
**Premier Inn Hotels and
Dominus Group**

PROJECT TITLE:
One Medlock Street

DRAWING TITLE:
**Public Car Parks within
800m Catchment**

SCALE:
N.T.S

DRAWN: CJ	CHECKED: GD	DATE: Oct 2022
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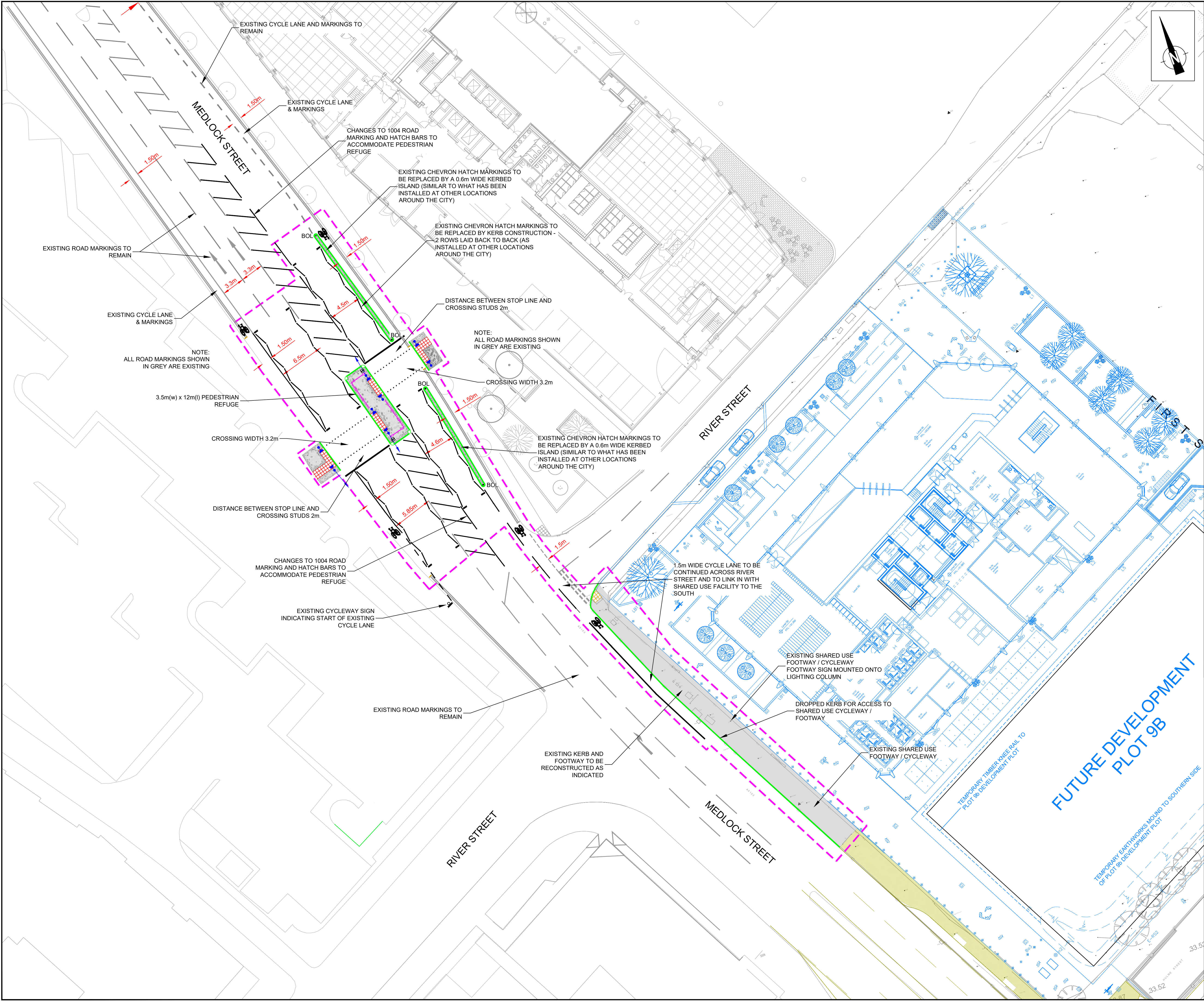
REVISION:

ID	Name	Spaces
1	SIP Great Jackson Street	150
2	NCP Bridgewater Hall	288
3	Q-Park First Street	700
4	NCP Hulme Street	114
5	NCP Chester Street	212
6	NCP Manchester Central	720
7	ECP Deansgate	36
8	NCP Great Northern	1,248
9	NCP Chepstow Street	16
0	Total	3,484

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Appendix A

Committed Pedestrian Crossing Scheme – Medlock Street



- NOTES
1. DO NOT SCALE FROM DRAWINGS.
 2. THE HIGHWAY AUTHORITY IS MANCHESTER CITY COUNCIL.
 3. ALL HIGHWAY WORKS TO BE TO ADOPTABLE STANDARDS AND SHALL COMPLY FULLY WITH THE LOCAL AUTHORITY SPECIFICATION AND WHERE NECESSARY THE RELEVANT SECTIONS OF THE DMRB, SPECIFICATION FOR HIGHWAY WORKS (SHW) AND BRITISH STANDARDS.
 4. NO DEVIATION FROM THE DETAILS SHOWN IS PERMITTED WITHOUT PRIOR APPROVAL OF THE ENGINEER.
 5. ALL DIMENSIONS AND LEVELS ON PLANS ARE IN METRES
 6. UNLESS NOTED OTHERWISE.
 7. THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH
 8. ALL OTHER CONTRACT DRAWINGS, SPECIFICATIONS AND DOCUMENTATION RELATING TO THE SECTION 278 WORKS.
 9. ALL STATUTORY CONSENTS, OPENING NOTICES ETC. AS REQUIRED UNDER HIGHWAYS AND WATER INDUSTRY ACTS, ARE TO BE OBTAINED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF THE WORKS (UNLESS OTHERWISE STATED). ALL WORKS ARE TO BE INSPECTED BY THE LOCAL AUTHORITY, NHBC OR STATUTORY AUTHORITY AS APPLICABLE.
 10. THE PRESENCE OF STATUTORY UNDERTAKERS EQUIPMENT IN THE HIGHWAY SHOULD BE VERIFIED BY THE CONTRACTOR ON SITE PRIOR TO STARTING ANY WORKS. THE LOCATION OF STATUTORY PLANT SHOWN ON ANY PLANS IS INDICATIVE ONLY AND SHOULD NOT BE RELIED UPON FOR THE LOCATION OF ANY PIPEWORK OR CABLEING. THE CONTRACTOR SHOULD CONFIRM THE LOCATION OF ALL UTILITY ASSETS BY HAND DUG TRIAL TRENCHES PRIOR TO COMMENCING ANY WORKS. ALLOWANCE FOR THE PRESENCE OF ALL APPROPRIATE UTILITY PROTECTION/DIVERSION MEASURES IS TO BE PUT IN PLACE BY THE CONTRACTOR (UNLESS STATED OTHERWISE)
 11. THIS DRAWING IS SUBJECT TO DETAILED DESIGN AND HA TECHNICAL APPROVALS

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

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

AWAITING TECHNICAL APPROVAL

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

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

Drawing Status	PRELIMINARY ISSUE	Subsidiary	S4
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CfA
Centre for Assessment
ISO 9001
173345

Client	FIRST STREET (DEVELOPMENTS) LTD
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Project Title	FIRST STREET, PLOT 9
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Drawing Title	GENERAL ARRANGEMENT PROPOSED PEDESTRIAN CROSSING MEDLOCK STREET
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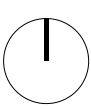
Scale	1:250	Designed	JF	Drawn	IW	Checked	SR	Authorised	SR
Original Size	A1	Date	20/04/22	Date	20/04/22	Date	20/04/22	Date	20/04/22
Drawing Number	VD20344	Project Ref. No.	VD20344	Revision	C				
Rev	1	Rev	1	Rev	1	Rev	1	Rev	1

Appendix B

Proposed Site Layout Plans



Notes:
 Site Application Boundary



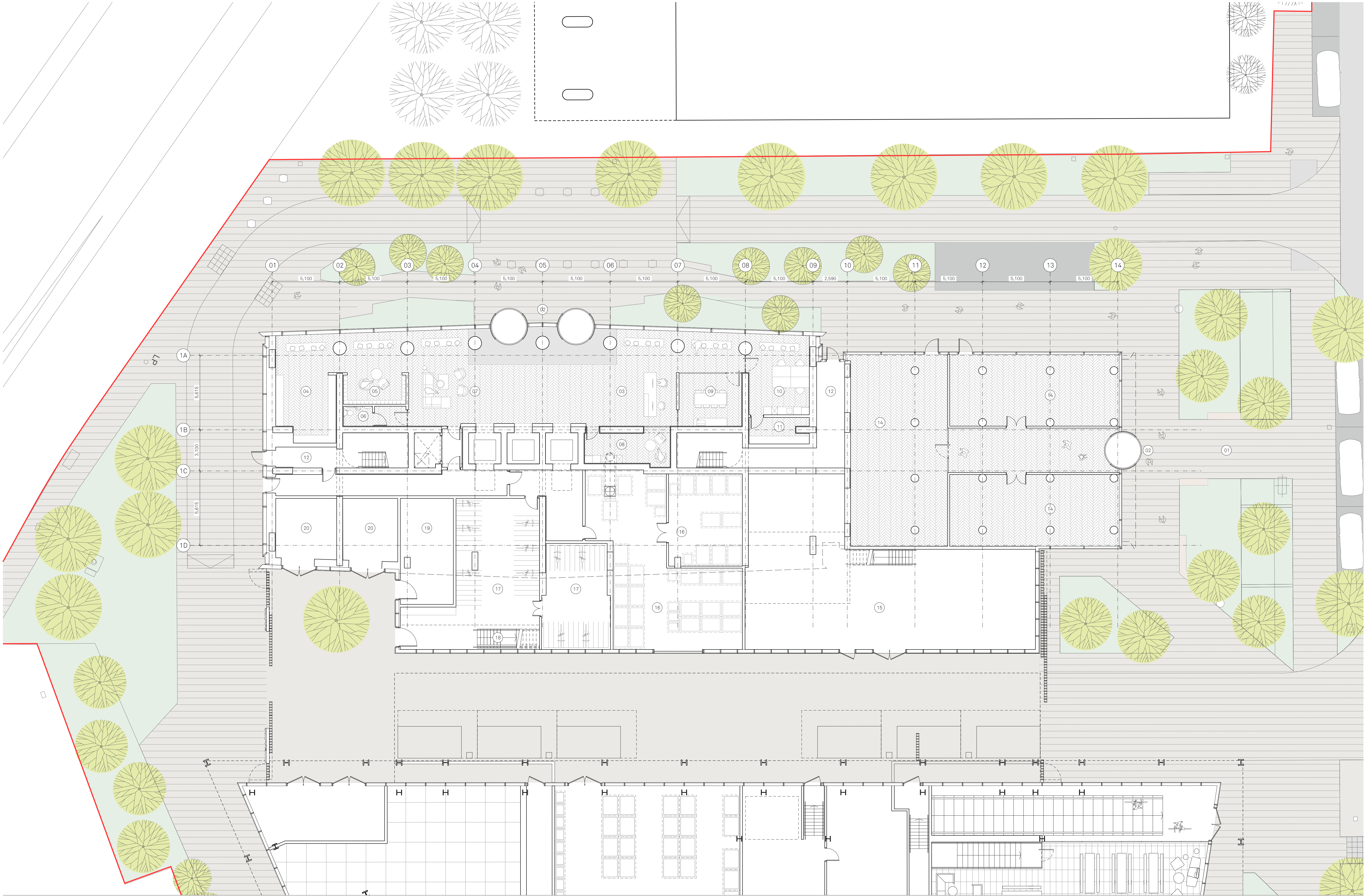
Project Name: One Medlock Street		Title: Existing Site Plan		Scale: 1:500 @ A1	
Drawn: DK	Checked: MH	Status: Information	Project: 100	Drawing No: _MP_00_1001	Rev: -
Details: - 25/08/22 Issued for Information					

Jon Matthews Architects

Union, 2-10 Albert Square, Manchester, M2 6LW

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Notes:

PLAN KEY:

- | | | | | | | |
|------------------|---------------|-----------------|------------------|---|----------------|------------------------------------|
| 01 Public realm | 04 Post room | 07 Waiting area | 10 Main office | 13 Potential space required for commercial sprinkler tank | 16 Plant | 19 Stairs to mezzanine cycle store |
| 02 Main entrance | 05 Post boxes | 08 Staff room | 11 Security room | 15 Refuse area | 17 Cycle store | 19 LV Switch room |
| 03 Reception | 06 WC | 09 Meeting room | 12 Escape route | 14 Community space | 20 Substation | |

DRAFT

NOTES:

All structural / service coordination ongoing and to be developed post issue. All structural sizes TBC by SE

Area requiring further structural and/or MEP coordination

Project Name:
One Medlock Street

Drawn: HM
Checked: JM
Details: B

Title:
Ground Floor General Arrangement Plan

Status: Information

Project: 100

Issued for Information

Scale: 1:125 @ A1

Drawing No: B1_02_2200

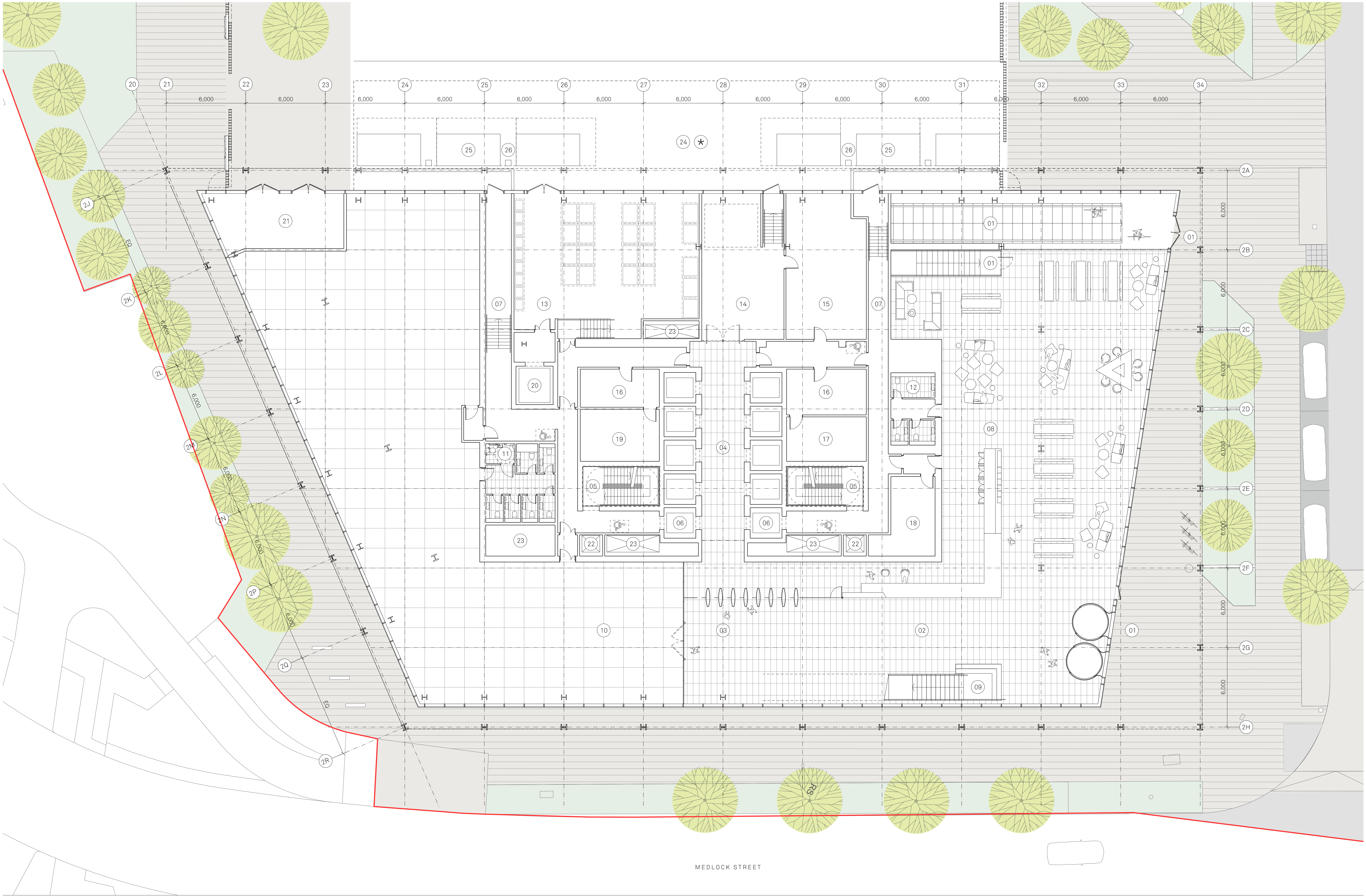
Rev: B

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Appendix C

Sample Staff Travel Survey

One Medlock Street Travel Survey

Please complete this Survey by _____

10

- 1 Name* _____
Providing your name is not essential but it does help us target measures in the right areas.

11

- 2 Home Postcode/Street name

- 3 Gender
1 ☐ Male 2 ☐ Female

- 4 Age
1 ☐ Under 25 4 ☐ 45-54
2 ☐ 25-34 5 ☐ 55 or Over
3 ☐ 35-44

- 5 Is your work?
1 ☐ Full Time 2 ☐ Part Time

12

- 6 What are your normal start/finish times?

Days _____ Start Time _____

Finish Time _____

13

If you have other variable working hours please specify

- 7 On your normal trip to work, which form of transport do you usually use?

- 1 ☐ Car (as driver on my own)
2 ☐ Car (as passenger or as driver with passenger)
3 ☐ Bus
4 ☐ Train
5 ☐ Tram
6 ☐ Motorbike
7 ☐ Bicycle
8 ☐ Walk
9 ☐ Other (specify)

10 ☐ If you travel by different modes on different days/times of the year please specify

- 8 How long does it normally take you to travel to work?

- 1 ☐ 0 to 15 minutes
2 ☐ 16 to 30 minutes
3 ☐ 31 to 60 minutes
4 ☐ 61 to 90 minutes
5 ☐ More than 90 minutes

- 9 Do you have a Disability that may affect your travel arrangements?

1 ☐ Yes 2 ☐ No

Do you require a Disabled Parking Space

1 ☐ Yes 2 ☐ No

If you have indicated 'Car driver' in Q8, what are the main reasons for doing so? (tick 3 most applicable)

- 1 ☐ Need for business travel during day
2 ☐ Giving a lift to others
3 ☐ Health reasons
4 ☐ Faster than other modes of transport
5 ☐ More convenient than alternative
6 ☐ Need to travel off site at lunchtime
7 ☐ No alternative available
8 ☐ Other (specify)

If you indicated car driver in Q8, would you consider car sharing?

- 1 ☐ Yes regularly
2 ☐ Yes occasionally
3 ☐ No

Which of the following changes would encourage you to use green transport. Please tick the 3 most applicable.

- 1 ☐ Financial help on the cost of tickets
2 ☐ Flexible working patterns
3 ☐ Personalised journey plan
4 ☐ Better Travel Information
5 ☐ More convenient bus service
6 ☐ Cycle to Work Scheme (tax breaks on cycle purchases)
7 ☐ Other (specify)

14

If you indicated 'Car Driver' in Q8, what other mode of transport would you consider if you could not bring your car to work? (tick all that apply)

- 1 ☐ Bus
2 ☐ Train
3 ☐ Tram
4 ☐ Bicycle
5 ☐ Car passenger
6 ☐ Walk
7 ☐ Motorbike
8 ☐ None
9 ☐ Other (specify)

15

Your views and ideas are important, so please add any other comments about your journey to work

Appendix D

PBSA Planning Application Examples

Planning Application Number	Scheme Information	No of Beds	Cycle Parking Provision
118683/FO/2017	The development proposes a purpose-built student accommodation (sui generis) scheme comprising 475 apartments providing a total of 807 student bed spaces.	807 beds	232 internal cycle parking for 807 students and the provision of an additional 5 Sheffield short stay cycle stands accommodating 10 cycles for visitors.
120896/FO/2018	“The construction of three buildings comprising 6, 11 and 16 storeys to form 491 student bedspaces (Use Class Sui Generis), along with ground floor amenity space; cycling provision, external courtyard area and improved public realm and associated highways access and serving works.”	491 beds	40 secure cycle parking spaces
125654/FO/2019	“Erection of a twelve-storey purpose-built student accommodation building with three storey element to rear comprising 82 units with roof top terrace	62 Units	Secure cycle parking, catering for 12 bicycles will be provided on the ground floor of the building, which will be staffed 24 hours. A Brompton Dock offering eight bicycles for hire will be provided off-site. Total of 20 spaces.

Appendix E

TRICS Output – Office Land Use

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	CB-02-A-02 PORT ROAD CARLISLE	OFFICE		CUMBRIA
	Edge of Town Centre Industrial Zone Total Gross floor area:		925 sqm	
	Survey date:	FRIDAY	24/06/16	Survey Type: MANUAL
4	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
5	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
6	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
7	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

LIST OF SITES relevant to selection parameters (Cont.)

8	ES-02-A-12	COUNCIL OFFICES		EAST SUSSEX
	VICARAGE LANE			
	HAILSHAM			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	3640 sqm		
	Survey date: THURSDAY	26/11/15	Survey Type: MANUAL	
9	ES-02-A-13	OFFICES		EAST SUSSEX
	ROMAN ROAD			
	HOVE			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	280 sqm		
	Survey date: WEDNESDAY	04/07/18	Survey Type: MANUAL	
10	GM-02-A-08	REGUS		GREATER MANCHESTER
	FOUNTAIN STREET			
	MANCHESTER			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	3960 sqm		
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL	
11	GM-02-A-09	LEASED OFFICES		GREATER MANCHESTER
	NEW MOUNT STREET			
	MANCHESTER			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2500 sqm		
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL	
12	HD-02-A-10	DATA CENTRE		HILLINGDON
	MILLINGTON ROAD			
	HAYES			
	Edge of Town Centre			
	Commercial Zone			
	Total Gross floor area:	16350 sqm		
	Survey date: WEDNESDAY	02/03/22	Survey Type: MANUAL	
13	HF-02-A-04	OFFICES		HERTFORDSHIRE
	STATION WAY			
	ST ALBANS			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	5000 sqm		
	Survey date: THURSDAY	02/10/14	Survey Type: MANUAL	
14	HM-02-A-01	REGUS OFFICES		HAMMERSMITH AND FULHAM
	QUEEN CAROLINE STREET			
	HAMMERSMITH			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2036 sqm		
	Survey date: MONDAY	13/11/17	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

15	LB-02-A-01	START UP OFFICES & STUDIOS	LAMBETH
	DURHAM STREET		
	VAUXHALL		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	10200 sqm	
	Survey date: MONDAY	19/11/18	Survey Type: MANUAL
16	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
17	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
18	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
19	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
20	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
21	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
22	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.)

23	RO-02-A-02	GOVERNMENT OFFICES	ROSCOMMON
	GOLF LINKS ROAD		
	ROSCOMMON		
	ARDSALLAGH BEG		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	7200 sqm	
	Survey date: TUESDAY	23/09/14	Survey Type: MANUAL
24	SO-02-A-01	COUNCIL OFFICES	SLOUGH
	HIGH STREET		
	SLOUGH		
	Town Centre		
	High Street		
	Total Gross floor area:	1800 sqm	
	Survey date: THURSDAY	27/02/14	Survey Type: MANUAL
25	SO-02-A-02	COUNCIL OFFICES	SLOUGH
	BATH ROAD		
	SLOUGH		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	5050 sqm	
	Survey date: THURSDAY	27/02/14	Survey Type: MANUAL
26	TW-02-A-07	OFFICES	TYNE & WEAR
	MULGRAVE TERRACE		
	GATESHEAD		
	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 TAXIS

Calculation factor: 100 sqm

Estimated TRIP rate value per 36494 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												
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	25	5307	0.001	0.275	25	5307	0.001	0.275	25	5307	0.002	0.550
08:00 - 09:00	26	5110	0.022	7.966	26	5110	0.015	5.494	26	5110	0.037	13.460
09:00 - 10:00	26	5110	0.013	4.670	26	5110	0.011	3.846	26	5110	0.024	8.516
10:00 - 11:00	26	5110	0.012	4.395	26	5110	0.011	4.121	26	5110	0.023	8.516
11:00 - 12:00	26	5110	0.007	2.472	26	5110	0.006	2.198	26	5110	0.013	4.670
12:00 - 13:00	26	5110	0.007	2.472	26	5110	0.008	2.747	26	5110	0.015	5.219
13:00 - 14:00	26	5110	0.006	2.198	26	5110	0.005	1.648	26	5110	0.011	3.846
14:00 - 15:00	26	5110	0.005	1.923	26	5110	0.007	2.472	26	5110	0.012	4.395
15:00 - 16:00	26	5110	0.005	1.923	26	5110	0.008	3.022	26	5110	0.013	4.945
16:00 - 17:00	26	5110	0.004	1.374	26	5110	0.007	2.472	26	5110	0.011	3.846
17:00 - 18:00	26	5110	0.010	3.571	26	5110	0.013	4.670	26	5110	0.023	8.241
18:00 - 19:00	25	5307	0.002	0.825	25	5307	0.002	0.825	25	5307	0.004	1.650
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.094	34.064			0.094	33.790			0.188	67.854

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 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 36494 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												
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	25	5307	0.002	0.550	25	5307	0.001	0.275	25	5307	0.003	0.825
08:00 - 09:00	26	5110	0.005	1.923	26	5110	0.005	1.923	26	5110	0.010	3.846
09:00 - 10:00	26	5110	0.004	1.374	26	5110	0.003	1.099	26	5110	0.007	2.473
10:00 - 11:00	26	5110	0.003	1.099	26	5110	0.003	1.099	26	5110	0.006	2.198
11:00 - 12:00	26	5110	0.002	0.549	26	5110	0.003	1.099	26	5110	0.005	1.648
12:00 - 13:00	26	5110	0.002	0.549	26	5110	0.002	0.549	26	5110	0.004	1.098
13:00 - 14:00	26	5110	0.000	0.000	26	5110	0.000	0.000	26	5110	0.000	0.000
14:00 - 15:00	26	5110	0.001	0.275	26	5110	0.001	0.275	26	5110	0.002	0.550
15:00 - 16:00	26	5110	0.002	0.549	26	5110	0.002	0.549	26	5110	0.004	1.098
16:00 - 17:00	26	5110	0.000	0.000	26	5110	0.000	0.000	26	5110	0.000	0.000
17:00 - 18:00	26	5110	0.000	0.000	26	5110	0.000	0.000	26	5110	0.000	0.000
18:00 - 19:00	25	5307	0.000	0.000	25	5307	0.000	0.000	25	5307	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.021	6.868			0.020	6.868			0.041	13.736

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

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

Estimated TRIP rate value per 36494 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												
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	25	5307	0.027	9.903	25	5307	0.002	0.825	25	5307	0.029	10.728
08:00 - 09:00	26	5110	0.118	43.128	26	5110	0.000	0.000	26	5110	0.118	43.128
09:00 - 10:00	26	5110	0.062	22.800	26	5110	0.004	1.374	26	5110	0.066	24.174
10:00 - 11:00	26	5110	0.021	7.692	26	5110	0.013	4.670	26	5110	0.034	12.362
11:00 - 12:00	26	5110	0.014	5.219	26	5110	0.008	3.022	26	5110	0.022	8.241
12:00 - 13:00	26	5110	0.011	3.846	26	5110	0.018	6.593	26	5110	0.029	10.439
13:00 - 14:00	26	5110	0.010	3.571	26	5110	0.014	5.219	26	5110	0.024	8.790
14:00 - 15:00	26	5110	0.005	1.648	26	5110	0.007	2.472	26	5110	0.012	4.120
15:00 - 16:00	26	5110	0.008	3.022	26	5110	0.015	5.494	26	5110	0.023	8.516
16:00 - 17:00	26	5110	0.004	1.374	26	5110	0.020	7.142	26	5110	0.024	8.516
17:00 - 18:00	26	5110	0.001	0.275	26	5110	0.097	35.437	26	5110	0.098	35.712
18:00 - 19:00	25	5307	0.001	0.275	25	5307	0.080	29.158	25	5307	0.081	29.433
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.282	102.753			0.278	101.406			0.560	204.159

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

Estimated TRIP rate value per 36494 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												
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	25	5307	0.096	35.209	25	5307	0.031	11.278	25	5307	0.127	46.487
08:00 - 09:00	26	5110	0.280	102.189	26	5110	0.086	31.316	26	5110	0.366	133.505
09:00 - 10:00	26	5110	0.287	104.662	26	5110	0.132	48.348	26	5110	0.419	153.010
10:00 - 11:00	26	5110	0.295	107.684	26	5110	0.269	98.344	26	5110	0.564	206.028
11:00 - 12:00	26	5110	0.260	94.772	26	5110	0.288	104.936	26	5110	0.548	199.708
12:00 - 13:00	26	5110	0.495	180.754	26	5110	0.736	268.659	26	5110	1.231	449.413
13:00 - 14:00	26	5110	0.741	270.308	26	5110	0.656	239.266	26	5110	1.397	509.574
14:00 - 15:00	26	5110	0.431	157.405	26	5110	0.263	96.146	26	5110	0.694	253.551
15:00 - 16:00	26	5110	0.159	57.962	26	5110	0.172	62.907	26	5110	0.331	120.869
16:00 - 17:00	26	5110	0.096	35.162	26	5110	0.221	80.763	26	5110	0.317	115.925
17:00 - 18:00	26	5110	0.051	18.680	26	5110	0.265	96.695	26	5110	0.316	115.375
18:00 - 19:00	25	5307	0.015	5.501	25	5307	0.130	47.312	25	5307	0.145	52.813
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.206	1170.288			3.249	1185.970			6.455	2356.258

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

Estimated TRIP rate value per 36494 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												
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	25	5307	0.203	73.994	25	5307	0.007	2.476	25	5307	0.210	76.470
08:00 - 09:00	26	5110	0.904	329.918	26	5110	0.026	9.340	26	5110	0.930	339.258
09:00 - 10:00	26	5110	0.850	310.140	26	5110	0.053	19.504	26	5110	0.903	329.644
10:00 - 11:00	26	5110	0.250	91.201	26	5110	0.080	29.119	26	5110	0.330	120.320
11:00 - 12:00	26	5110	0.143	52.194	26	5110	0.111	40.656	26	5110	0.254	92.850
12:00 - 13:00	26	5110	0.145	53.018	26	5110	0.235	85.707	26	5110	0.380	138.725
13:00 - 14:00	26	5110	0.172	62.907	26	5110	0.204	74.444	26	5110	0.376	137.351
14:00 - 15:00	26	5110	0.107	39.008	26	5110	0.132	48.348	26	5110	0.239	87.356
15:00 - 16:00	26	5110	0.085	31.041	26	5110	0.214	78.016	26	5110	0.299	109.057
16:00 - 17:00	26	5110	0.072	26.097	26	5110	0.361	131.583	26	5110	0.433	157.680
17:00 - 18:00	26	5110	0.048	17.581	26	5110	0.922	336.511	26	5110	0.970	354.092
18:00 - 19:00	25	5307	0.016	5.776	25	5307	0.517	188.699	25	5307	0.533	194.475
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.995	1092.875			2.862	1044.403			5.857	2137.278

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

Estimated TRIP rate value per 36494 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.35

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												
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	25	5307	0.563	205.478	25	5307	0.078	28.332	25	5307	0.641	233.810
08:00 - 09:00	26	5110	2.067	754.334	26	5110	0.192	70.049	26	5110	2.259	824.383
09:00 - 10:00	26	5110	1.804	658.463	26	5110	0.361	131.583	26	5110	2.165	790.046
10:00 - 11:00	26	5110	0.850	310.140	26	5110	0.574	209.324	26	5110	1.424	519.464
11:00 - 12:00	26	5110	0.640	233.497	26	5110	0.604	220.586	26	5110	1.244	454.083
12:00 - 13:00	26	5110	0.907	331.017	26	5110	1.309	477.708	26	5110	2.216	808.725
13:00 - 14:00	26	5110	1.228	448.040	26	5110	1.133	413.428	26	5110	2.361	861.468
14:00 - 15:00	26	5110	0.744	271.681	26	5110	0.641	234.047	26	5110	1.385	505.728
15:00 - 16:00	26	5110	0.416	151.636	26	5110	0.677	246.958	26	5110	1.093	398.594
16:00 - 17:00	26	5110	0.303	110.705	26	5110	1.048	382.386	26	5110	1.351	493.091
17:00 - 18:00	26	5110	0.174	63.456	26	5110	1.950	711.480	26	5110	2.124	774.936
18:00 - 19:00	25	5307	0.056	20.355	25	5307	0.994	362.819	25	5307	1.050	383.174
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			9.752	3558.802			9.561	3488.700			19.313	7047.502

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

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

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

MULTI-MODAL LGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 36494 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												
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	25	5307	0.011	3.851	25	5307	0.007	2.476	25	5307	0.018	6.327
08:00 - 09:00	26	5110	0.020	7.417	26	5110	0.013	4.670	26	5110	0.033	12.087
09:00 - 10:00	26	5110	0.020	7.142	26	5110	0.020	7.417	26	5110	0.040	14.559
10:00 - 11:00	26	5110	0.020	7.142	26	5110	0.024	8.790	26	5110	0.044	15.932
11:00 - 12:00	26	5110	0.024	8.790	26	5110	0.022	7.966	26	5110	0.046	16.756
12:00 - 13:00	26	5110	0.020	7.417	26	5110	0.020	7.417	26	5110	0.040	14.834
13:00 - 14:00	26	5110	0.014	4.945	26	5110	0.013	4.670	26	5110	0.027	9.615
14:00 - 15:00	26	5110	0.019	6.868	26	5110	0.021	7.692	26	5110	0.040	14.560
15:00 - 16:00	26	5110	0.018	6.593	26	5110	0.023	8.241	26	5110	0.041	14.834
16:00 - 17:00	26	5110	0.016	5.769	26	5110	0.019	6.868	26	5110	0.035	12.637
17:00 - 18:00	26	5110	0.005	1.923	26	5110	0.005	1.923	26	5110	0.010	3.846
18:00 - 19:00	25	5307	0.002	0.825	25	5307	0.002	0.825	25	5307	0.004	1.650
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.189	68.682			0.189	68.955			0.378	137.637

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

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

Appendix F

TRICS Output - Student Accommodation

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

Licence No: 715001

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

Calculation factor: 1 RESIDE

Estimated TRIP rate value per 1014 RESIDE shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	8	375	0.000	0.338	8	375	0.000	0.338	8	375	0.000	0.676
08:00 - 09:00	8	375	0.000	0.338	8	375	0.000	0.338	8	375	0.000	0.676
09:00 - 10:00	8	375	0.000	0.000	8	375	0.000	0.000	8	375	0.000	0.000
10:00 - 11:00	8	375	0.002	1.690	8	375	0.002	1.690	8	375	0.004	3.380
11:00 - 12:00	8	375	0.002	2.028	8	375	0.002	2.028	8	375	0.004	4.056
12:00 - 13:00	8	375	0.002	1.690	8	375	0.002	1.690	8	375	0.004	3.380
13:00 - 14:00	8	375	0.001	1.014	8	375	0.001	1.014	8	375	0.002	2.028
14:00 - 15:00	8	375	0.001	0.676	8	375	0.001	0.676	8	375	0.002	1.352
15:00 - 16:00	8	375	0.002	1.690	8	375	0.002	1.690	8	375	0.004	3.380
16:00 - 17:00	8	375	0.001	1.352	8	375	0.001	1.352	8	375	0.002	2.704
17:00 - 18:00	8	375	0.001	1.014	8	375	0.001	1.014	8	375	0.002	2.028
18:00 - 19:00	8	375	0.002	2.028	8	375	0.002	2.028	8	375	0.004	4.056
19:00 - 20:00	8	375	0.002	2.366	8	375	0.002	2.366	8	375	0.004	4.732
20:00 - 21:00	8	375	0.004	4.056	8	375	0.004	4.056	8	375	0.008	8.112
21:00 - 22:00	1	168	0.000	0.000	1	168	0.000	0.000	1	168	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.020	20.280			0.020	20.280			0.040	40.560

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

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

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

Licence No: 715001

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

MULTI-MODAL OGVS

Calculation factor: 1 RESIDE

Estimated TRIP rate value per 1014 RESIDE shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	8	375	0.001	0.676	8	375	0.001	0.676	8	375	0.002	1.352
08:00 - 09:00	8	375	0.000	0.000	8	375	0.000	0.000	8	375	0.000	0.000
09:00 - 10:00	8	375	0.000	0.000	8	375	0.000	0.000	8	375	0.000	0.000
10:00 - 11:00	8	375	0.001	1.014	8	375	0.001	1.014	8	375	0.002	2.028
11:00 - 12:00	8	375	0.000	0.000	8	375	0.000	0.000	8	375	0.000	0.000
12:00 - 13:00	8	375	0.000	0.000	8	375	0.000	0.000	8	375	0.000	0.000
13:00 - 14:00	8	375	0.000	0.000	8	375	0.000	0.000	8	375	0.000	0.000
14:00 - 15:00	8	375	0.000	0.000	8	375	0.000	0.000	8	375	0.000	0.000
15:00 - 16:00	8	375	0.000	0.000	8	375	0.000	0.000	8	375	0.000	0.000
16:00 - 17:00	8	375	0.000	0.000	8	375	0.000	0.000	8	375	0.000	0.000
17:00 - 18:00	8	375	0.000	0.000	8	375	0.000	0.000	8	375	0.000	0.000
18:00 - 19:00	8	375	0.000	0.000	8	375	0.000	0.000	8	375	0.000	0.000
19:00 - 20:00	8	375	0.000	0.000	8	375	0.000	0.000	8	375	0.000	0.000
20:00 - 21:00	8	375	0.000	0.000	8	375	0.000	0.000	8	375	0.000	0.000
21:00 - 22:00	1	168	0.000	0.000	1	168	0.000	0.000	1	168	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.002	1.690			0.002	1.690			0.004	3.380

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 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL CYCLISTS

Calculation factor: 1 RESIDE

Estimated TRIP rate value per 1014 RESIDE shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	9	367	0.000	0.000	9	367	0.003	2.765	9	367	0.003	2.765
08:00 - 09:00	9	367	0.001	1.229	9	367	0.004	3.995	9	367	0.005	5.224
09:00 - 10:00	9	367	0.001	0.922	9	367	0.005	5.531	9	367	0.006	6.453
10:00 - 11:00	9	367	0.000	0.000	9	367	0.002	1.536	9	367	0.002	1.536
11:00 - 12:00	9	367	0.001	1.229	9	367	0.003	2.765	9	367	0.004	3.994
12:00 - 13:00	9	367	0.001	1.229	9	367	0.001	1.229	9	367	0.002	2.458
13:00 - 14:00	9	367	0.003	3.073	9	367	0.002	1.844	9	367	0.005	4.917
14:00 - 15:00	9	367	0.002	2.458	9	367	0.002	1.536	9	367	0.004	3.994
15:00 - 16:00	9	367	0.004	3.687	9	367	0.001	0.615	9	367	0.005	4.302
16:00 - 17:00	9	367	0.003	3.073	9	367	0.000	0.000	9	367	0.003	3.073
17:00 - 18:00	9	367	0.004	3.687	9	367	0.001	0.922	9	367	0.005	4.609
18:00 - 19:00	9	367	0.004	3.687	9	367	0.002	2.458	9	367	0.006	6.145
19:00 - 20:00	9	367	0.001	1.229	9	367	0.000	0.307	9	367	0.001	1.536
20:00 - 21:00	9	367	0.001	0.922	9	367	0.001	0.922	9	367	0.002	1.844
21:00 - 22:00	1	168	0.006	6.036	1	168	0.000	0.000	1	168	0.006	6.036
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.032	32.461			0.027	26.425			0.059	58.886

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

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

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

Licence No: 715001

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 RESIDE

Estimated TRIP rate value per 1014 RESIDE shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	9	367	0.004	4.302	9	367	0.009	9.525	9	367	0.013	13.827
08:00 - 09:00	9	367	0.006	6.145	9	367	0.044	44.555	9	367	0.050	50.700
09:00 - 10:00	9	367	0.008	8.296	9	367	0.038	39.024	9	367	0.046	47.320
10:00 - 11:00	9	367	0.009	9.525	9	367	0.032	32.571	9	367	0.041	42.096
11:00 - 12:00	9	367	0.019	19.051	9	367	0.029	29.805	9	367	0.048	48.856
12:00 - 13:00	9	367	0.026	26.733	9	367	0.034	34.415	9	367	0.060	61.148
13:00 - 14:00	9	367	0.033	33.493	9	367	0.038	39.024	9	367	0.071	72.517
14:00 - 15:00	9	367	0.030	30.113	9	367	0.032	31.956	9	367	0.062	62.069
15:00 - 16:00	9	367	0.043	43.325	9	367	0.032	32.878	9	367	0.075	76.203
16:00 - 17:00	9	367	0.047	47.935	9	367	0.024	24.582	9	367	0.071	72.517
17:00 - 18:00	9	367	0.042	42.711	9	367	0.035	35.029	9	367	0.077	77.740
18:00 - 19:00	9	367	0.050	51.007	9	367	0.031	31.342	9	367	0.081	82.349
19:00 - 20:00	9	367	0.032	32.571	9	367	0.021	21.202	9	367	0.053	53.773
20:00 - 21:00	9	367	0.035	35.029	9	367	0.020	20.587	9	367	0.055	55.616
21:00 - 22:00	1	168	0.042	42.250	1	168	0.012	12.071	1	168	0.054	54.321
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.426	432.486			0.431	438.566			0.857	871.052

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 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 RESIDE

Estimated TRIP rate value per 1014 RESIDE shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	9	367	0.004	4.302	9	367	0.019	19.358	9	367	0.023	23.660
08:00 - 09:00	9	367	0.006	6.145	9	367	0.065	66.371	9	367	0.071	72.516
09:00 - 10:00	9	367	0.010	9.833	9	367	0.052	52.544	9	367	0.062	62.377
10:00 - 11:00	9	367	0.012	11.984	9	367	0.043	43.325	9	367	0.055	55.309
11:00 - 12:00	9	367	0.019	19.665	9	367	0.032	31.956	9	367	0.051	51.621
12:00 - 13:00	9	367	0.027	27.040	9	367	0.036	36.873	9	367	0.063	63.913
13:00 - 14:00	9	367	0.029	29.191	9	367	0.036	36.258	9	367	0.065	65.449
14:00 - 15:00	9	367	0.030	30.420	9	367	0.033	33.493	9	367	0.063	63.913
15:00 - 16:00	9	367	0.041	41.482	9	367	0.024	24.582	9	367	0.065	66.064
16:00 - 17:00	9	367	0.052	53.158	9	367	0.017	16.900	9	367	0.069	70.058
17:00 - 18:00	9	367	0.057	57.767	9	367	0.024	24.582	9	367	0.081	82.349
18:00 - 19:00	9	367	0.040	40.867	9	367	0.020	20.587	9	367	0.060	61.454
19:00 - 20:00	9	367	0.030	30.727	9	367	0.012	12.598	9	367	0.042	43.325
20:00 - 21:00	9	367	0.035	35.336	9	367	0.011	10.755	9	367	0.046	46.091
21:00 - 22:00	1	168	0.018	18.107	1	168	0.000	0.000	1	168	0.018	18.107
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.410	416.024			0.424	430.182			0.834	846.206

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 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

Estimated TRIP rate value per 1014 RESIDE shown in shaded columns

BOLD print indicates peak (busiest) period

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

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	9	367	0.010	10.447	9	367	0.034	34.415	9	367	0.044	44.862
08:00 - 09:00	9	367	0.015	14.749	9	367	0.115	116.456	9	367	0.130	131.205
09:00 - 10:00	9	367	0.022	22.738	9	367	0.098	99.249	9	367	0.120	121.987
10:00 - 11:00	9	367	0.026	26.733	9	367	0.082	83.271	9	367	0.108	110.004
11:00 - 12:00	9	367	0.048	48.856	9	367	0.074	75.282	9	367	0.122	124.138
12:00 - 13:00	9	367	0.057	57.767	9	367	0.074	75.282	9	367	0.131	133.049
13:00 - 14:00	9	367	0.071	72.209	9	367	0.081	82.042	9	367	0.152	154.251
14:00 - 15:00	9	367	0.066	67.293	9	367	0.072	72.824	9	367	0.138	140.117
15:00 - 16:00	9	367	0.094	94.947	9	367	0.064	65.142	9	367	0.158	160.089
16:00 - 17:00	9	367	0.107	108.160	9	367	0.044	44.555	9	367	0.151	152.715
17:00 - 18:00	9	367	0.105	106.009	9	367	0.062	62.684	9	367	0.167	168.693
18:00 - 19:00	9	367	0.097	98.327	9	367	0.057	57.460	9	367	0.154	155.787
19:00 - 20:00	9	367	0.068	69.136	9	367	0.036	36.258	9	367	0.104	105.394
20:00 - 21:00	9	367	0.077	78.047	9	367	0.036	36.258	9	367	0.113	114.305
21:00 - 22:00	1	168	0.089	90.536	1	168	0.024	24.143	1	168	0.113	114.679
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.952	965.954			0.953	965.321			1.905	1931.275

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

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

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

Licence No: 715001

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

MULTI-MODAL LGVS

Calculation factor: 1 RESIDE

Estimated TRIP rate value per 1014 RESIDE shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	8	375	0.001	0.676	8	375	0.000	0.338	8	375	0.001	1.014
08:00 - 09:00	8	375	0.000	0.338	8	375	0.000	0.338	8	375	0.000	0.676
09:00 - 10:00	8	375	0.002	1.690	8	375	0.001	1.014	8	375	0.003	2.704
10:00 - 11:00	8	375	0.003	2.704	8	375	0.002	1.690	8	375	0.005	4.394
11:00 - 12:00	8	375	0.002	2.366	8	375	0.003	3.380	8	375	0.005	5.746
12:00 - 13:00	8	375	0.001	0.676	8	375	0.001	1.352	8	375	0.002	2.028
13:00 - 14:00	8	375	0.002	2.366	8	375	0.002	2.028	8	375	0.004	4.394
14:00 - 15:00	8	375	0.002	2.366	8	375	0.003	2.704	8	375	0.005	5.070
15:00 - 16:00	8	375	0.002	1.690	8	375	0.002	2.028	8	375	0.004	3.718
16:00 - 17:00	8	375	0.001	1.014	8	375	0.001	1.014	8	375	0.002	2.028
17:00 - 18:00	8	375	0.000	0.338	8	375	0.000	0.338	8	375	0.000	0.676
18:00 - 19:00	8	375	0.000	0.000	8	375	0.000	0.000	8	375	0.000	0.000
19:00 - 20:00	8	375	0.001	0.676	8	375	0.000	0.338	8	375	0.001	1.014
20:00 - 21:00	8	375	0.001	0.676	8	375	0.001	1.014	8	375	0.002	1.690
21:00 - 22:00	1	168	0.000	0.000	1	168	0.000	0.000	1	168	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.018	17.576			0.016	17.576			0.034	35.152

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

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 RESIDE

Estimated TRIP rate value per 1014 RESIDE shown in shaded columns

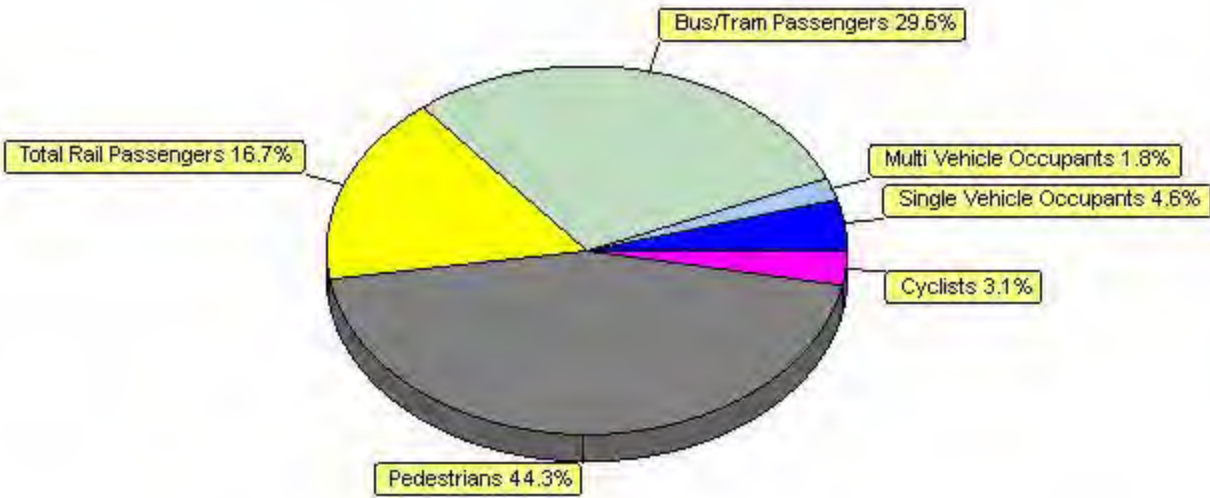
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	8	375	0.000	0.338	8	375	0.000	0.338	8	375	0.000	0.676
08:00 - 09:00	8	375	0.000	0.000	8	375	0.000	0.000	8	375	0.000	0.000
09:00 - 10:00	8	375	0.001	0.676	8	375	0.001	0.676	8	375	0.002	1.352
10:00 - 11:00	8	375	0.000	0.338	8	375	0.000	0.338	8	375	0.000	0.676
11:00 - 12:00	8	375	0.002	1.690	8	375	0.002	1.690	8	375	0.004	3.380
12:00 - 13:00	8	375	0.000	0.000	8	375	0.000	0.000	8	375	0.000	0.000
13:00 - 14:00	8	375	0.002	1.690	8	375	0.002	1.690	8	375	0.004	3.380
14:00 - 15:00	8	375	0.001	1.352	8	375	0.001	1.352	8	375	0.002	2.704
15:00 - 16:00	8	375	0.000	0.338	8	375	0.000	0.338	8	375	0.000	0.676
16:00 - 17:00	8	375	0.001	0.676	8	375	0.001	0.676	8	375	0.002	1.352
17:00 - 18:00	8	375	0.000	0.338	8	375	0.000	0.338	8	375	0.000	0.676
18:00 - 19:00	8	375	0.000	0.338	8	375	0.000	0.338	8	375	0.000	0.676
19:00 - 20:00	8	375	0.001	0.676	8	375	0.001	0.676	8	375	0.002	1.352
20:00 - 21:00	8	375	0.000	0.000	8	375	0.000	0.000	8	375	0.000	0.000
21:00 - 22:00	1	168	0.000	0.000	1	168	0.000	0.000	1	168	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.008	8.450			0.008	8.450			0.016	16.900

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

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Modal Split Percentages



Time Range/Peak Period Selection
Direction: Totals / Use All Times

Contact

London

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Bristol

5th Floor, 4 Colston Avenue,
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