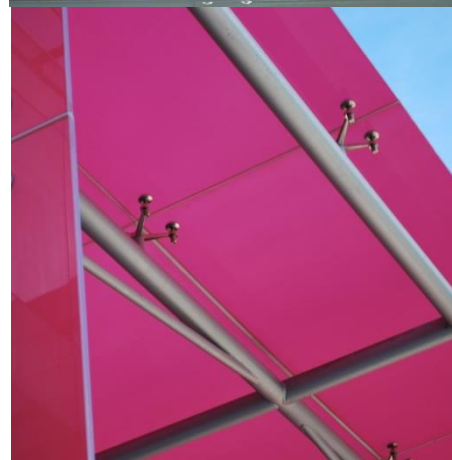


Oldham Street, Manchester

Transport Statement

Curtins Ref: 79424-CUR-00-XX-RP-TP-001
Revision: V04
Issue Date: 08 September 2022

Client Name: Jadebricks Manchester Limited



Merchant Exchange
17 – 19 Whitworth Street West
Manchester. M1 5WG.
Tel: 0161 236 2394
www.curtins.com

CIVILS & STRUCTURES • TRANSPORT PLANNING • ENVIRONMENTAL • INFRASTRUCTURE • GEOTECHNICAL • CONSERVATION & HERITAGE • PRINCIPAL DESIGNER
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham



Control Sheet

This report has been prepared for the sole benefit, use, and information for the client. The liability of Curtins with respect to the information contained in the report will not extend to any third party.

Author	Signature	Date
Alex Fry BA (Hons) Graduate Transport Planner		08 September 2022

Reviewed	Signature	Date
Aaron Tilley HNC CMILT FCIHT Associate		08 September 2022

Authorised	Signature	Date
Aaron Tilley HNC CMILT FCIHT Associate		08 September 2022

Table of Contents

1.0	Introduction	1
1.1	Background	1
1.2	Purpose of This Report	1
1.3	Scope of the Report	1
1.4	Structure of the Report	2
2.0	Site Location and Highway Layout	3
2.1	Site Location	3
2.2	Existing Use and Access	3
2.3	Surrounding Highway Network	4
2.4	Highway Safety	5
3.0	Development Proposals	8
3.1	Introduction	8
3.2	Proposed Access	8
3.3	Parking Provision	9
3.4	Proposed Servicing and Delivery	13
4.0	Accessibility by Sustainable Modes of Travel	14
4.1	Introduction	14
4.2	Pedestrian Accessibility	14
4.3	Accessibility by Cycle	15
4.4	Accessibility by Public Transport	17
4.5	Summary	31
5.0	Traffic Forecasting and Highway Impact	32
5.1	Introduction	32
5.2	Existing Trip Generation	32
5.3	Forecasted Trip Generation	32
5.4	Forecasted Highway Impact	33
6.0	Transport Planning Policy	34

6.1	Introduction.....	34
6.2	National Planning Policy Framework (NPPF) (2021).....	34
6.3	National Planning Practice Guidance (NPPG).....	35
6.4	Manchester Core Strategy (2012 – 2027).....	36
6.5	Greater Manchester Transport Strategy 2040	37
6.6	Conclusions.....	38
7.0	Summary and Conclusions	39
7.1	Summary	39
7.2	Conclusions.....	40

Figures

Figure 2.1	– Site in relation to the Local Highway Network	3
Figure 2.2	– Area Assessed for Personal Injury Accident Data (3 years)	6
Figure 3.1	– Electric Vehicle (EV) Charge Points in the vicinity of the site	12
Figure 4.1	– Local Cycle Network.....	16
Figure 4.2	– Beeways in Surrounding Area.....	16
Figure 4.3	– Public Transport Network in the vicinity of the Site (Source: TfGM)	18
Figure 4.4	– Free Bus Route and Timetable.....	21
Figure 4.5	– TfGM Metrolink Network Map.....	31

Tables

Table 2.1	– Personal Injury Accident Data Summary	6
Table 3.1	– Manchester City Council Parking Standards	10
Table 3.2	– Existing Off-site Car Parking Provision	11
Table 4.1	– CIHT Suggested Acceptable Walking Distances.....	14
Table 4.2	– CIHT Maximum Suggested Walking Distances to Bus Stops.....	19
Table 4.3	– Summary of Bus Service Frequencies.....	20
Table 4.4	– Summary of Rail Services from Manchester Victoria.....	23
Table 4.5	– Summary of Rail Service from Manchester Piccadilly	28
Table 4.6	– Summary of Metrolink Services.....	30
Table 5.1	– Proposed Development Multi-Modal Trip Rates and Split.....	32
Table 5.2	– Proposed Development Trip Generation (151 bedrooms).....	33

Plans

Plan 79424-CUR-00-XX-DR-TP-06001-P01 – Location Plan – Regional

Plan 79424-CUR-00-XX-DR-TP-06002-P01 – Location Plan – Local

Plan 79424-CUR-00-XX-DR-TP-06003-P01 – Accessibility – Pedestrian Catchment Plan

Plan 79424-CUR-00-XX-DR-TP-06004-P01 – Accessibility – Cycle Catchment Plan

Plan 79424-CUR-00-XX-DR-TP-06005-P01 – Accessibility – Public Transport Plan

Appendices

Appendix A – Proposed Site Layout Plan

Appendix B – TRICS Output

1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed on behalf of Jadebricks Manchester Ltd to provide traffic and transportation advice in relation to the redevelopment of 68-70 Oldham Street and 61 Spear Street, Manchester, M4 1LE (the Site) into a proposed aparthotel.

1.1.2 The proposed development is described as follows;

“Partial demolition of existing buildings, conversion of existing warehouse building, rooftop extension and new building of 10 storeys to create aparthotel (sui generis) and commercial uses (use class E).”

1.1.3 In summary, the aparthotel would comprise:

- 117 bedrooms;
- Ancillary amenity and lounge space;
- Zero car parking provision;
- 15 no. Secure cycle space storage;
- Guest entrance off Warwick Street and Oldham Street;
- Ground floor commercial access via Spear Street;
- Service access along Warwick Street; and
- Waste storage is proposed to the rear of the building, accessed via Spear Street.

1.1.4 The proposed layout plans are included in **Appendix A**.

1.2 Purpose of This Report

1.2.1 This Transport Statement (TS) has been prepared in order to consider the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

1.2.2 It is intended for Highways Officers at Manchester City Council (MCC) and Transport for Greater Manchester (TfGM).

1.3 Scope of the Report

1.3.1 Based on scoping discussions with MCC and previous experience in this area, this TS contains the following:

- A description of the highway network in the vicinity of the Site;
- A review of the accident record in the immediate vicinity of the Site for a three-year period;
- A summary of the development proposals;
- A summary of relevant transport planning policy;
- A review of accessibility by all sustainable modes of travel;

- Information on the proposed servicing arrangements; and
- Commentary on the highway impact associated with the development proposals.

1.4 Structure of the Report

- 1.4.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing Site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.
- 1.4.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of accidents adjacent to the Site over the most recent five-year period available.
- 1.4.3 The development proposal is summarised in **Section 3**, including the proposed parking provision and access arrangements.
- 1.4.4 The accessibility of the Site by sustainable modes of travel is assessed in **Section 4**.
- 1.4.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals and the highway impact.
- 1.4.6 Relevant local and national transport policy is summarised in **Section 6**, and the report is summarised and concluded in **Section 7**.

2.0 Site Location and Highway Layout

2.1 Site Location

- 2.1.1 The Site is bound by Warwick Street to the north, Spear Street to the east, Oldham Street to the west and existing buildings to the south. The Site is located on a prominent route through the Northern Quarter into Manchester city centre from Great Ancoats Street (Inner Ring Road).
- 2.1.2 The site is located in the Northern Quarter, approximately 400m to the northeast of Piccadilly Gardens and 450m to the east of the Arndale Shopping Centre.
- 2.1.3 The **Figure 2.1** below illustrates the site in relation to the surrounding highway network:

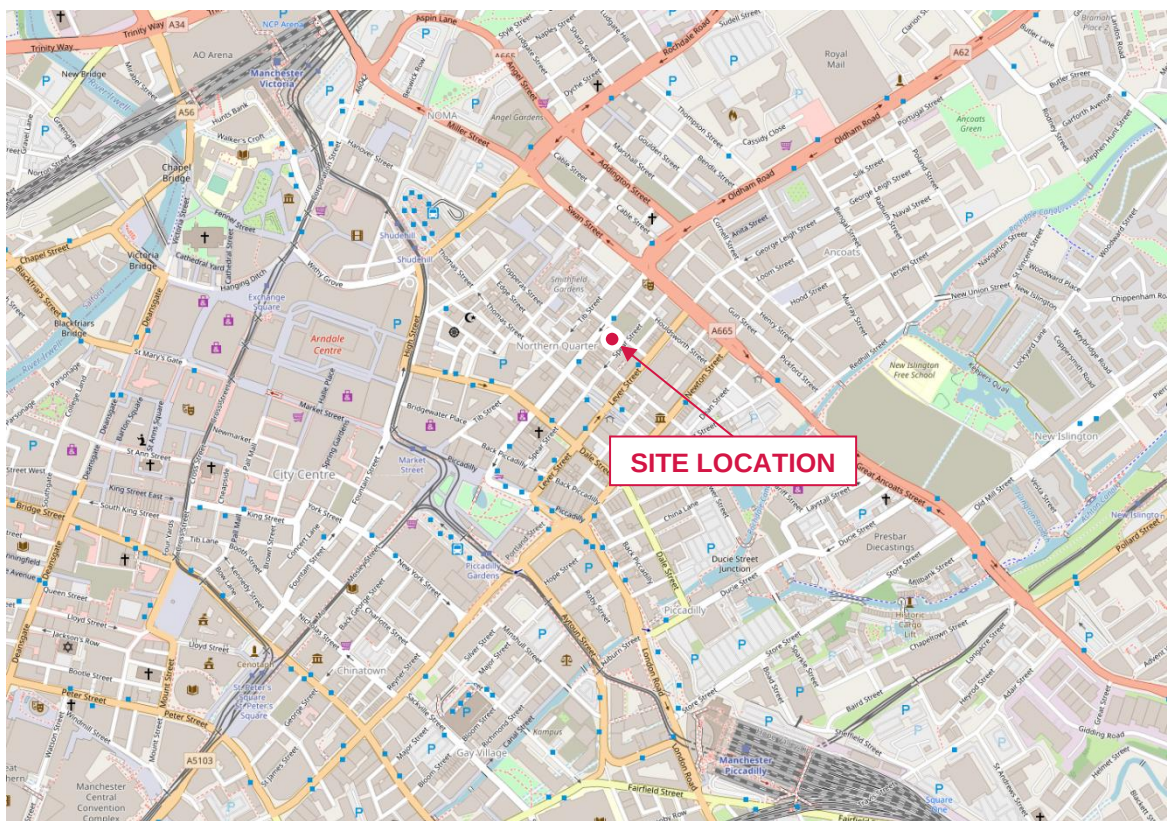


Figure 2.1 – Site in relation to the Local Highway Network
(Source: OS Maps)

- 2.1.4 **Plan 79424-CUR-00-XX-DR-TP-06001-P01** and **Plan 79424-CUR-00-XX-DR-TP-06002-P01** illustrate the location of the Site in relation to the regional and local highway network respectively.

2.2 Existing Use and Access

- 2.2.1 The Site comprises ground floor retail and commercial uses plus two storeys and is currently vacant.
- 2.2.2 The main building entrance is via the Oldham Street frontage with servicing and deliveries historically undertaken via the Oldham Street frontage and also to the rear along Spear Street.

- 2.2.3 The Site can be accessed by cyclists and pedestrians along the Oldham Street, Warwick Street and Spear Street frontages. There is no vehicular access directly into the building.

2.3 Surrounding Highway Network

Oldham Street

- 2.3.1 Oldham Street forms the western boundary of the proposed Site with a two lane (including bus lane), one-way carriageway along the frontage of the Site leading south-west bound subject to a 20mph speed limit. The carriageway measures approximately 8m in width with an on-rad cycle lane provided along the eastern side (site side).
- 2.3.2 The bus lane is in operation Monday to Friday from 7am to 10am and 4pm to 7pm.
- 2.3.3 The majority of Oldham Street is subject to double yellow lines preventing any parking or loading at any time. However, loading is permitted along the eastern side of Oldham Street along the frontage the Site outside of the AM peak (8am-10am) and PM peak (4pm-6pm) periods.
- 2.3.4 Informal pedestrian crossings with dropped kerbs and tactile paving are provided at the signalised junction with Hilton Street to the south of the site, whilst signalised pedestrian crossings are provided on all arms at the Oldham Street/Dale Street junction 80m further south of the site.
- 2.3.5 Footways are provided on both sides of the carriageway and range in width between approximately 3.8-6.8 metres. The road is lit with street lighting.
- 2.3.6 Oldham Street currently provides the main pedestrian frontage to the application and will continue to be utilised with the proposed development for both access to the hotel and commercial space on the ground level.
- 2.3.7 The pedestrian facilities provided along Oldham Street ensure that high quality, safe and convenient linkages between the proposed hotel development and the key facilities within Manchester City Centre are provided.

Spear Street

- 2.3.8 Spear Street forms the eastern boundary of the site, as a single lane, one-way carriageway leading south-west bound towards Stevenson Square and is subject to a 20mph speed limit.
- 2.3.9 The carriageway measures approximately 3.6m and is subject to on-street car parking restrictions in the form of double yellow lines in the immediate vicinity of the site.
- 2.3.10 An existing Loading Bay is located on Spear Street immediately to the rear of the proposed Site.
- 2.3.11 Spear Street also continues north beyond the site to Great Ancoats Street and south through Stevenson Square, Dale Street and onto the Back Piccadilly carriageway.

Warwick Street

- 2.3.12 Warwick Street forms the northern boundary of the site, as a single lane, one-way carriageway leading eastbound towards Spear Street and is subject to a 20mph speed limit.
- 2.3.13 The carriageway measures approximately 3.5m and is subject to on-street car parking restrictions in the form of double yellow lines in the immediate vicinity of the site.
- 2.3.14 Whilst Warwick Street continues east beyond Spear Street towards Lever Street, the one-way arrangement is reversed meaning traffic must turn onto Spear Street. It is noted however that the Warwick Street/Spear Street junction is constrained which limits the ability of larger vehicles to turn in this location.
- 2.3.15 It is noted that App ref: 110074/FO/2015/C2 - Land At 76 - 82 Oldham Street proposes to alter the one-way arrangement along Warwick Street to deliver a continuous link between Oldham Street and Lever Street in the eastbound direction. The amendment to the one-way arrangement is necessary for the consented development to safely achieve the agreed servicing and waste management strategy associated with the delivery of the 100 dwelling scheme.

2.4 Highway Safety

- 2.4.1 Personal Injury Accident (PIA) data for the highway network adjacent to the Site has been obtained from the TfGM reported road accidents website for the most recent three years.
- 2.4.2 Guidance on Travel Plans, Transport Assessments and Statements produced by the Department for Levelling Up, Housing and Communities / Ministry of Housing, Communities & Local Government state the following;

“an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area.”

<https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

- 2.4.3 There is no evidence to suggest that the surrounding public highways demonstrate a high accident risk and therefore a 3 year study period has been assessed.
- 2.4.4 The details of the search are contained in **Figure 2.2**, and a breakdown of the information is contained in **Table 2.1**:

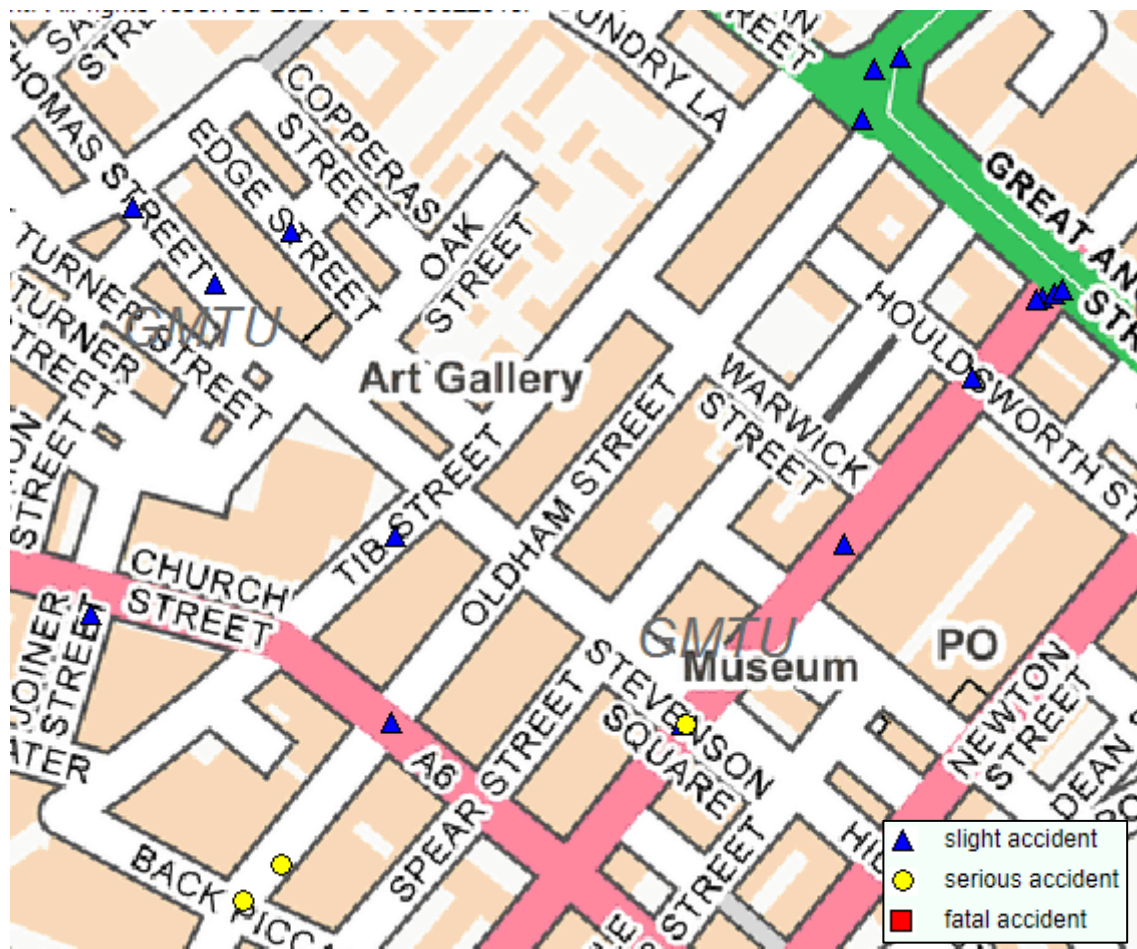


Figure 2.2 – Area Assessed for Personal Injury Accident Data (3 years)
(Source: TfGM)

Junction/Link	Slight	Serious	Fatal	Total
Tib Street	1	0	0	1
Church Street/ Oldham Street	1	0	0	1
Oldham Street/ Back Piccadilly	0	2	0	2
Lever Street/ Stevenson Square	0	1	0	1
Lever Street	1	0	0	1
Lever Street/ Houldsworth Street	1	0	0	1
Lever Street/ Great Ancoats Street	4	0	0	4
Great Ancoats Street/ Oldham Street	3	0	0	3
Total	11	3	0	14

Table 2.1 – Personal Injury Accident Data Summary

- 2.4.5 There has been a total of 14 accidents in the latest three-year period available, comprising 11 'slight', 3 'serious' and zero 'fatal' incidents.
- 2.4.6 No significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.
- 2.4.7 Considering these findings and the temporal nature of the study, it can be concluded that the accidents are not related to the features of the highway.
- 2.4.8 Notwithstanding the above, it is understood that Manchester City Council has held consultations on permanently pedestrianising Stevenson Square and other parts of the Northern Quarter which could allow future site users to benefit from improved features for pedestrians and cyclists and the removal of any conflicts with vehicle traffic. The proposals for Stevenson Square, when implemented, will improve safety for existing and future users of the surrounding highway network and include the following;
- The pedestrianisation of Stevenson Square. New seating and bike racks will be installed, new trees planted and sustainable draining systems (SUDS) installed.
 - A two-way cycle lane will run through Stevenson Square at the same level as the pavement, with tactile crossings put in place and new signage for cyclist wayfaring.
 - Pedestrian and cyclist crossings will be installed at the junctions of Oldham Street/Hilton Street, and Newton Street/Hilton Street. Footpaths will be widened in the area to give more space over to pedestrians.
 - Pay and display bays in Hilton Street will be removed.
 - Some loading bays in the area will be relocated to allow for these changes to be made, whilst still retaining important space for businesses to trade.
 - Additional planting of trees and SUDS where possible will be added to the south-eastern side of Lever Street as part of the City of Trees project.

3.0 Development Proposals

3.1 Introduction

3.1.1 The proposed development will comprise the demolition of 68-70 Oldham Street / 61 Spear Street and construction of a 10-storey building with associated ground floor commercial uses.

3.1.2 In summary, the aparthotel would comprise:

- 117 bedrooms;
- Ancillary amenity and lounge space;
- Zero car parking provision;
- 15 no. Secure cycle space storage;
- Guest entrance off Warwick Street and Oldham Street;
- Ground floor commercial access via Spear Street;
- Service access along Warwick Street; and
- Waste storage is proposed to the rear of the building, accessed via Spear Street.

3.1.3 The proposed layout plans are included in **Appendix A**.

3.2 Proposed Access

3.2.1 In order to provide a suitable access strategy for the proposed redevelopment, reference has been made to the package of documents submitted in support of App ref: 110074/FO/2015/C2 - Land At 76 - 82 Oldham Street including the Design & Access Statement and Transport Statement.

3.2.2 Curtins has also engaged with Officers at Manchester City Council in order to agree a consistent access strategy is adopted in relation to the current application proposals.

3.2.3 As noted previously, the consented residential scheme to the north of the Site has proposed to alter the one-way arrangement currently in force along Warwick Street in order to provide a formal link between Oldham Street and Lever Street in the eastbound direction.

3.2.4 Given the current highway constraints which limit the ability of large vehicles to turn from Warwick Street onto Spear Street, it is considered that the alteration to the one-way arrangements is necessary to facilitate servicing and waste vehicle access to the consented development and the proposed development which is the subject of this application.

3.2.5 On the above basis, it is proposed that the one-way arrangement on Warwick Street between Spear Street and Lever Street is reversed from the current westbound arrangement. This will facilitate all service and waste vehicle access to the site with all vehicles approaching the Site from Oldham Street.

3.2.6 The exact servicing and waste management arrangements associated with App ref: 110074/FO/2015/C2 are still to be finalised, however, the submitted Design & Access Statement suggested a single loading bay to be provided on Warwick Street.

3.2.7 It is proposed that a shared loading facility is provided on Warwick Street with the ability to cater for the proposed Hotel development and the consented development to the north of the Site.

Pedestrian Access

3.2.8 The main pedestrian entrance leading to the lobby and reception area would be taken via the Warwick Street frontage. There would also be additional entrance points along Oldham Street and Spear Street/Back Spear Street.

Cycle Access

3.2.9 It is envisaged that cyclists would gain access to the cycle store via a secure access off Back Spear Street. This secure space provides parking for up to 15 bicycles.

Vehicular Access

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

Drop-Off / Pick-Up

3.2.11 The proposed drop-off/pick-up strategy at the site is dictated by the existing traffic regulations in force along Oldham Street.

3.2.12 The proposed loading facility on Warwick Street will be available throughout the entire day, and will predominantly be utilised for drop-off and pick-up actively from 7am to 10am and 4pm to 7pm whilst the bus lane is in operation.

3.2.13 Outside of the bus lane operation, drop-off/pick-up activity would take place on Warwick Street and along the Oldham Street frontage where there are no restrictions in force.

3.3 Parking Provision

3.3.1 Car and cycle parking for the development would be provided generally in accordance with the Manchester Core Strategy's Parking Standards – as set out in Appendix B of the Manchester Core Strategy. Parking standards relevant to the land use of the proposed development are reproduced in **Table 3.1** below.

Land Use	Maximum number of car parking spaces		Minimum number of spaces required for:		
	District Centres	Areas not within the City Centre or District Centres	Disabled people's parking as percentage of total (Citywide)		Cycles (Citywide)
			Up to 200 in total	Over 200 in total	
Hotels	1 space per bedroom including staff		3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 10 guest rooms; minimum of 2 spaces

Table 3.1 – Manchester City Council Parking Standards

- 3.3.2 Notwithstanding, Manchester City Council consider parking provision in the city centre on a case-by-case basis, and it is noted that MCC have recently accepted new developments with low or no parking provision in areas that have high levels of public transport in the vicinity and proximity to major city centre areas.
- 3.3.3 On the above basis, zero car parking facilities will be provided at the proposed site in recognition of the sites highly sustainable city centre location.
- 3.3.4 The proposals to deliver 15 secure cycle parking facilities within the development are in accordance with current policy.

Nearby Parking Facilities

- 3.3.5 A review of nearby public car parks and associated provision has been undertaken in order to understand parking levels in the surrounding area. There are many publicly available car parks situated within a 500m walking catchment, equating to a walking time of approximately 7 minutes. Nearby car parking is summarised in **Table 3.2**:

Car Park	Car Park Location	Approximate Walking Distance from Site (m)	Approximate Number of Spaces	Disabled Bays	Electric Vehicle (EV) Charging Bays
1	NCP, Port Street, M1 2EG	380	3	0	0
2	Port Street Central, M1 2EQ	380	76	0	0
3	Tariff Street, M1 2EG	410	110	0	0
4	SIP, Port Street, M1 2EQ	410	20	0	0
5	SIP, Port Street, M1 2EG	460	21	0	0
6	CitiPark, Port Street, M1 2EG	460	150	✓*	0
7	MCC, Tib Street, M4 1LX	190	685	✓*	✓*
8	SIP, Swan Street, M4 5JQ	270	11	0	0
9	SIP, Gun Street, M4 5DN	280	140	✓*	0
10	Addington Street, M4 5EU	380	64	0	0

Car Park	Car Park Location	Approximate Walking Distance from Site (m)	Approximate Number of Spaces	Disabled Bays	Electric Vehicle (EV) Charging Bays
11	SIP, Edgehill Street, M4 1BB	400	13	0	0
12	UKCPS, Cross Keys Street, M4 5ET	400	48	0	0
13	Euro, Rochdale Road, M4 5DF	410	65	0	0
14	SIP, Goulden Street, M4 5EZ	420	25	0	0
15	SIP, Mason Street, M4 5FU	440	15	0	0
16	Euro, Goulden Street, M4 5EZ	440	33	0	0
17	MCC, Arndale, M4 1AZ	450	1487	✓*	0
18	Thompson Street, M4 5FS	460	65	0	0
19	Euro, Rochdale Road, M4 4HT	470	23	0	0
20	Euro, Thompson Street, M4 5EZ	470	67	0	0
Total:			3121	✓*	✓*

Table 3.2 – Existing Off-site Car Parking Provision

*There is disabled parking/EV charging, but the quantity of spaces is unknown.

- 3.3.6 The above table demonstrates 20 car parks were found within a 500m walk of the site, providing car parking provision for approximately 3121 vehicles, some of which are for disabled badge holders and electric vehicle charging. It is therefore considered there is adequate opportunity for off-site parking should future staff and guests chose to commute/ travel by car.

On-Street Parking Provision

- 3.3.7 The Site is within Zone 2 of Manchester City Centre's Controlled Parking Zone (CPZ), where parking charges apply Monday to Sunday between the hours 08:00 and 20:00, with no charge for parking on a Bank Holiday. The maximum stay time in this zone is two hours.

Enterprise Car Club

- 3.3.8 It is acknowledged that guests may require the use of a car on certain occasions. To accommodate this, Enterprise Car Club provides an alternative to car ownership which future guests could benefit from. The Car Club offers a cost-effective, hassle-free and greener alternative to car ownership and traditional vehicle hire in Manchester.
- 3.3.9 Vehicles are located in designated parking bays across the city and can be reserved by the hour, day or even longer. The price of the journey depends upon the vehicle type, the duration of the reservation and the miles driven, but starts at £5.20 an hour.
- 3.3.10 The nearest Car Club parking bay is located on High Street, M4 1BD, a c. 280m walk to the northwest of the site. The Car Club allows users to view cars near them via a mobile application, where they can

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

Electric Vehicle (EV) Charging Provision

- 3.3.11 There are many EV charging points in and near Strangeways, some of which are within an acceptable walking distance of the site. The nearest EV charging points are located at Northern Quarter car park, M4 1LQ, comprising of six 3kW sockets and is subject to a maximum stay of 3 hours.
- 3.3.12 This charging point is one of the hundreds of charging points located on the Be.EV network, which is managed by TfGM. EV owners who wish to join the Be.EV network can sign up for a free account and membership online, after which they can operate charging points using a card or a smartphone application.
- 3.3.13 Since October 2021, a tariff to use the Be.EV network has been introduced. Be.EV members benefit from reduced rates of £0.32/kWh for rapid chargers and £0.22/kWh for fast chargers. Charging points outside the Be.EV network and across the rest of the UK can be operated via the access card or via a direct debit set up jointly with the user's account to "pay as you go".
- 3.3.14 Figure 3.2 below illustrates the location of the nearest EV charge points in the vicinity of the site:

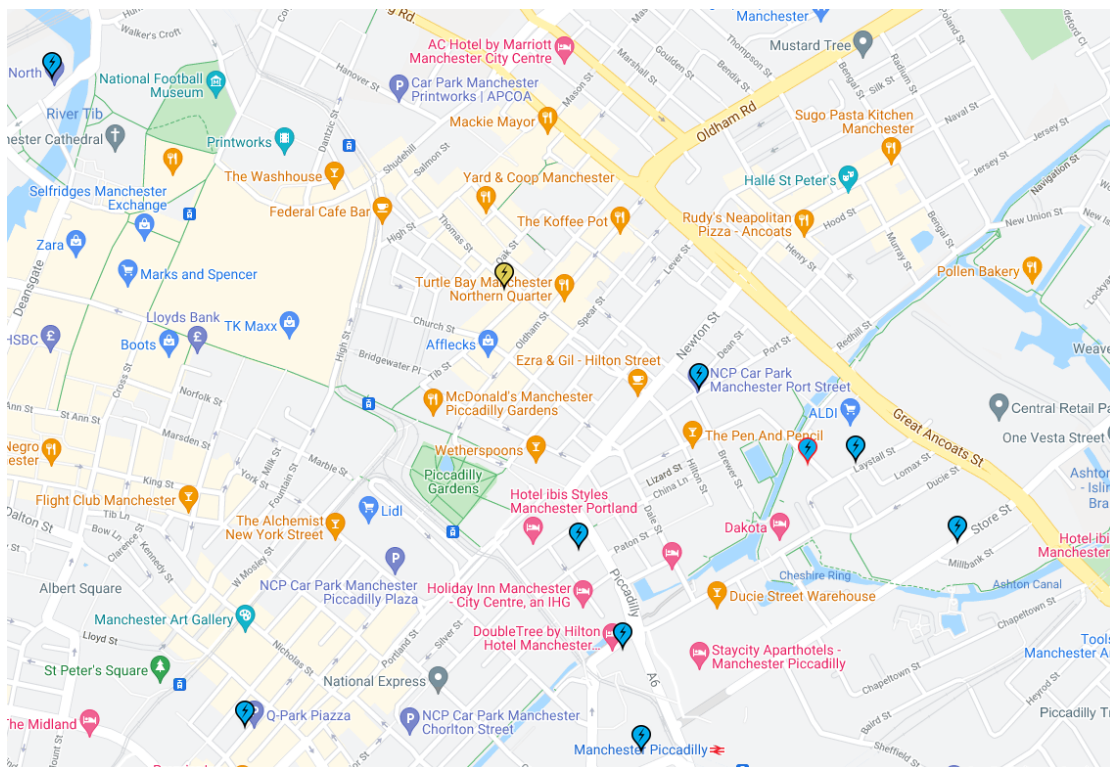


Figure 3.1 – Electric Vehicle (EV) Charge Points in the vicinity of the site
(Source: ZapMap)

3.4 Proposed Servicing and Delivery

- 3.4.1 The details regarding servicing plans for the proposed development, including swept path analysis, are highlighted in the accompanying Waste Management Strategy (WMS) (**Document Reference 79424-CUR-00-XX-RP-TP-003-V05_WMS**).

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national, regional 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.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Accessibility by Cycle; and
- Accessibility by Public Transport.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities.

4.2.2 The Chartered Institution for Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**.

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

Table 4.1 – CIHT Suggested Acceptable Walking Distances.

4.2.3 To assist in summarising the accessibility of the Site by foot, an indicative pedestrian catchment plan has been produced. **Plan 79424-CUR-00-XX-DR-TP-06003-P01** shows distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for sightseeing trips; which are considered a good approximation for trips associated with the development.

4.2.4 The 500m catchment encompasses the Northern Quarter which primarily provides a variety of amenities for leisure including restaurants, bars, pubs, shops, hotels and the Market Street tram stop.

4.2.5 Further afield but within 1000m of the site, guests and staff could reach additional tram stops and areas of the City Centre such as the Gay Village which houses many bars and clubs, the Arndale Shopping

Centre, Piccadilly Gardens, Printworks, and the National Football Museum. This also includes the Chinatown district of Manchester, which features a variety of restaurants, cafes, shops, and bars, as well as many residential apartments and Manchester Art Gallery. Parts of Ancoats including Central Retail Park are also within this range.

- 4.2.6 The vast majority of Manchester City Centre is within a 2,000m walk of the site, most notable the major public transport interchanges of Manchester Piccadilly, Manchester Victoria, Deansgate, Salford Central, and Manchester Oxford Road. To the north of the site, Strangeways and Miles Platting can be reached.
- 4.2.7 There is already a high pedestrian footfall in the area, and so high-quality pedestrian facilities exist along the main roads as discussed in **Section 2.3**. It is considered that the Site is situated within a highly accessible area, with a number of complimentary land uses within walking distance.

4.3 Accessibility by Cycle

- 4.3.1 In order to assist in assessing the accessibility of the Site by cycle, **Plan 79424-CUR-00-XX-DR-TP-06004-P01** presents an 8km cycle catchment for the Site. The 8km cycling distance refers to a recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009), which states: *"most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further (i.e. for work, a distance of 5 miles should be assumed)"*.
- 4.3.2 The 8km catchment encompasses all of Manchester and Salford City Centres including shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship as well as a number of neighbouring areas such as Blackley to the north, Fairfield to the east, Withington in the south and Eccles to the west.
- 4.3.3 All major train and bus stations within Manchester City Centre are within 8km of the Site and are accessible following Sustrans cycle routes. Existing cycle infrastructure and low speed limits are part of the city's high-quality cycle infrastructure to improve cyclist safety. The local cycle network within the vicinity of the site is reproduced in **Figure 4.1** below:

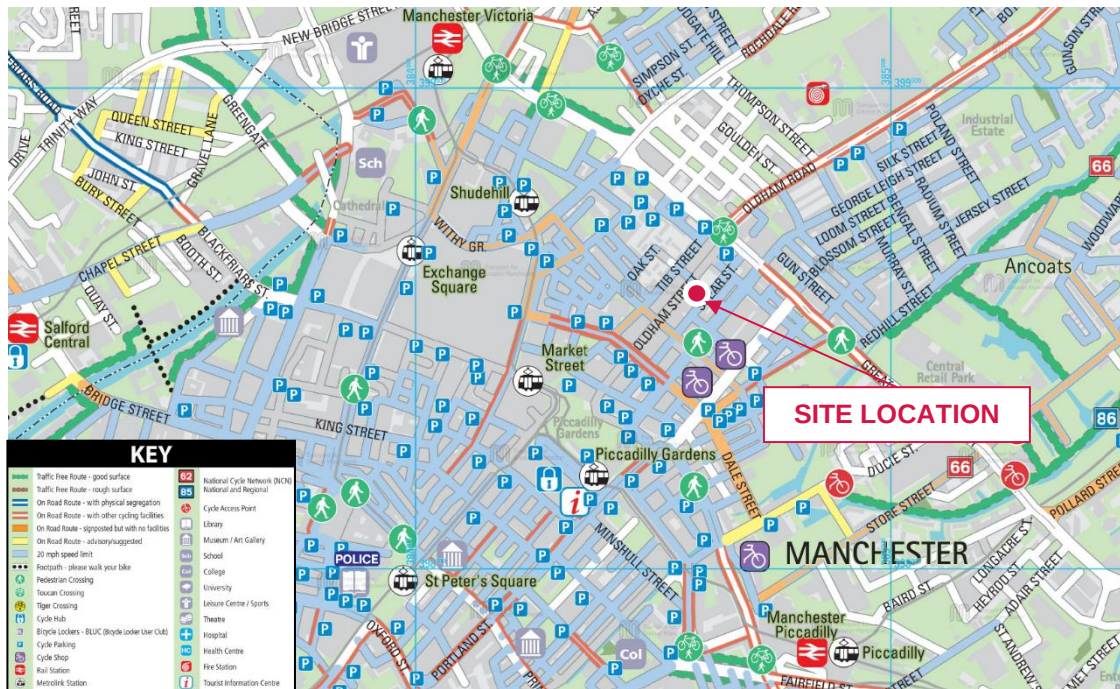


Figure 4.1 – Local Cycle Network.

(Source: TfGM)

- 4.3.4 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named "Beeways". Beeways are signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. The site is in close proximity to the confirmed Beeways network in Manchester City Centre, allowing future site users to benefit from the public realm improvements for better safety and quality of commute. **Figure 4.2** shows the Beeways in the vicinity of the site:

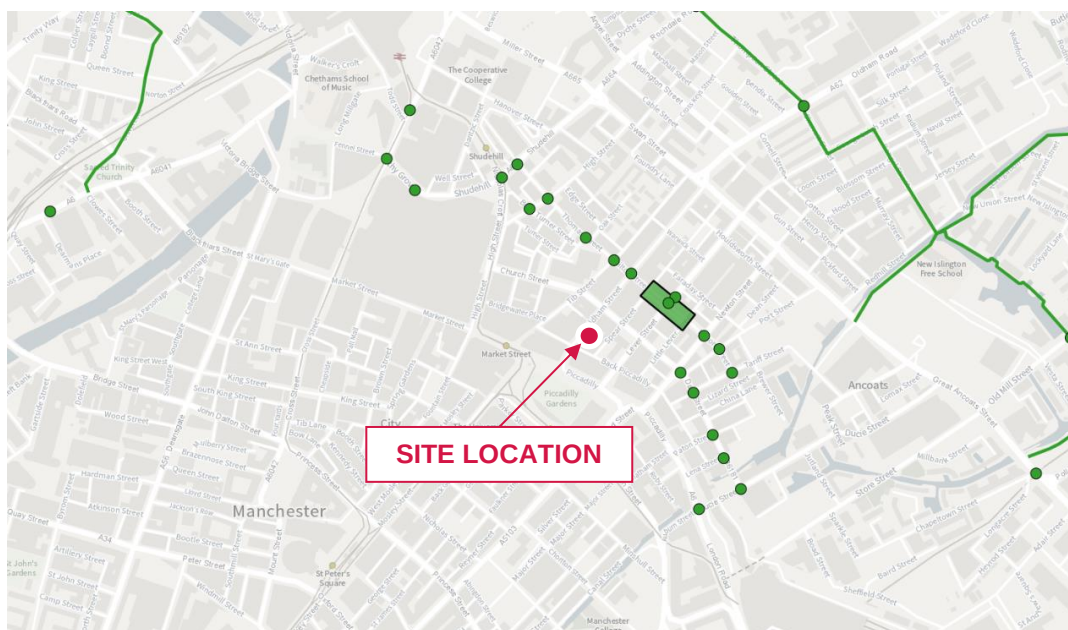


Figure 4.2 – Beeways in Surrounding Area

4.3.5 There are two national cycle routes within close proximity of the Site. National Cycle Route 66 to the south can be accessed via Store Street. It runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley and Kingston upon Hull. More locally, the route connects the Site to the northeast of Greater Manchester, including areas such as Failsworth.

4.3.6 Further west of the site, National Cycle Route 6 to the west can be accessed via Hulme Street. The route connects the Site to areas in the northwest of Greater Manchester such as Radcliffe, and to the south west including areas such as Chorlton-cum-Hardy. More strategically, Route 6 passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, Derby, Nottingham, Worksop, Sheffield, Manchester, Blackburn, Preston, Lancaster, Kendal and Windermere, and will connect London and Threlkeld in Cumbria when complete.

4.4 Accessibility by Public Transport

4.4.1 The site is well situated to take advantage of existing public transport infrastructure within Manchester City Centre and to other areas of Greater Manchester.

4.4.2 **Plan 79424-CUR-00-XX-DR-TP-06005-P01** demonstrates the areas accessible via public transport within 20, 40 and 60 minutes of the site. These include:

- 20 minutes – Manchester Victoria, Salford Central, Deansgate, Manchester Oxford Road, Manchester Piccadilly, Ardwick, Failsworth, Cheetham Hill;
- 40 minutes – Moston, Mills Hill, Ashton-under-Lyne, Stockport, East Didsbury, Trafford Park, Salford Crescent, Eccles, Stalybridge, Castleton, Manchester Airport; and
- 60 minutes – Preston, Bolton, Rochdale, Mytholmroyd, Huddersfield, Hadfield, New Mills Central, Macclesfield, Congleton, Crewe, Adlington, Altrincham, Hough Green, Rainhill.

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

4.4.4 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 an 'excellent' GMAL rating of 8 and is considered appropriately situated to take advantage of existing public transport infrastructure within Greater Manchester.

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

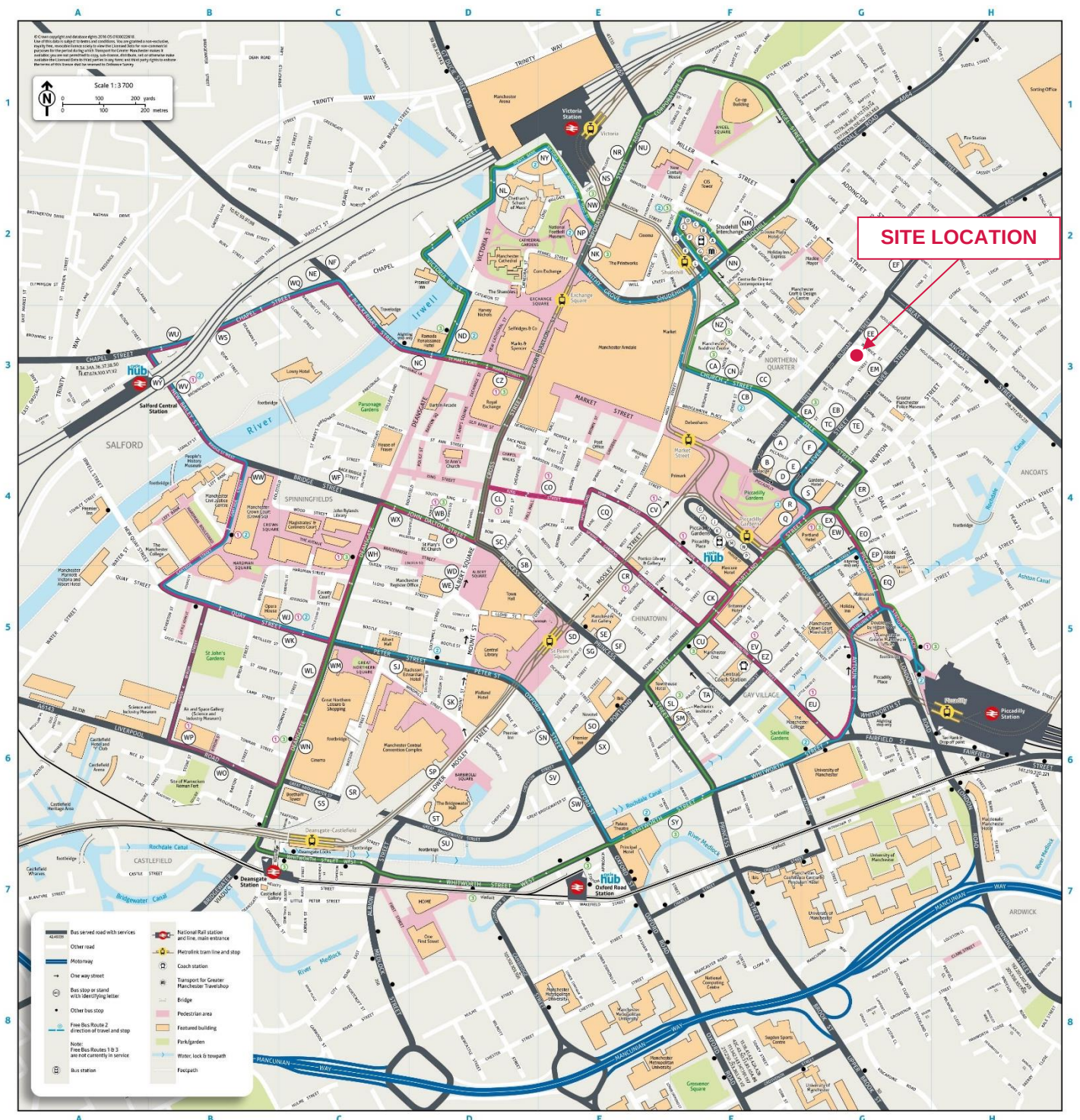


Figure 4.3 – Public Transport Network in the vicinity of the Site (Source: TfGM)

Bus Accessibility

4.4.6 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document *'Buses in Urban Developments'* (2018) indicates that ideally, a bus stop should be located within the following from a new development based on its location and the number of services:

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

Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 4.4.7 The nearest bus stop is located circa 20m from the site frontage on Oldham Street. The routes servicing this stop also service other stops within the vicinity of the site. Within 300m of the site additional services can be reached calling at Church Street. **Table 4.3** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
From Oldham Street:				
74	Piccadilly Gardens – Newton Heath – Failsworth – Woodhouses	5 in the PM	No Service	No Service
76	Piccadilly Gardens – Failsworth – Hollinwood – Oldham Mumps	Every 10 mins	Every 12 mins	Every 30 mins
76A	Piccadilly Gardens – Failsworth – Limeside – Oldham	Hourly	Hourly	No Service
83	Piccadilly Gardens – Failsworth – Oldham – Sholver	Every 10 mins	Every 10 mins	Every 30 mins
84	Piccadilly Gardens – Hollinwood – Oldham – Lees – Uppermill	Every 10 mins	Every 10 mins	Every 20 mins
114	Boarshaw – Middleton – Greengate – Piccadilly Gardens	Every 20 mins	Every 30 mins	Hourly
181	Piccadilly Gardens – Chadderton – Royton – Wrens Nest	Hourly	Hourly	No Service
182	Piccadilly Gardens – Chadderton – Royton – Wrens Nest	Hourly	Hourly	Hourly
216	Piccadilly Gardens – Ashton-under-Lyne – Stalybridge	Every 10 mins	Every 10 mins	Every 15 mins
217	Piccadilly Gardens – Droydsden – Ashton-under-Lyne	Hourly	Hourly	Hourly
230	Piccadilly Gardens – Droydsden – Ashton-under-Lyne	Every 30 mins	Every 30 mins	Hourly
231	Piccadilly Gardens – Droydsden – Hurst – Ashton-under-Lyne	Every 30 mins	Every 30 mins	Hourly
X84	Piccadilly Gardens – Failsworth – Hollinwood – Carrcote	1 in the AM to MCR	No Service	No Service

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
		1 in the PM to Carrcote		
From Church Street, 114 as above with the addition of:				
18	MRI – Manchester – Collyhurst – Middleton – Langley – Middleton	Every 10 mins	Every 10 mins	Every 15 mins
33	Manchester – Eccles – Worsley – Atherton – Wigan	Every 15 mins	Every 30 mins	Hourly
41 CrossCity	Sale – Northenden – Manchester – North Manchester General Hospital – Middleton	Every 15 mins	Every 15 mins	Every 30 mins
59	Manchester – Oldham	Every 10 mins	Every 10 mins	Every 20 mins
81	Manchester – Moston – Oldham – Derker	Every 30 mins	Every 30 mins	Hourly
112	Piccadilly Gardens – Moston – Higher Crumpsall	Every 15 mins	Every 15 mins	Every 30 mins
114	Piccadilly Gardens – Collyhurst – Moston – Alkrington – Boarshaw	Every 20 mins	Every 30 mins	Hourly
117	Piccadilly Gardens – Moston – Greengate	Every 30 mins	Every 30 mins	Hourly
118	Piccadilly Gardens – Moston – Higher Crumpsall	Every 15 mins	Every 15 mins	Every 30 mins
119	Piccadilly Gardens – Moston – Higher Blackley	Every 30 mins	Hourly	Hourly
135	Manchester – Cheetham Hill – Whitefield – Bury	Every 8-10 mins	Every 8-10 mins	Every 10 mins
162	Norden – Heywood – Middleton – Harpurhey – Manchester	3 in the AM to Norden	No service	No service
	Manchester – Harpurhey – Middleton – Heywood – Norden	4 in the PM to Manchester		
163	Manchester – Harpurhey – Middleton – Heywood – Bury Interchange	Every 10 mins	Every 10 mins	Every 15 mins

Table 4.3 – Summary of Bus Service Frequencies.

- 4.4.8 Guests can also board the Manchester City Centre free bus service calling at Oldham Street (Route 3 and Church Street (Route 2). The free bus is a service providing direct access to the Deansgate, Oxford Road, Victoria and Salford Central railway stations along with key city centre locations. The free bus routes and frequencies are detailed in **Figure 4.4** above.

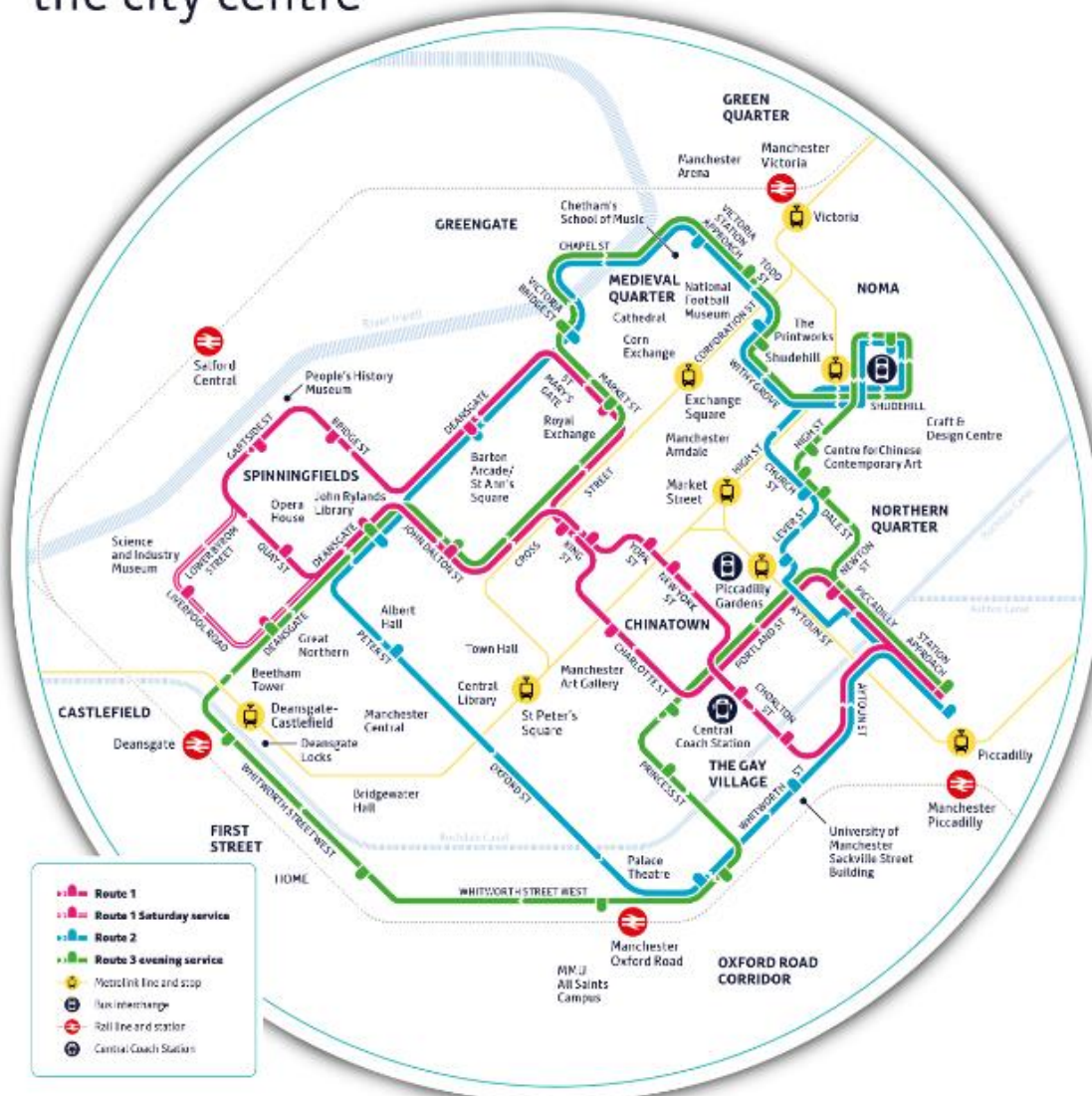
free bus routes around the city centre



Salford City Council



MAYOR OF
GREATER
MANCHESTER



1 **Monday – Friday**
Every 10 minutes:
7:05am – 7:12pm
Saturday
Every 10 minutes:
8:20am – 7:10pm
Sunday and public holidays
Every 12 minutes:
11am – 6pm

2 **Monday – Friday**
Every 10 minutes:
6:30am – 7:10pm
Every 20 minutes:
7:10pm – 11:30pm
Saturday
Every 10 minutes:
8:30am – 7:30pm
Every 15 minutes:
7:30pm – 11:30pm
Sunday and public holidays
Every 12 minutes:
9:54am – 6:54pm

3 **Monday – Friday**
Every 20 minutes:
7:25pm – 11:25pm
Saturday
Every 15 minutes:
7:28pm – 11:30pm

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

4.4.9 It is noted that the provision of bus services will change during different seasons in the year and over time in response to current circumstances. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on the respective operators' website:

- TfGM – <https://tfgm.com/public-transport/bus>
- Diamond Bus – <https://www.diamondbuses.com/north-west/bus-services/>
- First Bus – <https://www.firstbus.co.uk/greater-manchester/plan-journey/timetables/?operator=11&page=1&redirect=no>
- Go North West – <https://www.gonorthwest.co.uk/services>

4.4.10 Overall, the site is very well served by bus, including by the free bus service.

Rail Accessibility

4.4.11 The Chartered Institution of Highways and Transportation (CIHT) document, '*Planning for Public Transport in Developments*' notes that those travelling to a site by rail will typically be prepared to walk further to the site than those travelling by bus, with a preferred distance of 800m.

4.4.12 The major public transport interchanges of Manchester Victoria and Manchester Piccadilly are located at c. 850m and 900m from the site, respectively. These distances are marginally outside that recommended by the CIHT, though it is judged that staff and guests would be willing to walk slightly further due to the breadth of services offered by these stations; if not, these stations can be reached via multi-modal journeys with Metrolink, bus or cycle.

4.4.13 A summary of rail services from Manchester Victoria station is provided in **Table 4.4**.

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
By Transpennine Express:			
Redcar Central to Manchester Airport Calling at: Redcar Central, Middlesbrough, Thornaby, Yarm, Northallerton, Thirsk, York, Leeds, Dewsbury, Huddersfield, Manchester Victoria, Manchester Oxford Road, Manchester Piccadilly, Gatley, Manchester Airport.	Hourly	Hourly	Hourly
Liverpool Lime Street to Newcastle Calling at: Liverpool Lime Street, Lea Green, Newton-Le-Willows, Manchester Victoria, Huddersfield, Dewsbury, Leeds, York, Northallerton, Darlington, Durham, Newcastle.	Hourly in each direction	Hourly in each direction	Hourly in each direction
By Northern Rail:			

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Chester to Leeds Calling at: Chester, Warrington Bank Quay, Earlestown, Newton-le-Willows, Manchester Victoria, Rochdale, Todmorden, Hebden Bridge, Mytholmroyd, Sowerby Bridge, Halifax, Bradford Interchange, new Pudsey, Bramley, Leeds.	Hourly in each direction	Hourly in each direction	No service
Kirkby to Blackburn Calling at: Kirby; Rainford, Upholland, Orrell, Pemberton, Wigan Wallgate, Ince, Hindley, Daisy Hill, Hag Fold, Atherton, Walkden Moorside, Swinton, Salford Crescent, Salford Central, Manchester Victoria, Mills Hill, Rochdale, Littleborough, Todmorden, Burnley Manchester Road, Rose Grove, Accrington, Blackburn.	Hourly in each direction	Hourly in each direction	No service
Stalybridge to Southport Calling at: Stalybridge, Ashton-under-Lyne, Manchester Victoria, Salford Central, Salford Crescent, Kearsley, Farnworth, Moses Gate, Bolton, Westhoughton, Hindley, Wigan Wallgate, Gathurst, Appley Bridge, Parbold, Burscough Bridge, Meols Cop, Southport.	Hourly in each direction	Hourly in each direction	Hourly in each direction
Clitheroe to Rochdale Calling at: Clitheroe, Whalley, Langho, Ramsgreave & Wilpshire, Blackburn Darwen, Entwistle, Bromley Cross, Hall-I-Th-Wood, Bolton, Salford Crescent, Salford Central, Manchester Victoria, Moston, Mills Hill, Castleton, Rochdale.	Hourly in each direction	Hourly in each direction	Hourly in each direction
Wigan North Western to Leeds Calling at: Wigan North Western, Daisy Hill, Hag Fold, Atherton, Walkden, Swinton, Salford Crescent, Salford Central, Manchester Victoria, Rochdale, Smithy Bridge, Littleborough, Walsden, Todmorden, Hebden Bridge, Mytholmroyd, Sowerby Bridge, Brighouse, Mirfield, Dewsbury, Batley, Morley, Leeds.	Hourly in each direction	Hourly in each direction	No service

Table 4.4 – Summary of Rail Services from Manchester Victoria

- 4.4.14 A summary of rail services from Manchester Piccadilly station (which are in addition to the Manchester Airport – Redcar Central line) is provided in **Table 4.5**.

Service	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
By Northern Rail:			
Bolton to Manchester and Manchester Airport Calling at: Bolton, Salford Crescent, diverges to: - Salford Central, Manchester Victoria; or - Deansgate, Manchester Oxford Road, Manchester Piccadilly, diverges to: - Stockport; or - Heald Green, Manchester Airport.	2 per hour in each direction	2 per hour in each direction	Hourly in each direction
Manchester to Southport and Kirkby Calling at, but not limited to: Manchester Airport, Manchester Piccadilly, Manchester Oxford Road, Deansgate, Salford Crescent. Extensive route; change at other stations to access additional stops.	Hourly to Manchester 1 in the PM to Southport	Hourly to Manchester 1 in the PM to Southport	No Service
Liverpool to Manchester Piccadilly via Warrington Central Calling at: Liverpool Lime Street, Edge Hill, Mossley Hill, West Allerton, Liverpool South Parkway, Hunt's Cross, Halewood, Hough Green, Widnes, Sankey for Penketh, Warrington West, Warrington Central, Padgate, Birchwood, Glazebrook, Irlam, Flixton, Chassen Road, Urmston, Humphrey Park, Trafford Park, Deansgate, Manchester Oxford Road, Manchester Piccadilly, and Manchester Airport.	2 per hour to Manchester 1 per hour to Liverpool	2 per hour to Manchester 1 per hour to Liverpool	Hourly in each direction
Manchester to Manchester Airport local stopping services Calling at: Deansgate, Manchester Oxford Road, Manchester Piccadilly, diverges to: - Levenshulme, Heaton Chapel, Stockport, Cheadle Hulme, Handforth; or - Mauldeth Road, Burnage, East Didsbury, Gatley, Heald Green, Manchester Airport, Styal; converges back at: Wilmslow, Alderley Edge, Chelford, Goostrey, Holmes Chapel, Sandbach, Crewe.	2 per hour in each direction	2 per hour in each direction	Hourly in each direction

Service	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
Blackpool North to Manchester Victoria, Preston to Hazel Grove Calling at, but not limited to: Blackpool North, Layton, Poulton-le-Fylde, Kirkham & Wesham, Preston, Leyland, Buckshaw Parkway, Chorley, Adlington, Blackrod, Horwich Parkway, Lostock, Bolton, Salford Crescent, diverges to: - Salford Central, Manchester Victoria; or - Deansgate, Manchester Oxford Road, Manchester Piccadilly, diverges to: - Heald Green, Manchester Airport; or - Levenshulme, Heaton Chapel, Stockport, Davenport, Woodsmoor, Hazel Grove.	Hourly to Manchester 2 per hour to Blackpool North	Hourly to Manchester 2 per hour to Blackpool North	Hourly in each direction
Carlisle to Preston and Manchester via Cumbrian Coast and Windermere to Manchester Airport Calling at: - Carlisle, Dalston, Wigton, Aspatria, Maryport, Flimby, Workington, Harrington, Parton, Whitehaven, Corkickle, St Bees, Nethertown, Braystones, Sellafield, Seascale, Drigg, Ravenglass, Bootle, Silecroft, Millom, Green Road, Foxfield, Kirkby-in-Furness, Askam, Barrow-in-Furness, Roose, Dalton, Ulverston, Cark, Kents Bank, Grange-over-Sands, Arnsdale, Silverdale, Carnforth; or - Windermere, Staveley, Burneside, Kendal, Oxenholme Lake District; Lancaster, Preston, Manchester Oxford Road, Manchester Piccadilly, and Manchester Airport.	2 per hour to Manchester Hourly to Lancaster	2 per hour to Manchester Hourly to Lancaster	Hourly in each direction
Liverpool to Manchester Airport and Warrington Bank Quay via Earlestown (includes Helsby to Ellesmere Port) Calling at: Liverpool Lime Street, Edge Hill, Wavertree Technology Park, Broad Green, Roby, Huyton, Whiston, Rainhill, Lea Green, St Helens Junction, Earlestown, Newton-le-Willows, Patricroft, Eccles, Manchester Oxford Road, Manchester Piccadilly, Manchester Airport. Extensive route; change at other stations to access additional stops.	2 per hour in each direction	2 per hour in each direction	2 per hour in each direction
Manchester to Chester via Altrincham Calling at: Manchester Piccadilly, Stockport, Navigation Road, Altrincham, Hale, Ashley, Mobberley, Knutsford, Plumley, Lostock Gralam, Northwich, Greenbank, Cuddington, Delamere, Mouldsworth, Chester.	Hourly in each direction	Hourly in each direction	Every 2 hours in each direction

Service	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
Manchester to Crewe via Stockport and via Manchester Airport Calling at: Manchester Oxford Road, Manchester Piccadilly, Mauldeth Road, Burnage, East Didsbury, Gatley, Heald Green, and Manchester Airport. Extensive route; change at other stations to access additional stops.	2 per hour in each direction	2 per hour in each direction	2 per hour in each direction
Manchester to Stoke-on-Trent via Macclesfield Calling at: Manchester Piccadilly, Stockport, Cheadle Hulme, Bramhall, Poynton, Adlington, Prestbury, Macclesfield, Congleton, Kids Grove, Longport, Stoke-on-Trent.	2 per hour in each direction	2 per hour in each direction	Hourly in each direction
Manchester to Hazel Grove and Buxton Calling at: Manchester Piccadilly, Levenshulme, Heaton Chapel, Stockport, Davenport, Woodsmoor, Hazel Grove, Middlewood, Disley, New Mills Newtown, Furness Vale, Whaley Bridge, Chapel-en-le-Frith, Dove Holes, Buxton.	2 per hour in each direction	2 per hour in each direction	Hourly in each direction
Manchester to New Mills Central and Rose Hill and to Sheffield (The Hope Valley Line) Calling at: Manchester Piccadilly, Ashburys, diverges to: • Reddish North, Brinnington, Bredbury; or • Gorton, Fairfield, Guide Bridge, Hyde North, Hyde Central, Woodley; converges at: Romiley, Marple OR Rose Hill Marple, New Mills Central, Chinley, Edale, Hope (Derbyshire), Bamford, Hathersage, Grindleford, Dore and Totley, Sheffield.	2 per hour in each direction	2 per hour in each direction	Hourly in each direction
Manchester to Hadfield and Glossop Calling at: Manchester Piccadilly, Ardwick, Ashburys, Gorton, Guide Bridge, Flowery Field, Newton for Hyde, Godley, Hattersley, Broadbottom, Dinting, Glossop, Hadfield.	2 per hour in each direction	2 per hour in each direction	Hourly in each direction
By East Midlands Railway:			

Service	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
Liverpool to Norwich Calling at: Liverpool Lime Street, Liverpool South Parkway, Widnes, Warrington Central, Manchester Oxford Road, Manchester Piccadilly, Stockport, Chinley, Edale, Hope, Bamford, Hathersage, Grindleford, Dore & Topley, Sheffield, Dronfield, Chesterfield, Alfreton, Ilkeston, Nottingham, Grantham, Peterborough, Ely, Thetford, and Norwich.	Every 2 hours in each direction	Every 2 hours in each direction	Hourly in each direction
By Transport for Wales:			
Llandudno to Manchester Calling at: Llandudno Junction, Colwyn Bay, Abergele and Pensarn, Rhyl, Prestatyn, Flint, Shotton, Chester, Helsby, Frodsham, Runcorn East, Warrington Bank Quay, Earlestown, Newton-le-Willows, Manchester Oxford Road, Manchester Piccadilly, East Didsbury, and Manchester Airport. Extensive route; change at other stations to access additional stops.	Hourly in each direction	Hourly in each direction	Hourly in each direction
By TransPennine Express:			
Manchester Airport to Preston, Carlisle, and Glasgow Central / Edinburgh Calling at: Manchester Airport, Manchester Piccadilly, Manchester Oxford Road, Bolton, Preston, Lancaster, Oxenholme, Penrith, Carlisle, Lockerbie, Carstairs, diverges to: • Motherwell and Glasgow Central; or • Haymarket and Edinburgh.	Every 2 hours in each direction	Every 2 hours in each direction	Every 2 hours in each direction
Manchester to Sheffield, Doncaster, Scunthorpe, Grimsby and Cleethorpes Calling at: Manchester Airport, Manchester Piccadilly, Stockport, Dore & Topley, Sheffield, Meadowhall, Doncaster, Scunthorpe, Barnetby, Harbrough, Grimsby Town, Cleethorpes.	Hourly in each direction	Hourly in each direction	Hourly in each direction
By CrossCountry:			

Service	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
Scotland, North East & Manchester to the South West and South Coast Calling at: Manchester Piccadilly, Stockport, Macclesfield, Stoke-on-Trent, Stafford, Wolverhampton, Birmingham New Street, Birmingham International, Coventry, Leamington Spa, Banbury, Oxford, Reading, Basingstoke, Winchester, Southampton Airport Parkway, Southampton Central, Bournemouth.	Hourly from 10:27 – 17:27, then 21:27 (SB) Hourly from 07:29 – 10:23, 15:23 – 16:23, 20:23 – 22:23 (NB)	05:11, 11:27, 12:27, then hourly from 17:27 – 19:27 (SB) 07:30, then hourly from 12:23 – 14:23, 18:23 – 20:23 (NB)	Hourly from 08:27 – 11:27, 16:27 – 18:27, then 22:05 (SB) 10:38, 11:33, 16:26, 17:26, 22:24, 23:23 (NB)
By Avanti West Coast:			
London Euston – Liverpool / Manchester via Stoke-on-Trent / Crewe Calling at: London Euston, Milton Keynes Central, Stoke-on-Trent, Macclesfield, Stockport, Manchester Piccadilly.	2 per hour in each direction	2 per hour in each direction	2 per hour in each direction

Table 4.5 – Summary of Rail Service from Manchester Piccadilly

4.4.15 The trains that service Manchester Victoria and Manchester Piccadilly run regularly for 7 days a week from a number of different locations across the whole of the United Kingdom; this provides frequent access for guests of the Site and is a viable alternative to private car use.

4.4.16 It is noted that the provision of rail services will change during different seasons in the year and over time in response to current circumstances. The rail times are accurate at the time of writing, whereas up-to-date rail times can be found on the respective train operators' websites:

- Northern Rail: northernrailway.co.uk/travel/timetables;
- East Midlands Railway: www.eastmidlandsrailway.co.uk/timetables;
- Transport for Wales: tfwrail.wales/travel-safer/timetable;
- TransPennine Express: www.tpexpress.co.uk/travel-updates/timetables;
- CrossCountry: <https://www.crosscountrytrains.co.uk/travel-updates-information/train-timetables>; and
- Avanti West Coast: <https://www.avantiwestcoast.co.uk/travel-information/plan-your-journey/timetables>.

4.4.17 Manchester Victoria rail station has step-free access across the whole station via level accesses onto platforms and lifts at footbridge. The station is staffed during regular opening hours and has a concourse / ticket machines from which all tickets must be purchased. The station is sheltered and there are payphones present for passenger use, along with facilities such as toilets and shops. Train running

information is offered via Customer Information Services (CIS) screens, and there are cycle stands for 38 bicycles on the platform and approach.

- 4.4.18 Manchester Piccadilly rail station has step-free access to the platforms and ticket machines via moving walkways and lifts, along with cycle storage spaces outside the station. The station is staffed during regular opening hours and has a concourse / ticket machines from which all tickets must be purchased. The station is sheltered and there are payphones present for passenger use, along with toilets and baby change facilities, shops, left luggage, wi-fi services and ATMs.
- 4.4.19 Train running information is offered via Customer Information Services (CIS) screens, and there are spaces for bicycles outside the entrances to the station along Fairfield Street, Ducie Street, and the front entrance. There are also parking spaces spin a mixture of long-stay, short-stay, or pick-up / drop-off points for commuters who wish to “Park and Ride”.
- 4.4.20 Journey times have also been reduced and improved following the Ordsall Chord bridge which was completed in 2017 and links Manchester’s three main railway stations (Victoria, Oxford Road and Piccadilly) to allow more trains to run across the whole of the north. There are also direct links to Manchester Airport from across the north of England.
- 4.4.21 The High Speed Rail 2 (HS2) is a high-speed rail network which will allow enhanced connections to London and Birmingham, halving the current travel time, and Europe via the successful HS1. The delivery of a HS2 Station alongside the existing Manchester Piccadilly will have a substantial positive impact on driving forward a wider commercial and regeneration plan for the Oxford Road Corridor.
- 4.4.22 The Northern Hub is a Network Rail plan to stimulate economic growth in the north of England through better connections between key towns and cities. The Northern Programme is a series of targeted upgrades to the railway in the north of England. It will allow hundreds more trains to run each day and provide space for millions more passengers a year. The Hub will bring service improvements and economic benefits across the whole north of England which could be hugely beneficial for residents of the Site. These include:
- Over £4bn worth of wider economic benefits to the region and potentially 20,000 to 30,000 jobs;
 - The ability to double into the Trafford Park freight terminals;
 - Two new fast trains per hour between Manchester Victoria and Liverpool;
 - More frequent services between Manchester and Leeds (six per hour);
 - Faster passenger services across the TransPennine route – improving journey times of up to 15 minutes between Manchester Victoria to York via Leeds;
 - Journey times between Liverpool and Manchester could be reduced by 10-15 minutes;
 - New direct services from across the north to Manchester Airport; and

- Faster journey times to Sheffield and the East Midlands, Bradford, Halifax, Hull, Newcastle and the North-East.

4.4.23 Overall, the site is very highly accessible via rail.

Metrolink (Light Rail)

4.4.24 Piccadilly Gardens, Market Square and Shudehill Metrolink stations are all c. 500m from the site. **Table 4.6** outlines the frequencies of services calling at these stations. Trams run every 6 or 12 minutes (except for the Deansgate-Castlefield to Manchester Airport line early morning services, which run every 20 mins):

Route	Monday to Thursday	Friday and Saturday	Sundays/Hols
[Blue Line] Eccles or MediaCity UK – Ashton-Under-Lyne	6-minute frequency between 05:53 and 23:03	6-minute frequency between 05:53 and 00:03	6-minute frequency between 06:53 and 22:53
[Purple Line] Altrincham – Piccadilly	12-minute frequency between 05:49 and 23:37	12-minute frequency between 05:49 and 00:37	12-minute frequency between 06:49 and 23:37
[Green Line] Altrincham – Bury	12-minute frequency between 05:49 and 23:01	12-minute frequency between 05:49 and 00:01	12-minute frequency between 06:49 and 23:01
[Yellow Line] Piccadilly – Bury	12-minute frequency between 05:52 and 23:40	12-minute frequency between 05:52 and 00:40	12-minute frequency between 06:52 and 23:40
[Navy Line] Victoria – Manchester Airport	12-minute frequency between 05:57 and 23:09	12-minute frequency between 05:57 and 00:09	12-minute frequency between 06:52 and 23:04
	20-minute frequency between 03:00 and 06:00	20-minute frequency between 03:00 and 06:00	20-minute frequency between 03:00 and 07:00

Table 4.6 – Summary of Metrolink Services.

- 4.4.25 Metrolink services provide access to the Site seven days a week with trams running from a variety of locations across Manchester and Greater Manchester, including key interchanges and a direct service to Manchester Airport.
- 4.4.26 The start and end times for specific stations will change during different seasons in the year and over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: tfgm.com/public-transport/tram/tram-times.
- 4.4.27 Users can change at St Peter's Square or Cornbrook stations to access additional services to the Trafford Centre, East Didsbury, and Rochdale, as shown in the Metrolink map in **Figure 4.5**. It is considered the Site is highly accessible by Metrolink (light rail).

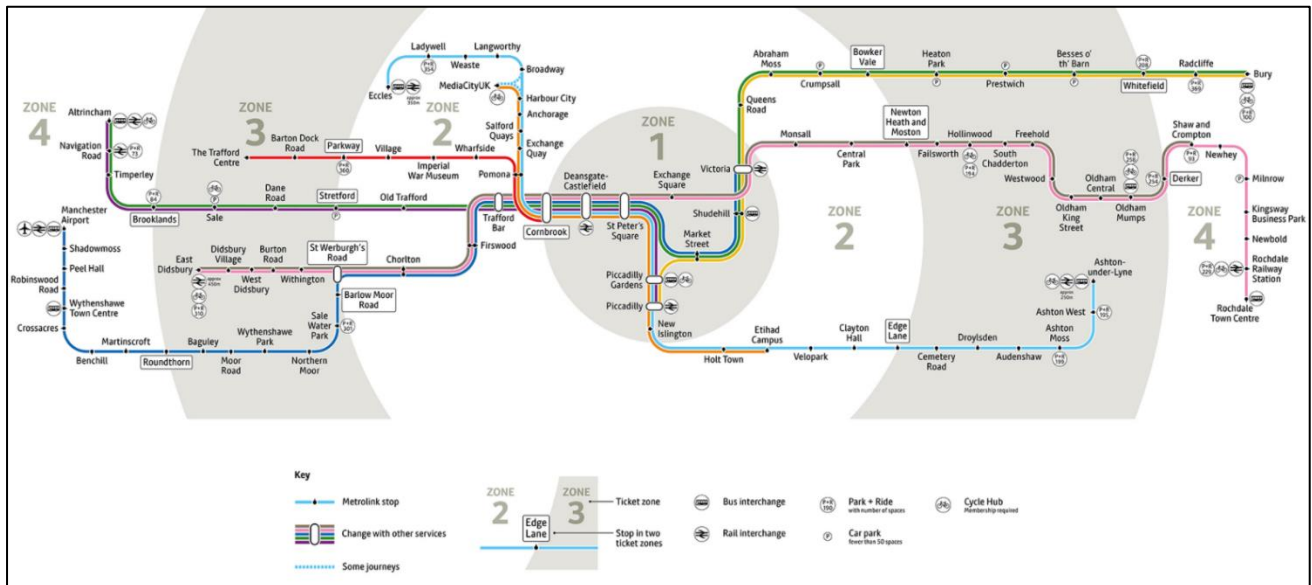


Figure 4.5 – TfGM Metrolink Network Map

(Source: TfGM, 2021)

4.4.28 It is considered the Site is highly accessible by Metrolink (light rail).

4.5 Summary

4.5.1 It is considered the Site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the Site.

5.0 Traffic Forecasting and Highway Impact

5.1 Introduction

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

5.2 Existing Trip Generation

- 5.2.1 As the site is currently vacant, it does not generate any vehicular trips.

5.3 Forecasted Trip Generation

- 5.3.1 The level of trips generated by the proposed development has been derived using peak hour trip rates obtained from surveys of schemes of a similar size and nature to that proposed, from within the 'hotels' category of the TRICS database.
- 5.3.2 The commercial and lounge elements will be ancillary to the primary aparthotel uses. On this basis, customer trips for these users have not been considered.
- 5.3.3 The search criteria used in the TRICS database are presented in **Appendix B**, from which the total multi-modal split can be calculated. The resultant trip rates are summarised in the following **Table 5.1**. All trips rates are per 1 bedroom:

TRICS – Hotel	Average TRICS Trip Rates AM (08:00 – 09:00)				Average TRICS Trip Rates PM (17:00 – 18:00)			
	Arrive	Depart	Total	Modal Split (%)	Arrive	Depart	Total	Modal Split (%)
Vehicles	0.086	0.17	0.256	54%	0.103	0.068	0.171	38%
Cyclists	0	0	0	0%	0	0.002	0.002	0%
Pedestrians	0.057	0.08	0.137	29%	0.107	0.1	0.207	46%
Public Transport	0.024	0.06	0.084	18%	0.065	0.006	0.071	16%

Table 5.1 – Proposed Development Multi-Modal Trip Rates and Split.

- 5.3.4 From **Table 5.1** above, the total number of additional vehicular trips generated by the aparthotel comprising 117 bedrooms can be found. This is provided in **Table 5.2**:

151 bedrooms	Trip Generation AM 8-9			Trip Generation PM 5-6		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	10	20	30	12	8	20
Cyclists	0	0	0	0	0	0
Pedestrians	7	9	16	13	12	25
Public Transport	3	7	10	8	1	9

Table 5.2 – Proposed Development Trip Generation (151 bedrooms).

- 5.3.5 The number of potential vehicle trips generated by the proposed development equates to 30 and 20 two-way movements respectively in the typical AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00). There is also a high level of pedestrian movement.
- 5.3.6 However, due to the location, the accessible nature of the proposed development, and the lack of on-site parking, the above is a worst-case assessment as less staff and guests would be motivated to travel by car.
- 5.3.7 Additionally, the TRICS data leading to the vehicular trips were not quantified as drop-offs or trips redirected to nearby off-site / on-street parking, as the sites surveyed for the above trip rates also do not have car parking provision. Therefore, the vehicular trips generated is part of a robust assumption of traffic.
- 5.3.8 The predicted traffic will dissipate across a wider network depending on the location of the car parks utilised, but it is clear that impacts at any particular junction are likely to be less than 30 two-way movements.

5.4 Forecasted Highway Impact

- 5.4.1 It is not considered the proposed development would have a material impact on the surrounding highway network.

6.0 Transport Planning Policy

6.1 Introduction

- 6.1.1 When developing the scheme proposals, it is important to understand the national and local transport related planning policies. This section aims to outline the key policies throughout relevant policy and guidance documents.

6.2 National Planning Policy Framework (NPPF) (2021)

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

- 6.2.2 Paragraph 11 states that:

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

- 6.2.3 For decision taking this means granting permission unless:

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

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

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

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

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

- a) *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*

d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

6.2.7 The development proposals have shown that safe and suitable access to the Site can be achieved, where improvements would be put in place to improve pedestrian amenity. Additionally, it is not anticipated that the proposals would result in any significant impacts on the highway network.

6.2.8 Paragraph 111 of the NPPF states that:

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

6.2.9 TRICS information have demonstrated that any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation. However, due to the location, the accessible nature of the proposed development, and the lack of on-site parking, the predicted traffic will dissipate across a wider network depending on the location of the car parks utilised, but it is clear that impacts at any particular junction are likely to be insignificant.

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

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

6.2.11 The proposals are for the development of a hotel to be situated in a highly accessible location. There is good walking and cycling infrastructure adjacent to the site, and there are good links to public transport facilities such as Victoria and Piccadilly rail stations. Furthermore, the site is located within walking distance of many retail and leisure facilities located in the City Centre.

6.2.12 On the above basis, it is reasonable to conclude that the proposed development accords with the general principles of the NPPF.

6.3 National Planning Practice Guidance (NPPG)

6.3.1 In addition to the NPPF, a National Planning Practice Guidance (NPPG) document has also been developed by the Ministry of Housing, Communities & Local Government in 2012, with a revised version

in 2018. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

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

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads.”*

6.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Statement. It also clarifies the process for establishing a scope for what the documents should contain. The NPPG has been considered in the production of this TS and the accompanying Interim Travel Plan (Document Reference: **79424-CUR-00-XX-RP-TP-002-V04_ITP**).

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

6.4 Manchester Core Strategy (2012 – 2027)

6.4.1 The Manchester Core Strategy promotes similar principles to the NPPF. It contains three specific “Transport” policies, comprising:

- Policy T1 – Sustainable Transport;
- Policy T2 – Accessible areas of opportunity and need; and
- Policy T3 – Strategic Integration.

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

6.4.3 Policy T2 of the MCC Core Strategy states:

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

- 6.4.4 Manchester City Council consider parking provision in the city centre on a case-by-case basis, and it is noted that MCC have accepted new developments with low or no parking provision in areas that have high levels of public transport in the vicinity and proximity to major city centre areas.
- 6.4.5 Policy T3 is in relation to strategic integration of developments with the sustainable transport network. The Proposed Development would not prejudice the implementation of any of the strategic integration projects.
- 6.4.6 It is considered the proposals are in accordance with the transport policies set out in the Manchester Core Strategy, whereby the cycle parking provided (15 spaces) is reflective of the highly accessible nature of the development, whilst considering the realistic requirements of the users. The development would benefit from sustainable transport links across the city centre.

6.5 Greater Manchester Transport Strategy 2040

- 6.5.1 In January 2021, TfGM published a 2040 Vision for Transport to develop flexible and customer-focused travel choices, supported by smart information, ticketing and payment systems, across a truly integrated Greater Manchester transport network. The Transport Strategy states an ambition for a well-connected, zero carbon Regional Centre at the heart of the North.
- 6.5.2 Under Policy 3, the Transport Strategy states that TfGM will “maintain a programme of interventions encouraging people to make sustainable journeys, supported through journey planning tools, and information to encourage travel behaviour change and mode shift, in order to make the most efficient use of available capacity (particularly during peak periods)”. Such interventions comprise:
- *“Reducing the carbon and environmental cost of journeys;*
 - *New ways of working which make the best use of the transport network;*
 - *Delivering public health benefits through enabling more active travel;*
 - *Improving access to key services and jobs;*
 - *Maximising sustainable travel in new developments; and*
 - *Becoming more resilient to disruption.”*
- 6.5.3 The above measures and additional initiatives have also been provided in greater detail in the accompanying Interim Travel Plan (**Document Reference: 79424-CUR-00-XX-RP-TP-002-V04_ITP**).
- 6.5.4 Under Policy 4, TfGM will also “work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network”. This will be in accordance with the principles of:
- *“Reducing the need to travel;*
 - *Reducing the need to travel by car, and the distance travelled;*
 - *Maximising accessibility by sustainable modes;*

- *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*
- *Maximising opportunities to provide additional public transport; and*
- *Designing to encourage active travel.”*

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

6.6 Conclusions

6.6.1 In summary, the development proposals are considered to be consistent with local and national transport planning policies and guidance. The Site is located within an area which has a range of existing local facilities and plenty of sustainable travel choices.

7.0 Summary and Conclusions

7.1 Summary

- 7.1.1 Curtins has been appointed on behalf of Jadebricks Manchester Ltd to provide traffic and transportation advice in relation to the redevelopment of 68–70 Oldham Street and 61 Spear Street, Manchester, M4 1LE into a proposed hotel.
- 7.1.2 The proposed development will comprise the demolition of 68 - 70 Oldham Street / 61 Spear Street and construction of a 10-storey building with associated ground floor commercial uses.
- 7.1.3 In summary, the aparthotel would comprise:
- 117 bedrooms;
 - Ancillary amenity and lounge space;
 - Zero car parking provision;
 - 15 no. Secure cycle space storage;
 - Guest entrance off Warwick Street and Oldham Street;
 - Ground floor commercial access via Spear Street;
 - Service access along Warwick Street; and
 - Waste storage is proposed to the rear of the building, accessed via Spear Street.
- 7.1.4 In order to provide a suitable access strategy for the proposed redevelopment, reference has been made to the package of documents submitted in support of App ref: 110074/FO/2015/C2 - Land At 76 - 82 Oldham Street including the Design & Access Statement and Transport Statement.
- 7.1.5 Curtins has also engaged with Officers at Manchester City Council in order to agree a consistent access strategy is adopted in relation to the current application proposals.
- 7.1.6 A review of baseline conditions and highway safety in the vicinity of the Site has been undertaken, which has identified there are no existing safety issues that are likely to be exacerbated by the Proposed Development.
- 7.1.7 This review has also demonstrated that the Site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the Site.
- 7.1.8 An appropriate TRICS exercise has been undertaken to establish the likely number of vehicular trips associated with the proposed development. The vehicular trips generated by the proposals are predicted to have no material impact on the surrounding highway network and would result in a negligible increase in vehicles.

- 7.1.9 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the Proposed Development conforms with such policies and guidance.

7.2 Conclusions

- 7.2.1 From a traffic and transportation perspective there are no reasons why the development proposals should not be granted planning approval.

Plans



Merchant Exchange, 17-19 Whitworth St. W Manchester M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Project:
OLDHAM STREET HOTEL - MANCHESTER

Drg Title:

SITE LOCATION
REGIONAL VIEW

Status:
PRELIMINARY

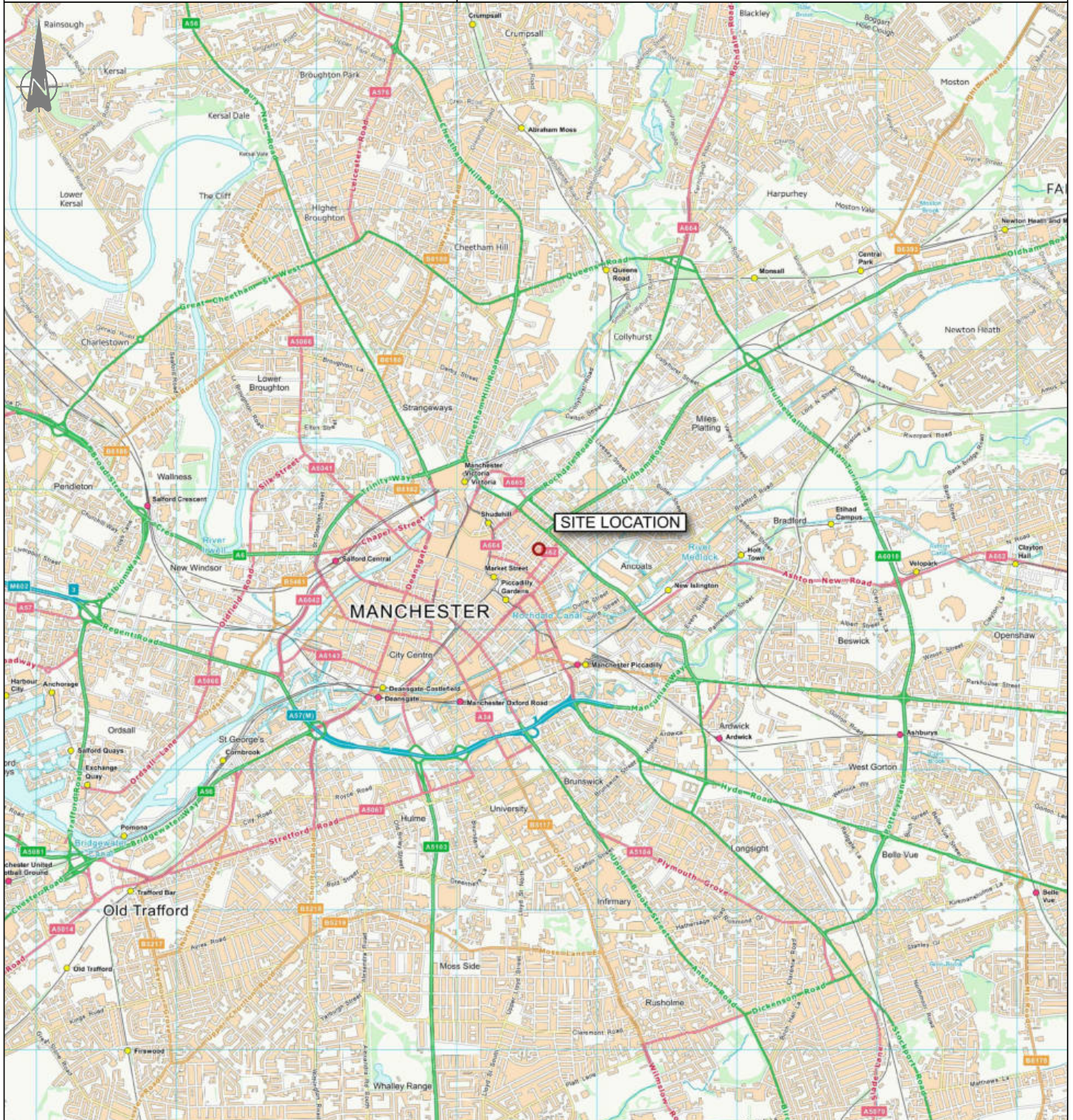
Drawn By: JM Checked By: AT

Designed By: JM Date: 20/07/21

Scale: NTS

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

79424 - CUR - 00 - XX - DR - TP - 06001 - P01



KEY:  Site

Contains OS data © Crown copyright [and database right] (2021)

\\mfs02\Projects\079001 - 080000\079424 - Oldham Street Hotel, Manchester\04-Production\4A-Models-Drawings\TPCAD061



Merchant Exchange, 17-19 Whitworth St. W Manchester M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Project:
OLDHAM STREET HOTEL - MANCHESTER

Status:
PRELIMINARY

Drg Title:
SITE LOCATION
LOCAL VIEW

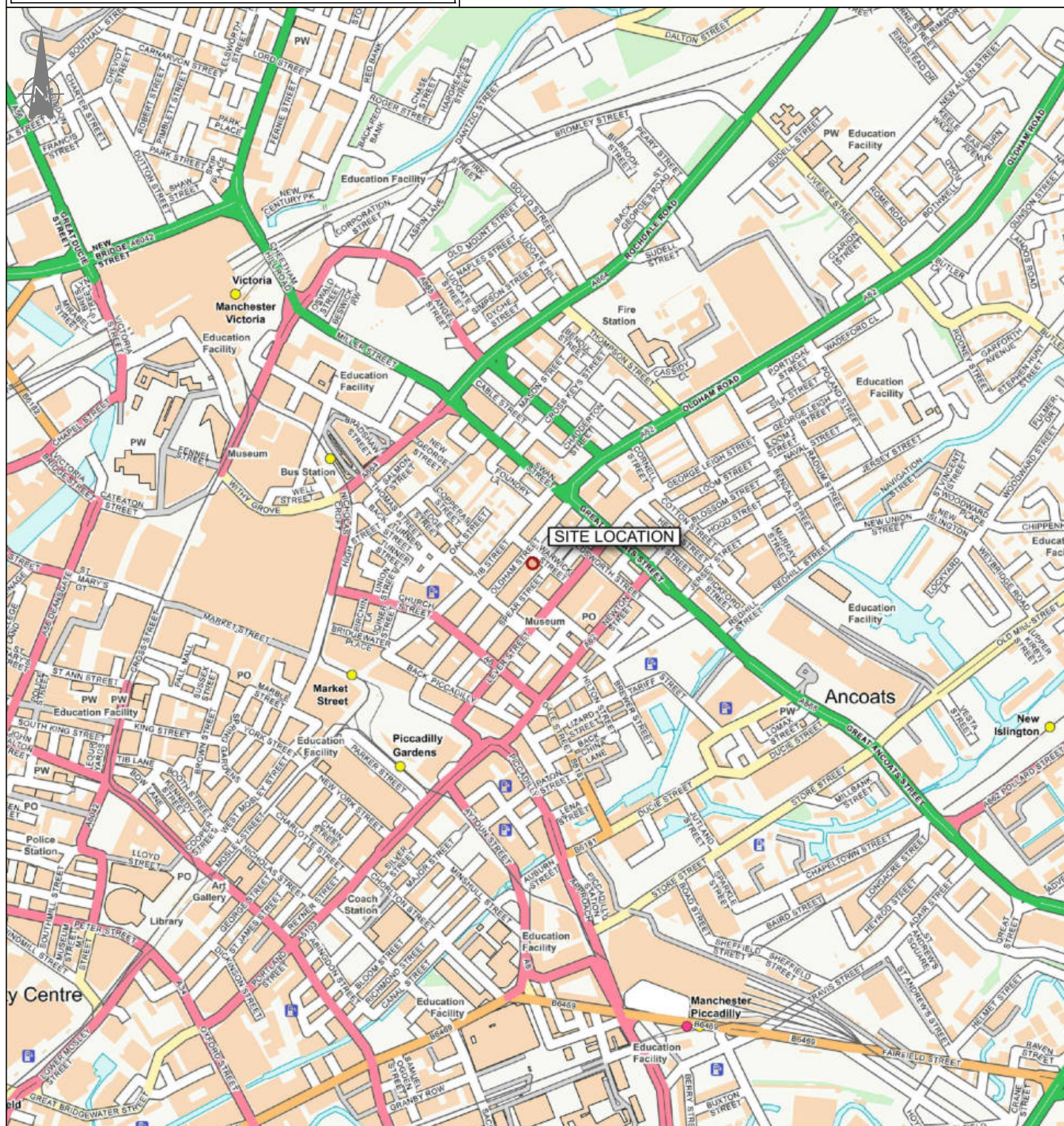
Drawn By: JM Checked By: AT

Designed By: JM Date: 20/07/21

Scale: NTS

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

79424 - CUR - 00 - XX - DR - TP - 06002 - P01



KEY: ● Site

Contains OS data © Crown copyright [and database right] (2021)



Merchant Exchange, 17-19 Whitworth St. W Manchester M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Project:
OLDHAM STREET HOTEL - MANCHESTER

Status:
PRELIMINARY

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

Drawn By: JM Checked By: AT

Designed By: JM Date: 20/07/21

Scale: NTS

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

79424 - CUR - 00 - XX - DR - TP - 06003 - P01



KEY: Site

Walking Catchment:
 500m
 1000m
 2000m

Contains OS data © Crown copyright [and database right] (2021)



Merchant Exchange, 17-19 Whitworth St. W Manchester M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Project:
OLDHAM STREET HOTEL - MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT

Status:
PRELIMINARY

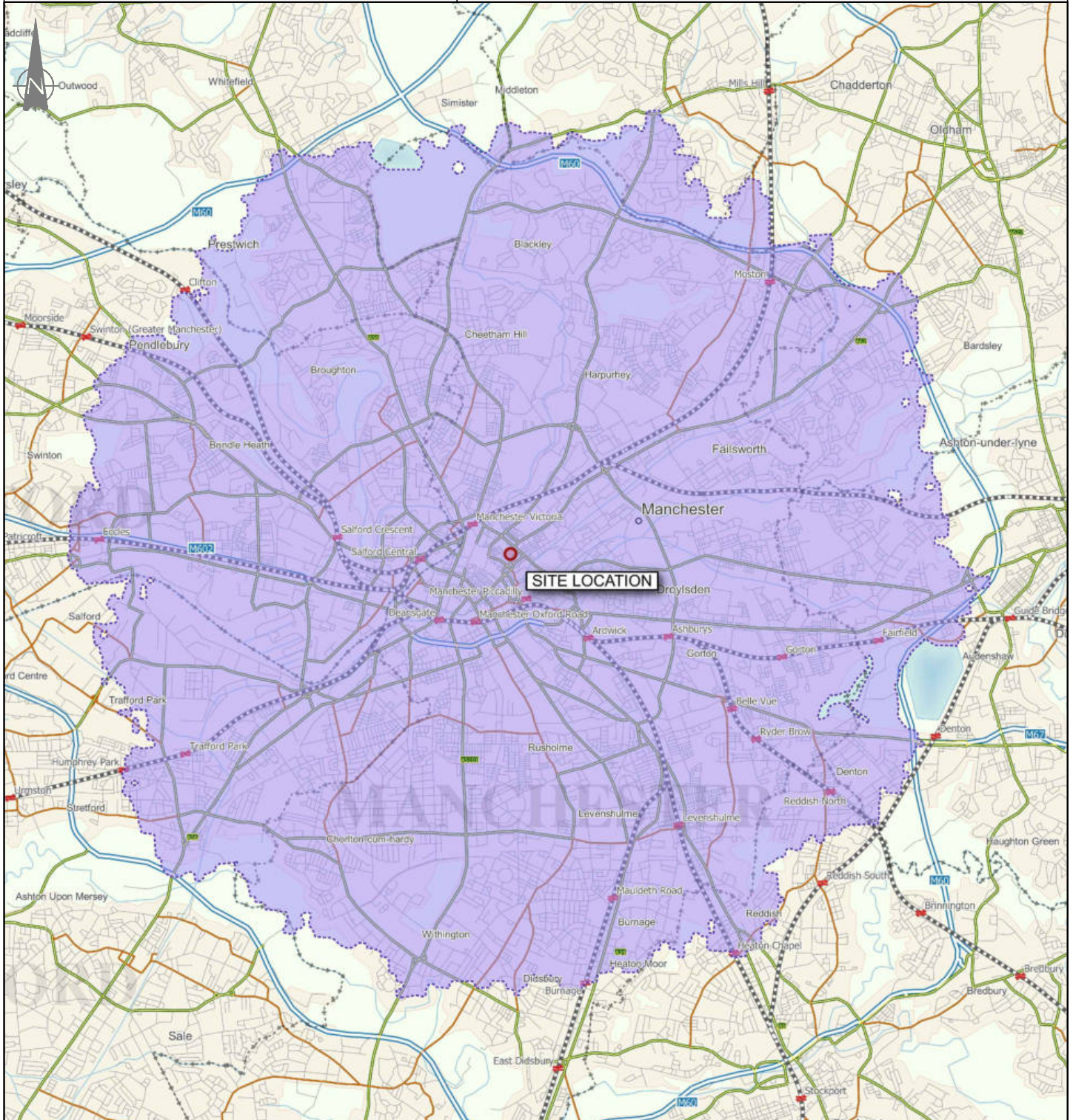
Drawn By: JM Checked By: AT

Designed By: JM Date: 20/07/21

Scale: NTS

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

79424 - CUR - 00 - XX - DR - TP - 06004 - P01



KEY: Site Cycle Catchment:
8000m

Contains OS data © Crown copyright [and database right] (2021)



Merchant Exchange, 17-19 Whitworth St. W Manchester M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Project:
OLDHAM STREET HOTEL - MANCHESTER

Status:
PRELIMINARY

Drg Title:
ACCESSIBILITY
INDICATIVE PUBLIC
TRANSPORT CATCHMENT

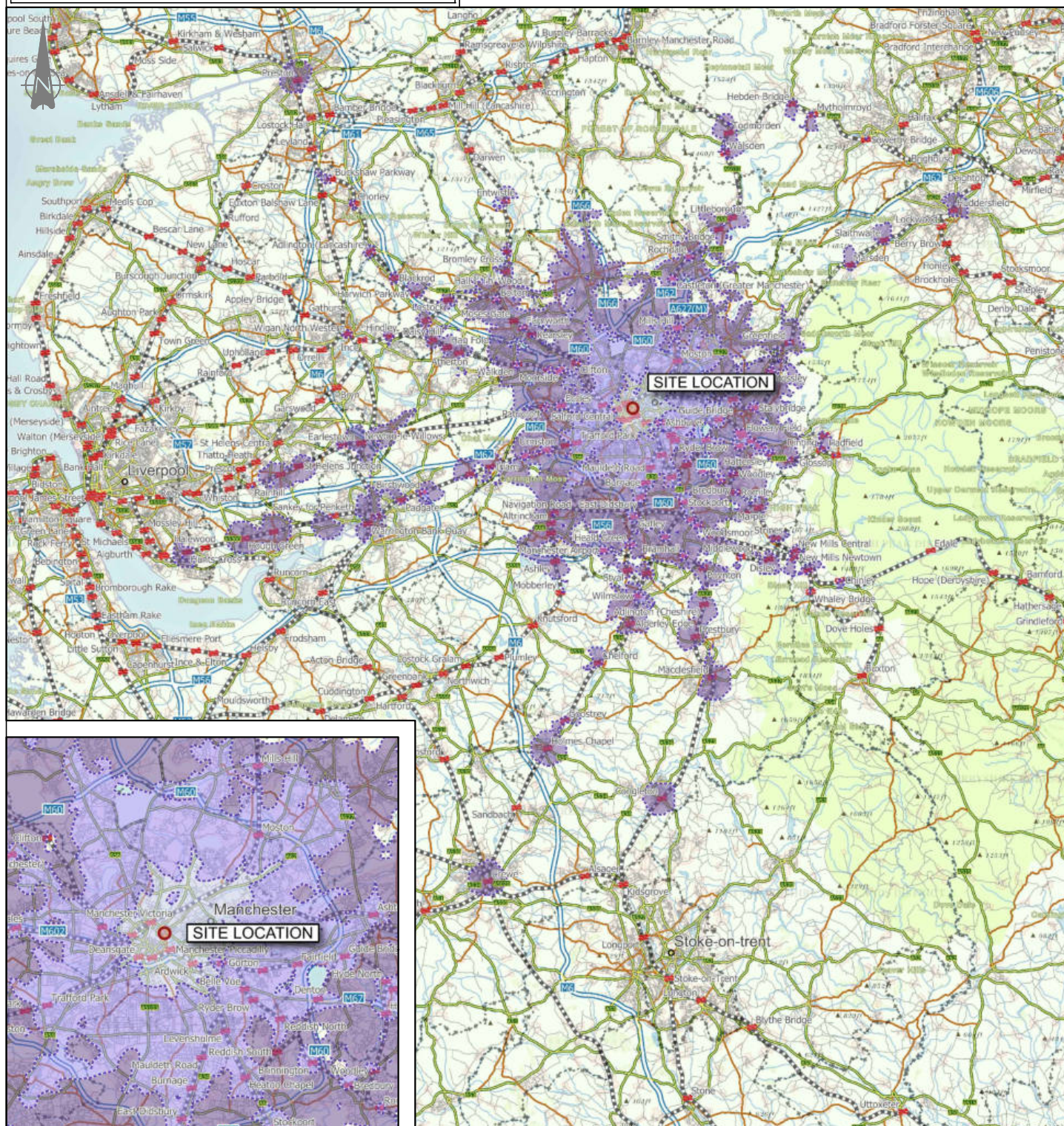
Drawn By: JM Checked By: AT

Designed By: JM Date: 20/07/21

Scale: NTS

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

79424 - CUR - 00 - XX - DR - TP - 06005 - P01



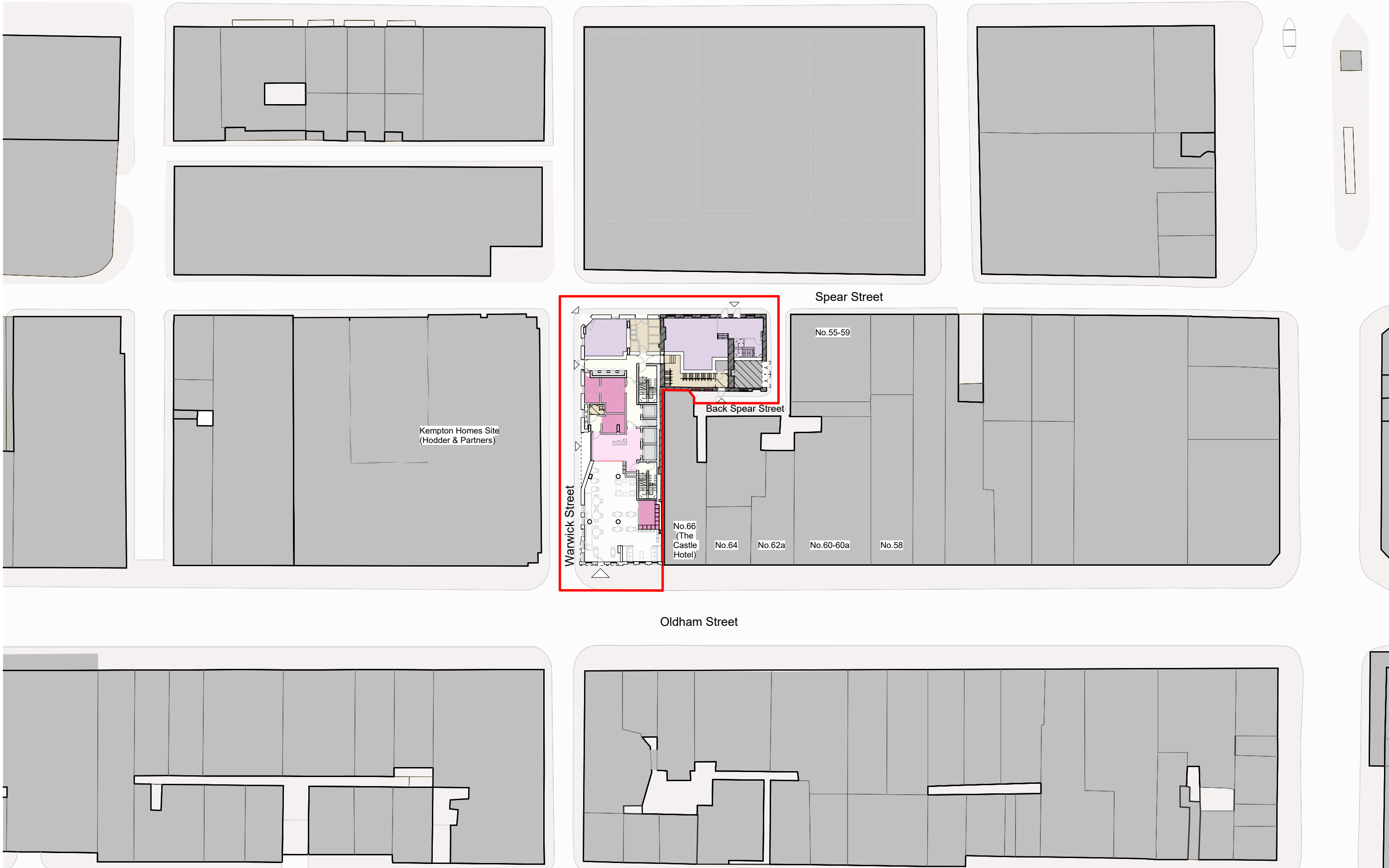
KEY: Site

Public Transport Catchment:

- 20 minutes
- 40 minutes
- 60 minutes

Contains OS data © Crown copyright [and database right] (2021)

Appendix A – Proposed Site Layout Plan



This drawing is copyright
Do not scale off dimensions.
All dimensions to be checked on
site by contractor.
Contractor to report any
dimensional discrepancies,
errors or omissions prior to
commencing on site.

NOTE:

1. Red line boundary based on topographic survey & as-built survey. 56815-Topo-2D (08-03-21) & 56815 Floor Plans (08-03-21).
2. Co-ordination of existing building footprint (including interior face of party wall) and topographic survey tbc by MHLS.
3. Subject to party wall advice from specialist consultant.

NORTH

Rev	Date	Description
01	2021-11-08	First Issue
02	2022-08-02	Current agreed planning red line

Project Title

Oldham Street
Manchester

Status

For Comment

Drawing Title

Red Line Planning Boundary
Indicative Layout

Project No	Scale
10338	1 : 500 @ A3

SHP Drawing Code	PROJ - ORG - REG - CLAS - TYPE - LOC - REV
10338-SHP-A-G200-SK-00-002	

Revision
01

simpsonhaugh

Manchester
+44 (0)161 835 2345

London
+44 (0)20 7549 4000

Appendix B – TRICS Output

Calculation Reference: AUDIT-148301-200625-0644

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

MULTI-MODAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set***Primary Filtering selection:***This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Number of bedrooms

Actual Range: 24 to 154 (units:)

Range Selected by User: 24 to 227 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 16/10/19

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

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

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Town Centre	6
-------------	---

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

Commercial Zone	1
Built-Up Zone	4
High Street	1

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

Secondary Filtering selection:Use Class:

C1

6 days

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

Population within 1 mile:

5,001 to 10,000

1 days

15,001 to 20,000

1 days

20,001 to 25,000

1 days

25,001 to 50,000

2 days

50,001 to 100,000

1 days

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

Population within 5 miles:

25,001 to 50,000

1 days

75,001 to 100,000

1 days

250,001 to 500,000

2 days

500,001 or More

2 days

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

Car ownership within 5 miles:

0.6 to 1.0

4 days

1.1 to 1.5

2 days

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

Travel Plan:

No

6 days

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

PTAL Rating:

No PTAL Present

6 days

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

LIST OF SITES relevant to selection parameters

1	CB-06-A-01	HOTEL		CUMBRIA
	ENGLISH STREET			
	CARLISLE			
	Town Centre			
	High Street			
	Total Number of bedrooms:	92		
	Survey date: MONDAY	20/06/16		Survey Type: MANUAL
2	ES-06-A-01	HOTEL		EAST SUSSEX
	KINGS ROAD			
	BRIGHTON			
	Town Centre			
	Built-Up Zone			
	Total Number of bedrooms:	154		
	Survey date: WEDNESDAY	16/10/19		Survey Type: MANUAL
3	GM-06-A-08	IBIS		GREATER MANCHESTER
	PORTLAND STREET			
	MANCHESTER			
	Town Centre			
	Built-Up Zone			
	Total Number of bedrooms:	127		
	Survey date: MONDAY	26/09/16		Survey Type: MANUAL
4	TV-06-A-04	THISTLE		TEES VALLEY
	FRY STREET			
	MIDDLESBROUGH			
	Town Centre			
	Commercial Zone			
	Total Number of bedrooms:	132		
	Survey date: THURSDAY	03/10/13		Survey Type: MANUAL
5	TW-06-A-03	HOTEL		TYNE & WEAR
	SANDHILL			
	NEWCASTLE UPON TYNE			
	QUAYSIDE			
	Town Centre			
	Built-Up Zone			
	Total Number of bedrooms:	24		
	Survey date: TUESDAY	14/06/16		Survey Type: MANUAL
6	WL-06-A-02	HOLIDAY INN EXPRESS		WILTSHIRE
	BRIDGE STREET			
	SWINDON			
	Town Centre			
	Built-Up Zone			
	Total Number of bedrooms:	134		
	Survey date: WEDNESDAY	27/11/13		Survey Type: MANUAL

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

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

MULTI-MODAL VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.019	1	154	0.013	1	154	0.032
07:00 - 08:00	6	111	0.074	6	111	0.094	6	111	0.168
08:00 - 09:00	6	111	0.086	6	111	0.170	6	111	0.256
09:00 - 10:00	6	111	0.089	6	111	0.110	6	111	0.199
10:00 - 11:00	6	111	0.071	6	111	0.094	6	111	0.165
11:00 - 12:00	6	111	0.056	6	111	0.083	6	111	0.139
12:00 - 13:00	6	111	0.066	6	111	0.050	6	111	0.116
13:00 - 14:00	6	111	0.060	6	111	0.048	6	111	0.108
14:00 - 15:00	6	111	0.045	6	111	0.053	6	111	0.098
15:00 - 16:00	6	111	0.047	6	111	0.054	6	111	0.101
16:00 - 17:00	6	111	0.089	6	111	0.059	6	111	0.148
17:00 - 18:00	6	111	0.103	6	111	0.068	6	111	0.171
18:00 - 19:00	6	111	0.078	6	111	0.053	6	111	0.131
19:00 - 20:00	6	111	0.051	6	111	0.050	6	111	0.101
20:00 - 21:00	6	111	0.036	6	111	0.026	6	111	0.062
21:00 - 22:00	6	111	0.024	6	111	0.026	6	111	0.050
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.994			1.051			2.045

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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

Parameter summary

Trip rate parameter range selected: 24 - 154 (units:)
 Survey date range: 01/01/12 - 16/10/19
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.000	1	154	0.000	1	154	0.000
07:00 - 08:00	6	111	0.006	6	111	0.000	6	111	0.006
08:00 - 09:00	6	111	0.000	6	111	0.000	6	111	0.000
09:00 - 10:00	6	111	0.000	6	111	0.000	6	111	0.000
10:00 - 11:00	6	111	0.000	6	111	0.000	6	111	0.000
11:00 - 12:00	6	111	0.003	6	111	0.000	6	111	0.003
12:00 - 13:00	6	111	0.000	6	111	0.000	6	111	0.000
13:00 - 14:00	6	111	0.002	6	111	0.002	6	111	0.004
14:00 - 15:00	6	111	0.000	6	111	0.000	6	111	0.000
15:00 - 16:00	6	111	0.003	6	111	0.003	6	111	0.006
16:00 - 17:00	6	111	0.002	6	111	0.008	6	111	0.010
17:00 - 18:00	6	111	0.000	6	111	0.002	6	111	0.002
18:00 - 19:00	6	111	0.006	6	111	0.003	6	111	0.009
19:00 - 20:00	6	111	0.000	6	111	0.000	6	111	0.000
20:00 - 21:00	6	111	0.000	6	111	0.000	6	111	0.000
21:00 - 22:00	6	111	0.000	6	111	0.000	6	111	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.018			0.040

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.019	1	154	0.000	1	154	0.019
07:00 - 08:00	6	111	0.030	6	111	0.027	6	111	0.057
08:00 - 09:00	6	111	0.057	6	111	0.080	6	111	0.137
09:00 - 10:00	6	111	0.072	6	111	0.078	6	111	0.150
10:00 - 11:00	6	111	0.062	6	111	0.095	6	111	0.157
11:00 - 12:00	6	111	0.075	6	111	0.098	6	111	0.173
12:00 - 13:00	6	111	0.090	6	111	0.098	6	111	0.188
13:00 - 14:00	6	111	0.087	6	111	0.112	6	111	0.199
14:00 - 15:00	6	111	0.097	6	111	0.145	6	111	0.242
15:00 - 16:00	6	111	0.084	6	111	0.071	6	111	0.155
16:00 - 17:00	6	111	0.094	6	111	0.109	6	111	0.203
17:00 - 18:00	6	111	0.107	6	111	0.100	6	111	0.207
18:00 - 19:00	6	111	0.133	6	111	0.178	6	111	0.311
19:00 - 20:00	6	111	0.104	6	111	0.115	6	111	0.219
20:00 - 21:00	6	111	0.106	6	111	0.104	6	111	0.210
21:00 - 22:00	6	111	0.110	6	111	0.068	6	111	0.178
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.327			1.478			2.805

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.045	1	154	0.026	1	154	0.071
07:00 - 08:00	6	111	0.024	6	111	0.005	6	111	0.029
08:00 - 09:00	6	111	0.024	6	111	0.060	6	111	0.084
09:00 - 10:00	6	111	0.012	6	111	0.050	6	111	0.062
10:00 - 11:00	6	111	0.012	6	111	0.009	6	111	0.021
11:00 - 12:00	6	111	0.017	6	111	0.008	6	111	0.025
12:00 - 13:00	6	111	0.015	6	111	0.009	6	111	0.024
13:00 - 14:00	6	111	0.039	6	111	0.014	6	111	0.053
14:00 - 15:00	6	111	0.015	6	111	0.008	6	111	0.023
15:00 - 16:00	6	111	0.011	6	111	0.020	6	111	0.031
16:00 - 17:00	6	111	0.015	6	111	0.012	6	111	0.027
17:00 - 18:00	6	111	0.065	6	111	0.006	6	111	0.071
18:00 - 19:00	6	111	0.024	6	111	0.009	6	111	0.033
19:00 - 20:00	6	111	0.009	6	111	0.008	6	111	0.017
20:00 - 21:00	6	111	0.017	6	111	0.002	6	111	0.019
21:00 - 22:00	6	111	0.014	6	111	0.002	6	111	0.016
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.358			0.248			0.606

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.

Our Locations

Birmingham

2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol

Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ
T. 0117 302 7560
bristol@curtins.com

Cambridge

50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff

3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas

Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Dublin

11 Pembroke Lane
Dublin 2
D02 CX82
Ireland
T. +353 1 507 9447
dublin@curtins.com

Edinburgh

1a Belford Road
Edinburgh
EH4 3BL
T. 0131 225 2175
edinburgh@curtins.com

Glasgow

Queens House
29 St Vincent Place
Glasgow
G1 2DT
T. 0141 319 8777
glasgow@curtins.com

Kendal

Units 24 & 25 Riverside Place
K Village
Lound Road
Kendal
LA9 7FH
T. 01539 724 823
kendal@curtins.com

Leeds

Ground Floor
Rose Wharf
78-80 East Street
Leeds
LS9 8EE
T. 0113 274 8509
leeds@curtins.com

Liverpool

51-55 Tithebarn Street
Liverpool
L2 2SB
T. 0151 726 2000
liverpool@curtins.com

London

40 Compton Street
London
EC1V 0BD
T. 020 7324 2240
london@curtins.com

Manchester

Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG
T. 0161 236 2394
manchester@curtins.com

Nottingham

56 The Ropewalk
Nottingham
NG1 5DW
T. 0115 941 5551
nottingham@curtins.com