Transport Statement

Weston Hall & Pendulum Hotel

iQ Student Accommodation

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Basis of Report

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1.0 Introduction

Background

1.1 SLR have been appointed by iQ Student Accommodation (iQ) to provide highways and transport advice in support of a planning application for a site formerly occupied by Weston Hall and the Pendulum Hotel, off Sackville Street, Manchester.

1.2 The site lies within the jurisdiction of Manchester City Council (MCC) who act as the Local Planning and Highway Authority.

1.3 The proposed development consists redevelopment of the site for purpose-built student accommodation (PBSA), providing for 2,511 bed spaces.

Site Location & Context

1.4 The location of the development site is shown in its local context in **Dwg 10346-SHA-Z0-A-B5D8-G100-XP-XX-001** and the Redline Boundary shown in **Dwg 10346-SHA-Z0-A-B5D8-G100-XP-XX-002**.

1.5 The Site comprises of approximately 0.73 hectares of land. It is bound by Charles Street to the north; Sackville Street to the east; a raised platform to the south which connects to University of Manchester buildings (George Begg Building, John Garside Building and Faraday Tower) to the south; and a surface-level car park and Hotel Ibis Manchester Centre Princess Street which front onto A34 Princess Street.

1.6 The Site comprises two interconnected building blocks with a shared main entrance, courtyard design and limited degree of landscaping.

1.7 The existing buildings comprise of:

- Weston Hall, which is a part 5, part 6 storey purpose-built student accommodation development comprising of 528 bed space. The Echoes Day Nursey occupies part of the ground floor of Weston Hall under an occupational lease and is accessed from Charles Street.
- The Pendulum Hotel, which is a part 5, part 6 storey hotel with 117 rooms and a conference centre and is part of the University of Manchester (UoM) campus buildings.

1.8 The existing development is ‘car-free’, and no parking spaces are provided within the site.

1.9 The wider area surrounding the site is characterised by a mix of uses including university, office, leisure, residential and student residential accommodation.

Proposed Development

1.10 The proposed development will be phased and comprise:

- Partial removal of existing structures and erection of two buildings comprising purpose-built student accommodation (sui generis), one of 50 storeys and one of 17 storeys with an 8-storey link, together with associated amenity space, external landscaping, highways works, and change of use of the Pendulum Hotel to purpose-built student accommodation; and
- Removal of remaining existing structures and erection of two buildings comprising purpose-built student accommodation (sui generis), one of 33 storeys and one of part-24 and part-8 storeys with a 1-storey link, together with associated amenity space, external landscaping, and highways works.

1.11 The quanta of new PBSA beds provided is

- Phase A: 1,296 new beds + 516 refurbished beds in existing halls/hotel
  1,812 beds
- Phase B: **1,215 beds**

Total **2,511 beds** (following demolition of existing buildings)

1.12 There is no car parking on site but cycle parking will be provided in the external areas as follows:

- Phase A 80 Spaces Double Stacked Covered
  4 visitor spaces in Sheffield stands (or similar)
- Phase B 60 Spaces Double Stacked Covered

Total **144 Cycle Parking Spaces**

1.13 The relevant plans of the development are given in the **Drawings** section of this report.

2.0 Planning Policy

National Planning Policy

2.1 The latest National Planning Policy Framework (NPPF) was published in December 2024 by the Ministry of Housing, Communities and Local Government. This replaces the previous version of the NPPF which was published in December 2023.

2.2 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development.

2.3 With regards to promoting sustainable transport, Paragraph 109 of the NPPF states that transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- making transport considerations an important part of early engagement with local communities;
- ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
- understanding and addressing the potential impacts of development on transport networks;
- realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
- identifying and pursuing opportunities to promote walking, cycling and public transport use; and
- identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

2.4 When considering development proposals, Paragraph 115 of the revised NPPF states that in assessing applications for development, it should be ensured that:

- *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach*.

2.5 Paragraph 116 goes on to state that "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios*".

2.6 Paragraph 117 states that applications for development should:

- *give priority first 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;*
- *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;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations*.

2.7 Paragraph 118 states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

Local Planning Policy

Places for Everyone (PfE)

2.8 Policy JP-C1 An Integrated Network partially replaces Policy T1 of the Core Strategy. The policy aims to "help deliver an accessible, low carbon Greater Manchester with world-class connectivity". Key features of this are:

- Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure.
- Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport.

2.9 Policy JP-C5: Streets for All sets out that "Streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport".

2.10 Policy JP-C6: Walking and Cycling seeks to deliver a higher proportion of journeys made by walking and cycling, supported by a range of measures, including:

- Creating safe, attractive and integrated walking and cycling infrastructure connecting neighbourhoods,
- Ensuring routes are direct, easily navigable and integrated with the street and public transport network.
- Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle.

Guide to Development in Manchester SPD & Planning Guidance

2.11 This document brings together the development principles that will apply to new developments in Manchester. Paragraph 2.22 of the document states that:

'*In order to reduce reliance on the car, residents and workers should be within easy walking distance of facilities such as clinics, corner shops, newsagents and public transport*.'

2.12 The proposed development is well aligned with this goal, being located close to a range of different facilities. The guidance goes on to describe the need for Travel Plans in new developments, stating:

'*A Travel Plan is a package of measures and actions aimed at reducing the need to travel by car by providing alternative choices and encouraging walking, cycling, and public transport use. At the planning stage consideration should be given to the proximity of the development to existing travel facilities and services, site layout, suitable density, cycling, pedestrian facilities and potential for parking restraint*.'

2.13 Such an exercise has been completed for this development and informs part of this report along with the accompanying Travel Plan.

Greater Manchester Transport Strategy 2040

2.14 Transport for Greater Manchester (TfGM) has developed a 2040 Transport Strategy that sets out ambitions for a radical new approach to planning Manchester's transport system in support of long-term needs and aspirations.

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

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

2.16 The 2040 Vision is supported by policies and proposals for improving the transport network in the medium term up to 2025 structured around spatial themes. A common theme is the need to tackle congestion on Manchester's transport networks and minimise the negative impacts of traffic on communities.

2.17 The development proposals aspire to conform to the vision and goals as set out within the 2040 Vision Document by ensuring that the site is accessible by a variety of sustainable transport modes in order to deliver a quality development that enhances the environment.

3.0 Baseline Conditions

Introduction

3.1 This section of the report provides information on the baseline conditions in the vicinity of the site, providing a detailed overview of the existing site. It describes the local highway network in detail, existing car parking facilities and accident data in the vicinity of the site.

3.2 An audit of the local transport / highway infrastructure in the area was conducted to establish the baseline conditions for the street environment. This had a particular focus on the provision for pedestrians, cyclists, public transport users and for disabled users accessing this site. The summary of this walkover audit is given in **Appendix A** and some of the key features are considered further below.

Existing Site Usage

3.3 The site is presently occupied by two buildings, as follows:

- Weston Hall, which is a 528 bed PBSA building,
- Pendulum Hotel, which is a hotel with 117 bedrooms and a conference centre.

3.4 The Site has no on-site parking or vehicular access from the highway. Pedestrian access is taken from Sackville Street.

3.5 The site does benefit from on-street parking on Sackville Street. The Charles Street Multi-Storey Car Park (MSCP) previously provided parking for 520 cars but has since closed.

Local Highway Network

Sackville Street

3.6 Sackville Street forms the eastern boundary of the site and provides an off route from the A57(M) Mancunian Way with a further connection to the A34 Princess Street. The section of Sackville Street adjacent to the site and further south is restricted to one-way traffic, northbound. There is a contra-flow cycle lane on this section of the route.

3.7 Here the carriageway is approximately 6m in width. Immediately adjacent to the site, there are 7 parking bays including 1 disabled bay.

3.8 To the north of the site (and the junction with Charles Street, Sackville Street has a carriageway of approximately 7m in width. This section accommodates two-way traffic.

3.9 Sackville Street is subject to a 20mph speed limit.

3.10 Pedestrian footways are provided on both sides of the carriageway and street lighting is to the required standard.

Charles Street

3.11 Charles Street forms the northern boundary of the site. It has a carriageway of approximately 7m in width and this accommodates two-way traffic. It is subject to a 20mph speed limit and street lighting is present.

3.12 Along the frontage of the site, there is a Traffic Regulation Order (TRO) in the form of single yellow line. This denotes a restriction of No Waiting 8am-8pm. For clarity this Order does permit the drop off and pick up of passengers (providing the driver does not leave the vehicle) and it also permits loading activity.

3.13 Close to the Echoes Day Nursery, it can be seen that at the start and end of the day there are cars pulling up to drop off or pick up their child. This activity seems to be easily accommodated within the street environment.

3.14 Just to the west there is a Loading Layby convenient for the Ibis Hotel there where their refuse is collected from. This Layby has double yellow lines to prevent parking, but loading is permitted there.

Figure 3.1

Charles Street Loading Bay



3.15 Closer to the junctions at either end of Charles Street there are double yellow lines which prevent parking and loading.

3.16 At the junction with Sackville Street, Charles Street forms the minor arm of a priority junction and to the west it forms a signalised crossroads with the A34 Princess Street.

3.17 There is a Flag Bus Stop on Charles Street for the 147 west bound bus service.

3.18 A pedestrian footway is present on the south side of the carriageway (adjacent to the site). There is presently no formal footway on the north side of Charles Street, as this side only provides vehicular access to the Charles Street MSCP. The car park is closed, and the site will be re-developed as part of the Sister Masterplan. The development proposals for this site are being prepared, and the design team have consulted with the developer on their aspirations to ensure a coordinated approach to proposed works to Charles Street.

Princess Street

3.19 Princess Street (A34) forms a main strategic route into Manchester City Centre from the south of the city. The Hotel Ibis to the west of the site front onto Charles Street and Princess Street and to the south of that there is a small car park and service yard that gains access onto Princess Street.

3.20 Princess Street has a carriageway of circa 7.0 – 9.0m in width. To the south, Princess Street provides access to the Mancunian Way ring road, in addition to the A34 which continues to the sough of Manchester.

3.21 There is a Bus Stop with shelter on Princess Street around 60m south of Charles Street.

3.22 In the vicinity of the site, there are footways on both sides of the road and street lighting is present.

3.23 Charles Street meets Princess Street at a signalised junction, and this is provided with signalled pedestrian crossings, which incorporate dropped kerbs and tactile paving.

University Pedestrian Walkway

3.24 Directly to the south of the site, there is a pedestrian walking route which provides a link between Sackville Street and Princess Street. This route lies over a car park below and the culverted River Medlock. Whilst this is open to the general public, it is not adopted highway/footway or a public right of way.



Figure 3.2
Pedestrian Walkway
to the South of the Site

Traffic Surveys

3.25 Traffic Surveys were undertaken on the streets local to the site. These covered Vehicle Counts, HGVs, Cyclists and Pedestrians in the AM, Off Peak Lunchtime and PM Peak Hours as well as the daily Annual Average Daily Traffic flows and Annual Average Weekday Traffic flows. These are included as **Figure 3.3** for All Vehicle Movements, **Figure 3.4** for HGVs, **Figure 3.5** for Cycle Flows and **Figure 3.6** for Pedestrian Movements, overleaf.

3.26 The AM peak is the busiest period for traffic on Sackville Street at 440 vehicles inbound into the city or an average of just over 7 vehicles per minute which drops by around half for the rest of the day. Charles Street is quite lightly trafficked with a two-way flow of around one vehicle a minute in the peak periods.

3.27 The Cycle flows around the site were also recorded and these are quite light. Sackville Street sees just over 20 cycle movements (two way) in the busiest AM and PM peak periods. Charles Street carries limited number of cycles with 12 and 18 in the peak hours.

3.28 Sackville Street is a reasonably busy walking route notably for pedestrians accessing the University premises.

Existing Car Parking Provision

3.29 There are numerous public car parks within a short walk of the site, with the nearest being the Circle Square multi-storey car park with 1018 spaces and 28 Disabled Bays which is within 250m of the site. The Q-Park Piccadilly Gardens car park with 712 spaces is approximately 740m from the site.

3.30 As described, there are 8 parking spaces (pay and display) including 1 disabled space at the frontage of the site on Sackville Street.

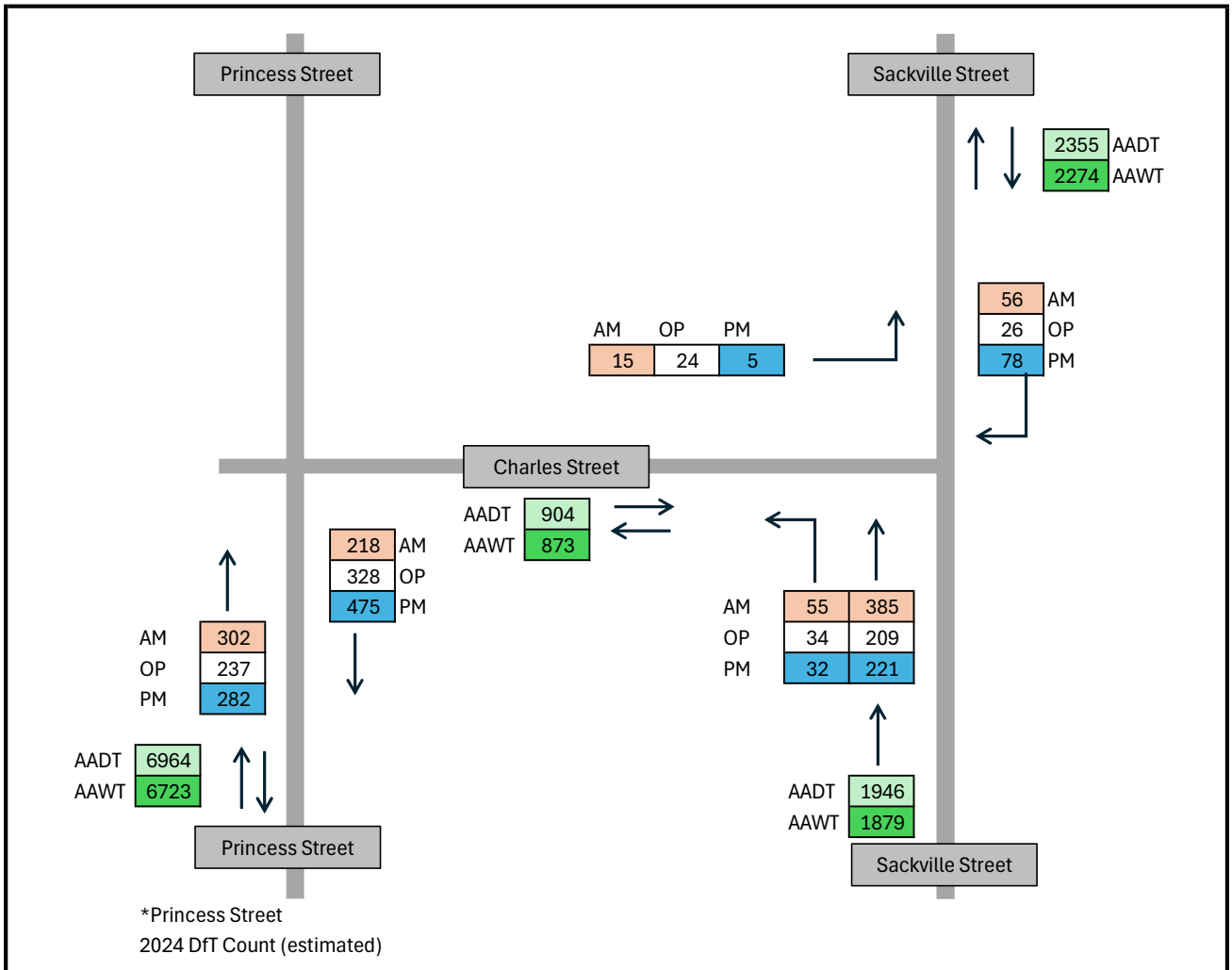


Figure 3.3

Weston Hall & Pendulum
All Vehicle Flows
Baseline Conditions

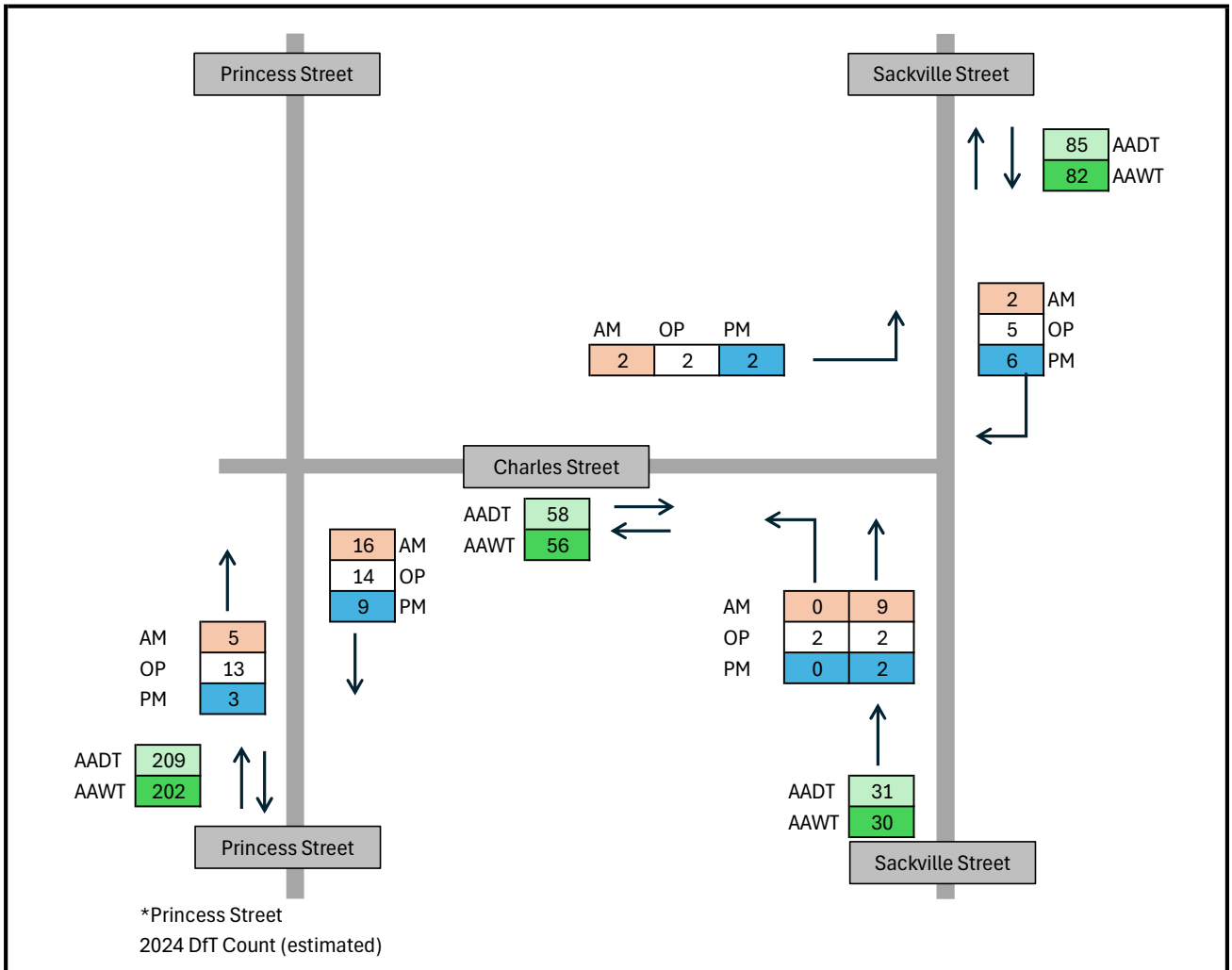


Figure 3.4

Weston Hall & Pendulum
Heavy Good Vehicle Flows
Baseline Conditions

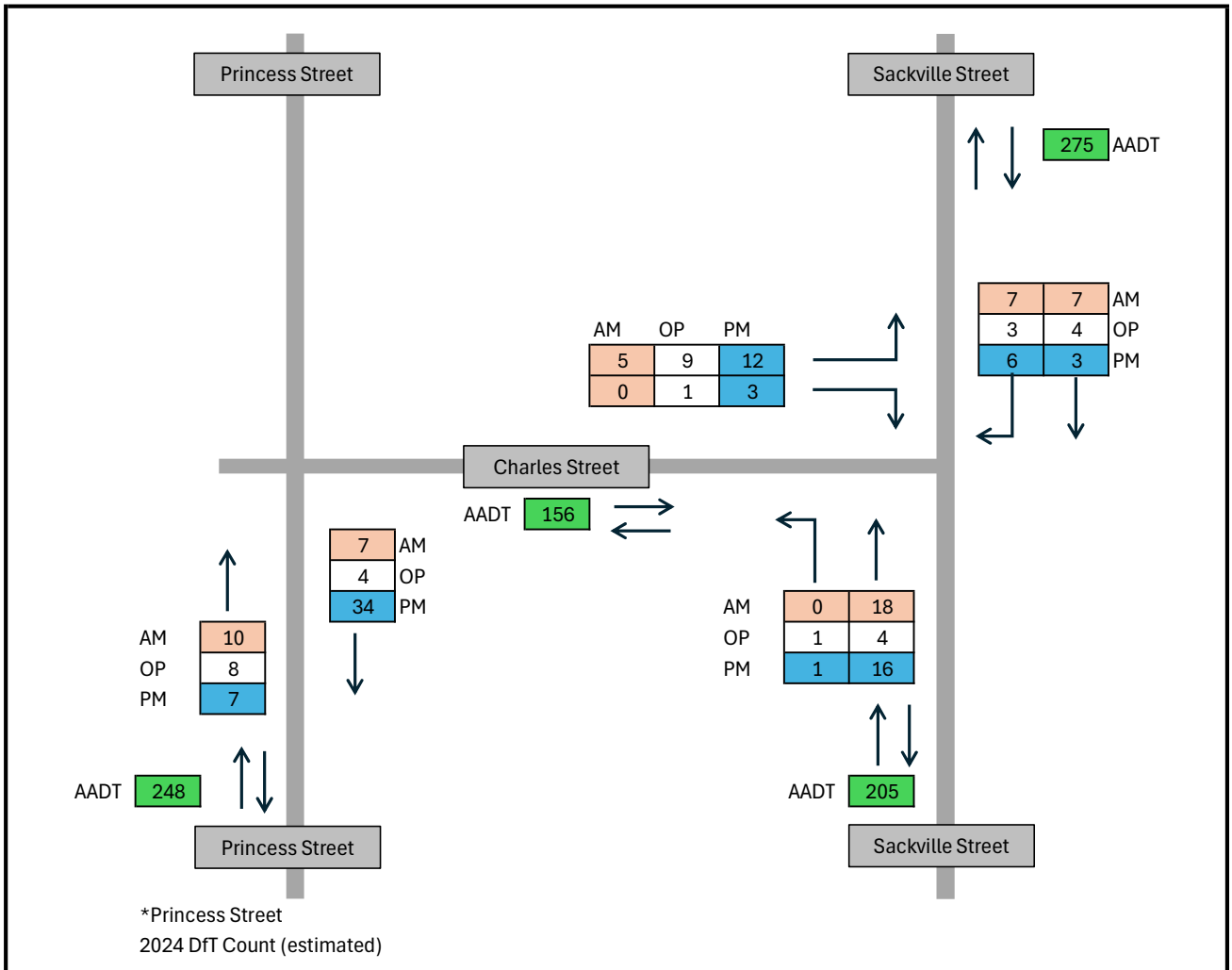


Figure 3.5

Weston Hall & Pendulum Cycle Flows Baseline Conditions

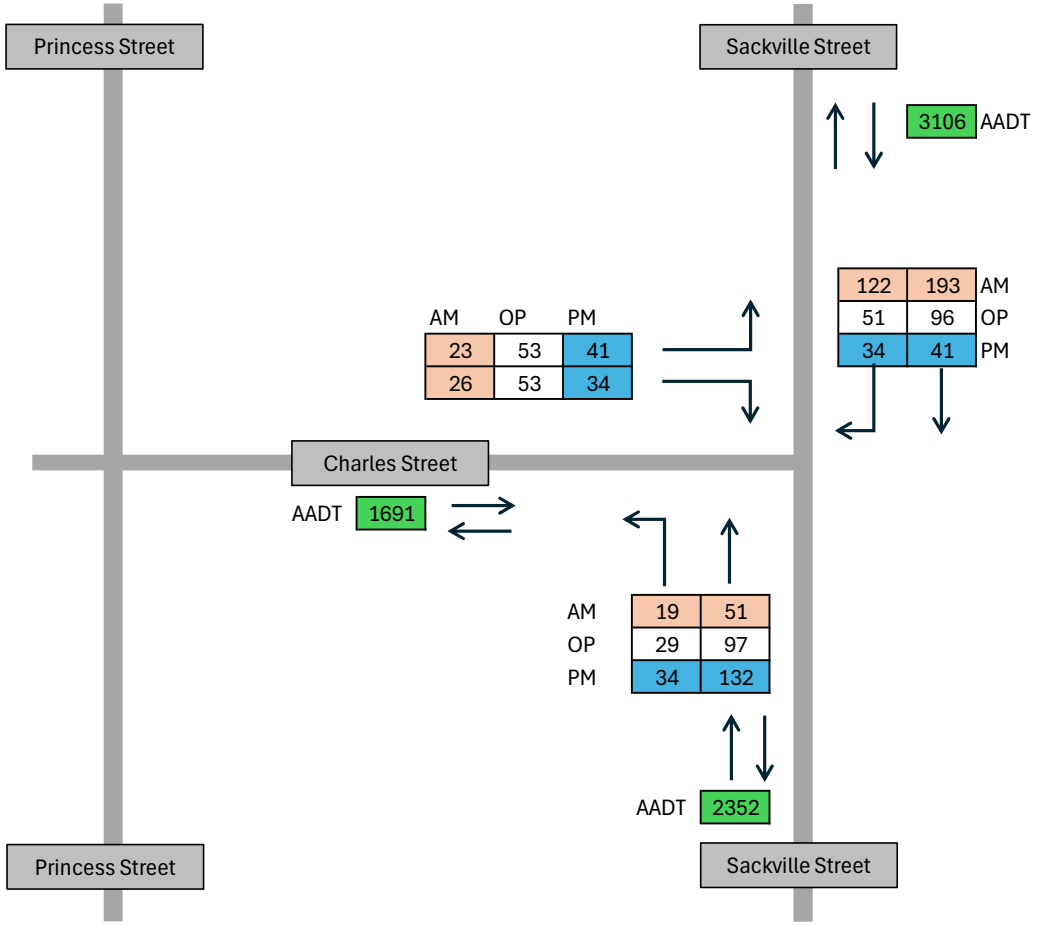


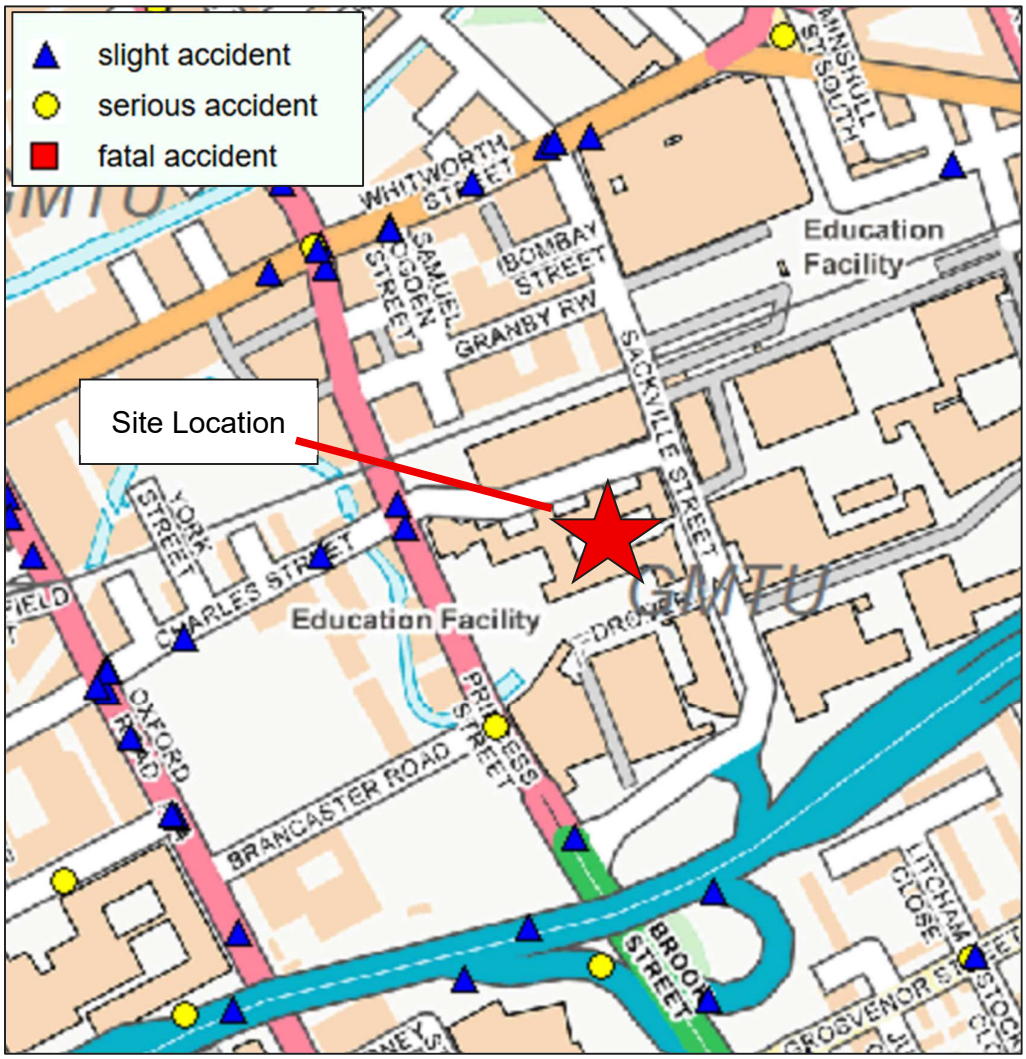
Figure 3.6

Weston Hall & Pendulum
Pedestrian Flows
Baseline Conditions

Accident Record

3.31 The online version of the TfGM accident database has been reviewed to understand the level of collisions in the immediate vicinity of the proposed development occurring over the most recent five-year period for which data is available. **Figure 3.7** shows the accident plot for the area surrounding the site, with the site itself indicated by the red star.

Figure 3.7: 5-Year Collision Plot Data (extract from TfGM Interactive Map)



(Source: http://www.gmtu.gov.uk/gmaccidents/#)

3.32 It can be seen there have been no collisions on the sections of Charles Street or Sackville Street immediately adjacent to the site.

3.33 There have been two accidents at the junction of Charles Street and Princess Street both of which are categorised as slight.

3.34 Overall, the number of collisions shown are considered relatively low which demonstrates that there are no material prevailing road safety issues in the vicinity of the site and that the local highway operates in a safe manner.

ID Manchester Masterplan

3.35 The site lies adjacent to the ID Manchester Strategic Regeneration Framework Area which aims to deliver an Innovation District centred around The University of Manchester area south of Whitworth Street, London Road to the east and Princess Street to the west.

3.36 The site north of Charles Street forms part of the Framework Area, Zone H which is currently occupied by the now closed Charles Street Multi-Storey Car Park. The current position is that there is an application to demolish the Charles Street Car Park which is yet to be determined.

3.37 A public consultation on the proposed redevelopment has just been opened, and the proposals outline a development of over 1000 PBSA beds in 3 towers. In transport terms the aim is to open up an east west pedestrian link along Altrincham Street which would be activated by retail units connecting to a new 'Princess Square' in a quality public realm. On Charles Street this scheme would provide a new footway along the north side of Charles Street which is currently not available which forces pedestrians onto the south side.

3.38 iQ will liaise with the developer of that site to ensure coordination of works.

4.0 Accessibility by Sustainable Travel Modes

Introduction

4.1 This section considers the accessibility of the site by sustainable modes including walking, cycling and public transport.

Access by Walking

4.2 The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) suggest that a desirable walking distance for commuting or education purposes is 800m with the preferred maximum distance being 2km or just over 20minutes.

4.3 In line with this guidance, **Drawing 410.067113.00001-Plan 1** represents a 2km walk catchment from the site. This plan shows that there are two National Rail stations and three Metrolink stops located within 800m walking distance the site. In addition to this, the entirety of Manchester City Centre is within the 2km walk catchment along with the key Manchester Universities Campuses on Oxford Road to the southeast.

4.4 There are footways provided on Sackville Street and Charles Street which can be used to access local transport including bus, train and tram. There is a signalised pedestrian crossing provided at the Charles Street / Princess Street junction.

4.5 To the south of the site, pedestrian access across the A57(M) has been significantly improved with at-grade footway crossings under Mancunian Way. These footways provide connections to the A34 corridor and can be used to access the University of Manchester.

4.6 As would be expected for a city centre location there is a wide range of local amenities located within walking distance of the site. These are described in **Table 4.1** below.

Table 4.1: Relevant Amenities and Distance

Amenity	Name	Distance
Appropriate food outlets	Spar Princess Street	140m
	Asda Circle Square	250m
	Circle Square Various Restaurants	250m
Post Office	Oxford Road Post Office	340m
Access to cash	Oxford Road Post Office	340m
Access to cash	Tesco Cash Machine Oxford Rd	400m
Pharmacy	Boots Piccadilly Station	500m

382500 383000 383500 384000 384500 385000 385500 386000 386500 387000

399500 399000 398500 398000 397500 397000

N

LEGEND

- Site Location
- Bus Stop
- Metrolink Tram Stop
- Railway Station
- Public Right of Way

Walking Catchment:

- 0m - 1000m
- 1000m - 2000m



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410.067113.00001

WALKING CATCHMENT

PLAN 1

Scale 1:15,000 @ A3

Date SEPTEMBER 2025

0 500 1,000

Metres

410.067113.00001.0001.0 Plan 1 Walking Catchment

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Access by Cycle

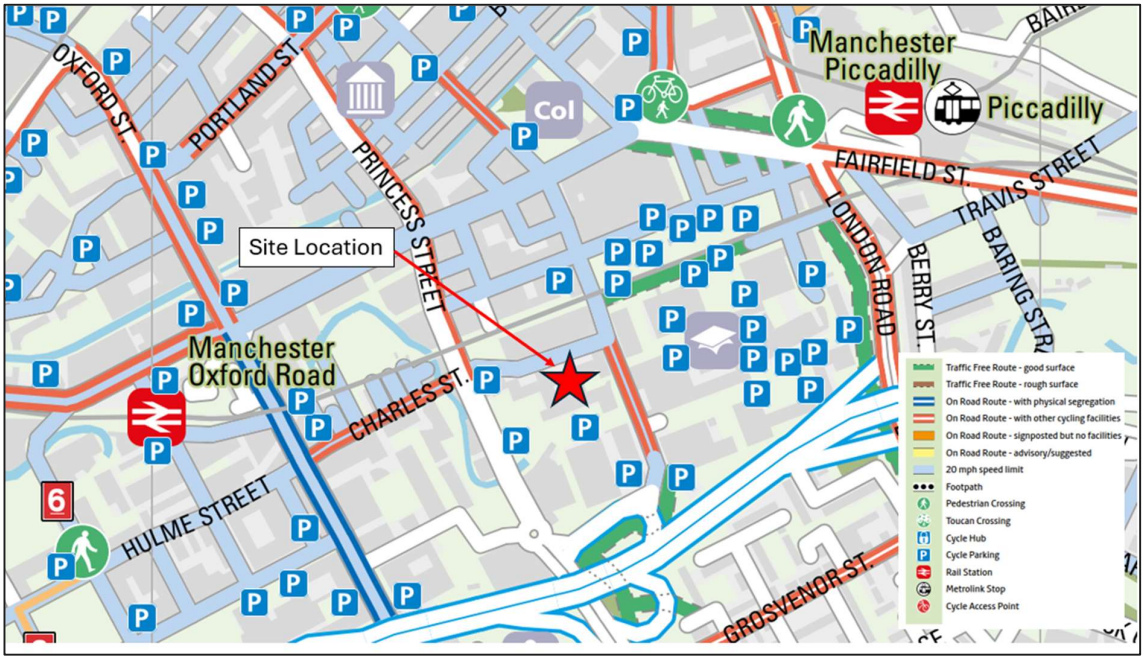
4.7 Cycling is an effective mode for short trips up to three to five miles (5-8km) and a catchment of 5km represents a journey time of 20 minutes using a leisurely cycle speed pf 10mph (16kph). To demonstrate that cycling can be promoted for a range of users of varying ability, a 5km catchment is presented in **Drawing 410.067113.00001-Plan 2.**

4.8 The 5km catchment encompasses the whole of Manchester City Centre and surrounding areas including Old Trafford, Salford, Cheetham Hill, Broughton, Ancoats, New Islington, Miles Platting, Ardwick, Longsight, Moss Side, Whalley Range and parts of Chorlton-cum-Hardy.

4.9 The plan also highlights the cycling routes available within that catchment. This shows that there are extensive cycling routes provided in close proximity to the site this includes on-road and off-road routes, signed routes and canal towpath routes.

4.10 An extract of TfGM's cycle map is provided in **Figure 4.1** for the area in the vicinity of the site, with the site itself indicated by the red star.

Figure 4.1: TfGM Cycle Map



4.11 This shows that the site is adjacent to cycle routes on Sackville Street, along with cycle lanes on Charles Street to the west and on Princess Street to the north. To the east of the site, there is part of the University Campus which offers significant traffic free routes. The streets around the site are mostly subject to 20mph speed limits so represent a low-speed environment.

379000 380000 381000 382000 383000 384000 385000 386000 387000 388000 389000 390000

402000 401000 400000 399000 398000 397000 396000

410.067113.00001.0002.0 Plan 2 Cycling Catchment

LEGEND

- Site Location
- Metrolink Tram Stop
- Railway Station
- National Cycle Network (NCN) Route

Cycling Catchment:

- 0m - 5000m

N

0 5

Kilometres

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CYCLING CATCHMENT

PLAN 2

Scale 1:37,000 @ A3

Date SEPTEMBER 2025

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4.12 There is cycle parking on Charles Street to the west of the site as shown in **Figure 4.2** and a row of 'Starling Bank Bikes Docking Stations' on Princess Street just south of Charles Street where people can hire a bike, approximately 100m to the west (see **Figure 4.3**) and also a further Docking Station on Sackville Street around 190m to the north.

Figure 4.2 Cycle Parking on Charles Street



Figure 4.3 Bike Hire Docking Station



4.13 It is noted from the traffic surveys that the Starling Bikes are being used and around 5 Starling Bikes were recorded passing through the network in the AM peak hour.

4.14 Overall, the site already benefits from excellent cycle infrastructure and with the developing Bee Network, the connectivity will increase ensuring can be actively promoted as a sustainable mode.

Access by Public Transport

GM Accessibility Level

4.15 The site is located within Manchester City Centre close to Piccadilly Station and the Metrolink and the busy bus corridors of Oxford Road and London Road. This gives the site an excellent accessibility by public transport, and this is shown in **Figure 4.4** below.

Figure 4.4: GM Accessibility Level



Accessibility by Bus

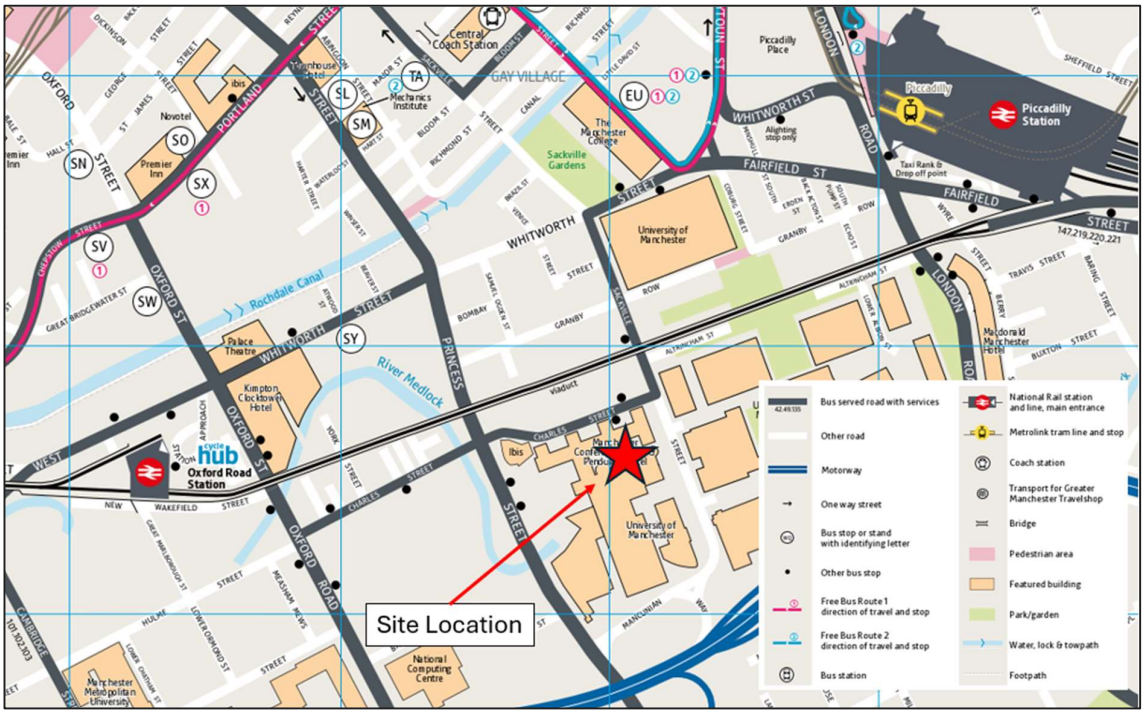
4.16 The closest bus stop is located on Charles Street immediately adjacent to the site. This is served by the 147 bus route which links the city centre with Rusholme, Withington and West Didsbury. This service operates at approximately 30-minute intervals during the daytime on weekdays and is a very busy route in the peak periods.

4.17 There are also bus stops on Princess Street Princess Street for the No. 50 service which are approximately 150m from the site. The southbound stop provides a flag post bus stop sign with a bus shelter with seating and timetable information. These are served by a range of bus services.

4.18 Finally, there are bus stops on Oxford Road and also on London Road which are approximately 400m from the site. These are also served by a wide range of bus services including the high frequency of bus services that link to the south of the city including university campuses such as the 42, 43, 142 and 143.

4.19 A plan showing the site location in relation to the surrounding city centre bus network is shown in **Figure 4.5** below.

Figure 4.5: Surrounding City Bus Stops



4.20 It can be seen that the site is close to the city centre Free Bus service routes 1 and 2 that provide frequent links around the city, with stops on Chorlton Street and Aytoun Street around 400m away.

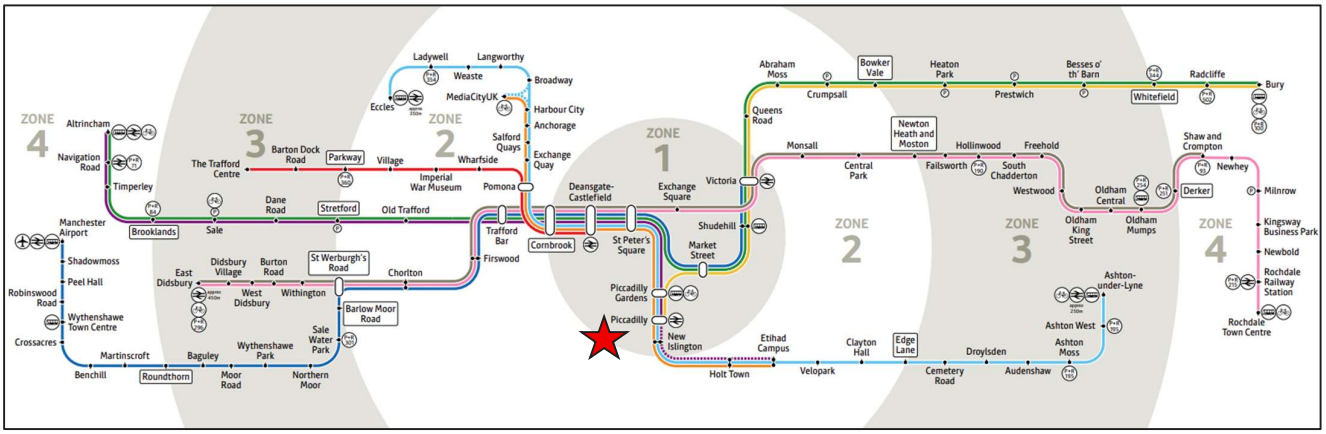
Accessibility by Tram

4.21 The nearest Metrolink stop is Manchester Piccadilly which is within 500m of the site. This station is a major station with direct services operating to Manchester Victoria, Eccles, Media City, Altrincham, Bury and Ashton-under-Lyne. In addition, interchange at other station provides access to the entire Metrolink network.

4.22 All services operate on a 12-minute frequency Monday to Sunday with combined frequency of 6 minutes Monday to Saturday during the day. All lines operate between 06:00 and 00:00, the Airport line operates from 03:00 from Deansgate Castlefield.

4.23 A map of the Manchester Metrolink network is provided in **Figure 4.6** below.

Figure 4.6: Metrolink Network Map



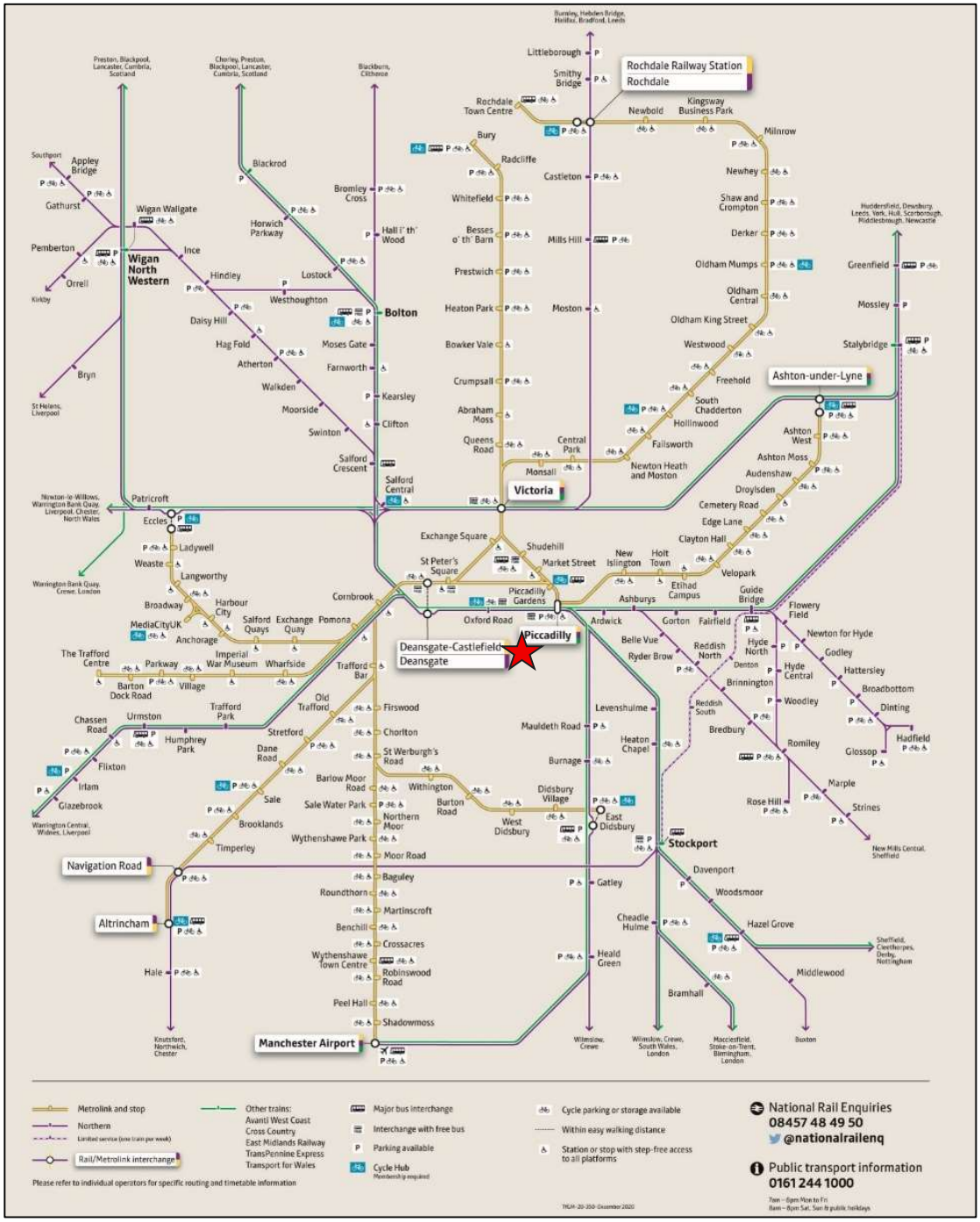
4.24 Overall, it is considered that the tram facilities offered provide a regular service which is available within an acceptable distance and at key travel times which will be suitable for a variety of trip purposes.

Accessibility by Rail

4.25 The site is located within 500m of Picadilly rail station and within 600m of Oxford Road station. These provide an extensive range of local, regional and national rail connections.

4.26 The combined Greater Manchester Metrolink and Rail Network Map is provided in **Figure 4.7** below.

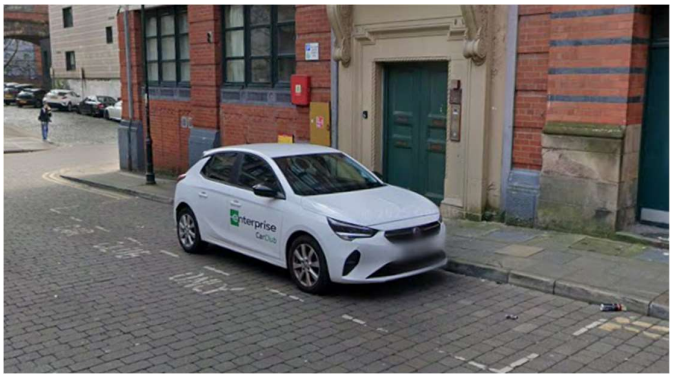
Figure 4.7: GM Metrolink and Rail Network



Car Club

4.27 The nearest Enterprise Car Club location to the site is located at Samual Ogden Street, which is approximately 250 metres to the northwest of the site. This is part of a network of car club spaces across the city which are within a walkable distance.

Figure 4.7 Car Club Provision on Samuel Ogden Street



Access by Disabled Persons

4.28 Access to the site is convenient by disabled persons who are mobility impaired. The state of the footways is described in the walkover audit in **Appendix A**. In general, there are dropped kerbs at each highway crossing but the provision of tactile paving for the visually impaired is not provided on Sackville Street but is provided on Princess Street. At all the signalised pedestrian crossings there are the appropriate tactile paving and rotating tactile cones for the deaf persons.

4.29 Some of the paving around the site is broken and would benefit from replacement/resetting on completion of the development.

4.30 All buses on the main routes in the area and the train/Metrolink stations have appropriate access facilities for disabled passengers, and this is also true for Hackney Carriage Taxis in the city.

Summary

4.31 In summary, the site benefits from excellent pedestrian and cycle facilities in the vicinity. Being in the city centre, the site is in a highly accessible location for sustainable travel modes, particularly bus, tram and rail with Piccadilly Station being within 500m of the site.

5.0 Proposed Development

5.1 As described in Chapter 1, the proposed development will be phased and comprise:

- Partial removal of existing structures and erection of two buildings comprising purpose-built student accommodation (sui generis), one of 50 storeys and one of 17 storeys with an 8-storey link, together with associated amenity space, external landscaping, highways works, and change of use of the Pendulum Hotel to purpose-built student accommodation; and
- Removal of remaining existing structures and erection of two buildings comprising purpose-built student accommodation (sui generis), one of 33 storeys and one of part-24 and part-8 storeys with a 1-storey link, together with associated amenity space, external landscaping, and highways works.

5.2 The quanta of new PBSA beds provided is

- Phase A: 1,296 new beds + 516 refurbished beds in existing halls/hotel
  1,812 beds
- Phase B: **1,215 beds**

Total **2,511 beds** (following demolition of existing buildings)

5.3 During Construction of Phase A, the Echoes Day Nursery will remain operational.

Access

5.4 The proposed development will be 'car-free' and therefore, there will be no car parking spaces provided on site. As with the existing buildings, there is no proposal for direct vehicle access into the site.

5.5 Pedestrian access will be taken from Charles Street where there are entrances off quality landscaped areas. These landscaped areas offer green space for the students and would also provide visitor cycle parking.

5.6 As the development will generate relatively large numbers of pedestrian movements a key aspect of development will be to extend the space for movement on Charles Street beyond the existing footway. While this is a blend of adopted highway and privately managed public realm, the pedestrians will see a great improvement in pedestrian width which also includes the space around the Bus Stop as indicated in **Dwg 3489-PLA-XX-XX-DR-L-0001**.

5.7 It can be seen that the space available for pedestrians generally doubles in size compared to existing and in some place's triples in size up to 8.5m in depth, giving pedestrians a great deal of comfort in movement and circulation.

5.8 On Sackville Street the existing low fence is removed so that the existing 3m wide footway is extended further so that pedestrians will benefit from around 5m of footway width greatly enhancing their degree of space and comfort in movement along the street.

Parking

5.9 As noted above, the development is 'car-free' and will not include any car parking on site. There are 8 on street car parking spaces including 1 disabled space on Sackville Street. In addition, disabled users can use the standard pay and display (P&D) parking bays without charge. If long stay parking is needed, then the nearest public parking (including contract parking) then there is the NCP MSCP located around 250m away from the site which offers 1018 parking spaces including 28 Disabled Spaces.

5.10 Cycle parking will be provided in the external areas as follows:

- Phase A 80 Spaces Double Stacked Covered
  4 visitor spaces in Sheffield stands (or similar)
- Phase B 60 Spaces Double Stacked Covered

Total **144 Cycle Parking Spaces**

5.11 This provision represents cycle parking at 5.7% of the bedspaces.

5.12 The level of Cycle Parking provision at will be significantly greater than the level of cycle ownership. Within City Centre accommodation, students tend not to own a bike and typically this is at very low levels at less than 5% of students having a bike. This is because the university and the city centre are so accessible on foot and for longer journeys, public transport is so reasonable.

5.13 As have been noted cycle parking and cycle hire spaces are available in the vicinity yon Charles Street to the west and on Sackville Street to the north of the site.

5.14 Cycles are available to hire via the 'Starling Bank Bikes' service which is operated on behalf of the Bee Network. The nearest hire site is at the junction of Charles Street and Princess Street and also on Sackville Street to the north close to Whitworth Street. The service provides conventional bikes and also e-bikes.

5.15 It is noted that a Free Bike Hire option for students is popular for occasional journeys without the costs of ownership. iQ operate a Cycle Hire Scheme at the Echo Street PBSA (see extract). Here Students can book a Bike, helmet and lock along with cycle maps so they can explore the city.

5.16 This use and provision of bikes can be monitored through the Travel Plan, and if required this commitment could also be secured via planning condition.

iQ Echo Street Cycle Hire

Cycle Hire Club

The site will operate a cycle hire club for 146 hire bikes purchased and owned by iQ. It is anticipated that the cycle hire bikes would be available for any resident (student or co-living) who signs up to the Echo Street Cycle club.

Bicycle hire would also be subject to residents leaving a monetary deposit / some other form of security (i.e. driving licence).

Membership of the cycle club would be free but would require completion of a contract which obligates the resident to refund the cost of a bicycle if not returned to iQ within a specified time-period of the end of a particular hire period.

The reception staff of Echo Street will be responsible for the booking of cycles via a centralised system, confirming return and ensuring regular maintenance via a contract with a local bicycle shop(s)

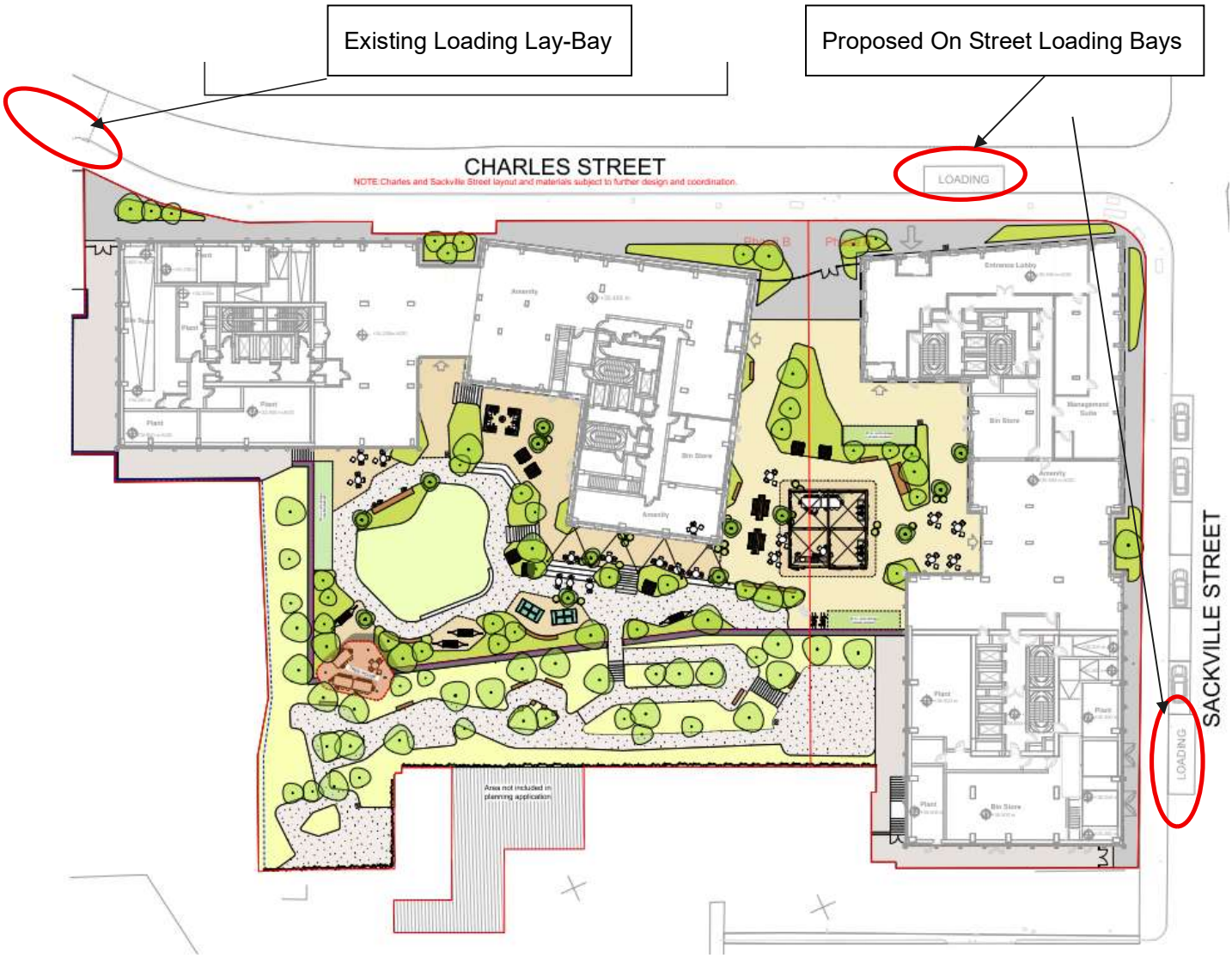
iQ would ensure that the bicycles are available for rental (i.e. that should any bicycles be stolen or damaged beyond repair, these would be replaced as soon as practicably possible and within one month at the latest).

Servicing & Deliveries

5.17 A detailed Waste Management and Servicing Strategy has been prepared for the proposed development, and this should be read alongside this TA.

5.18 The site will effectively benefit from three servicing locations. These are shown indicatively in **Figure 5.1** below.

Figure 5.1 Service Loading Bays



5.19 It can be seen that on Sackville Street the existing access into the Weston Hall service/maintenance space will be extended to create a formal on street loading bay. With this there would be a loss of one on street parking bay with development. It is understood that a commuted sum would be needed to offset MCC for the loss of future parking revenue from that bay.

5.20 On Charles Street the Phase A building will also be served by an on-street loading bay. This means that the existing single yellow traffic regulations orders (which do permit loading) will be amended to create a more formal loading space for vehicles.

5.21 Finally in Charles Street there is an existing loading bay to the west which is convenient for servicing the Phase B building of the development.

5.22 During the construction and operation of Phase A, temporary arrangements will be made for servicing of remaining elements of the existing buildings. This will involve servicing from Charles Street, as servicing from Sackville Street will no longer be possible.

5.23 During construction we expect that a dilapidation condition would apply to restore any damage to the footways.

5.24 The forecast of trips to and from the new development are considered next.

6.0 Trip Forecasts

Existing Trips to Weston Hall and Pendulum Hotel

6.1 The site is already occupied by the 117 bed Pendulum Hotel and the 528 bed Weston Hall Student Accommodation which currently attract trips to the area. These current land uses have no parking on site but in the past, they have benefited from the Charles Street MSCP.

6.2 We used the TRICS (8.25.11) database to provide a forecast of expected trips to the existing land uses. This has been based on the Town Centre/City Centre Hotel trip rates as given in **Appendix B** and for Town Centre/City Centre PBSA sites as given in **Appendix C.** When these rates are applied to the current scale of buildings, we can derive an estimate of the existing multi-modal trips which are summarised in **Table 6.1** below.

Table 6.1: Existing Land Uses Weston Hall PBSA & Pendulum Hotel Trips

Time Period	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily	
	Arr	Dep	Arr	Dep	Arr	Dep
Person Trips	24	88	79	51	723	794
Pedestrians	10	33	33	30	328	397
Public Transport	7	45	40	16	288	290
Cycle/Motorcycle	0	1	2	1	19	18
Taxi	1	1	2	2	30	30
Cars (to park elsewhere)	4	8	4	2	38	43
Service OGVs	1	1	0	0	3	3
Service LGVs	1	1	1	0	14	13

6.3 It should be noted that this trip forecast focuses on ‘routine’ trip activity and does not include trips associated with move-in / move-out days.

6.4 The majority of trips are made on foot followed by public transport trips. It is recognised that in this location we expect even more pedestrian trips compared to the TRICS sites as the accommodation is located so close to the University premises. The number of cycle trips across the day is quite modest as are the number of taxi movements. There are a few car trips which are largely associated with the hotel land uses and these vehicles are expected to park elsewhere in the city.

6.5 The number of service vehicles is quite light at around one large vehicle for each land uses per day and 12 light goods vehicles (vans) across the day.

6.6 It is considered that the above figures do not fully reflect the growth in cycle courier deliveries which has increased over the last few years.

6.7 The Student and Hotel trips tends to be active across the day but for both land uses the busiest hour is in the evening peak period of 1700-1800.

Forecast Trips to iQ PBSA Development

6.8 The development will provide 2511 beds for students. We have forecast the number of trips based on the same Town Centre/City Centre TRICS sites as given in **Appendix C** we can establish the forecast multi-modal trips for the proposed building size. The multi-modal forecast for this larger site is and is summarised in **Table 6.2** below.

Table 6.2: iQ PBSA Development Trips

Time Period	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily	
	Arr	Dep	Arr	Dep	Arr	Dep
Person Trips	33	273	248	135	1987	2147
Pedestrians	15	116	104	74	880	996
Public Transport	14	148	132	55	937	991
Cycle/Motorcycle	2	5	8	4	82	81
Taxi	1	1	3	3	43	43
Cars (to park elsewhere)	2	2	0	0	14	18
Service OGVs	0	0	0	0	2	2
Service LGVs	1	1	1	1	36	36

6.9 While this is a much larger building hosting a large number of students the number of vehicle trips is very low. Again, we expect most students to be walking. The number of cycle trips is quite modest at around 80 trips per day. We expect around 43 taxi trips per day and around 14 - 18 car trips although these would be expected to park elsewhere across the city.

6.10 There are 2 large service vehicles expected on site and less than 40 vans across the day.

6.11 As described above we also expect a there to be a notable increase in cycle courier deliveries.

Nett Change in Trips

6.12 In terms of considering the implications on the network we have calculated the nett change of trips and traffic movements with development, and these are shown **Table 6.3**.

Table 6.3: iQ PBSA Nett Change in Development Trips

Time Period	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily	
	Arr	Dep	Arr	Dep	Arr	Dep
Person Trips	8	186	169	84	1264	1353
Pedestrians	5	83	71	44	551	599
Public Transport	7	103	92	39	649	701
Cycle/Motorcycle	2	4	6	3	63	62
Taxi	0	0	1	1	13	13
Cars (to park elsewhere)	-2	-6	-4	-2	-24	-25
Service OGVs	-1	-1	0	0	-1	-1
Service LGVs	0	0	0	1	22	23

6.13 It can be seen that with the increased scale of people living on site there is a notable increase in person trips which are primarily pedestrian and public transport trips. As before we expect that the unique location of the site effectively adjacent to the University campus means that many of the public transport trips will in fact be made on foot.

6.14 The number of cyclists is still very low at a handful of movements per hour, reflecting that most amenities are better reached on foot.

6.15 We consider that the number of cycles to be higher due to the increase in cycle couriers primarily delivering food deliveries to students and this has influenced the number of visitor cycle parking spaces with development.

6.16 This nett change in traffic shows that there is no significant change in traffic movements with development. This is primarily due to the loss of the Hotel traffic.

Management of Service Activity

6.17 To manage the service vehicle activity a Waste & Service Management Strategy accompanies this document and this would employ several measures to limit implications of service activity as described below:

- The on-site management team will direct the regular and site wide servicing activity (including post, refuse collection, maintenance activity) to occur between 08:00-18:00 unless an alternative time has been agreed.
- Occupiers that order deliveries will be informed by the handbook and by on site notices that deliveries will be accepted between 08:00 and 20:00.
- Post and small parcel items will be delivered by the post/courier to the occupier's post box on the ground floor. Any items delivered by courier that are too large to fit in the post box or that are recorded/special delivery will be signed for by the team at Reception who will then notify the occupant.
- As a general rule delivery drivers will not be permitted access to the building and would be expected to deliver to reception and the occupier called.
- Online grocery deliveries will be accepted at reception and held in a cold room for collection.

Highway Implications with Development

6.18 The development will result in practically no change in vehicle traffic movements. That means there will be no observable change in traffic congestion or delay and there will be no increased risk from traffic accidents.

6.19 The development will generate significant pedestrian movements, but the existing streets are lightly trafficked, and pedestrians are able to cross easily, something which benefits from the low traffic speeds in the area which from observation are generally below the speed limit of 20mph.

6.20 The development will also significantly increase the available footway widths for pedestrians around the site with a blend of the private realm complementing the adopted footways.

6.21 The number of additional cycle trips is expected to be modest. Cyclists benefit from the low-speed network of streets surrounding the site as well as the provision of local cycle infrastructure.

7.0 Student Move In / Move Out Strategy

7.1 A Student Move-In / Move-Out Strategy will be put in place prior to occupation, and this can be conditioned to the planning consent. A Framework Strategy is included as **Appendix D**. The Framework described can be developed into a more detailed Implementation Plan and conditioned to be submitted to MCC prior to occupation. This will provide more detail on staffing levels and the practical measures to be implemented.

7.2 In general, the existing Weston Hall accommodation, operated by IQ, manages its Move In/ Move Out activity well. With the large scale of will need to be greater management and booking of time slots to avoid congestion. However, the site offers considerable benefit with the long frontage of Charles Street with the existing single yellow TROs which permit loading activity and the on-street parking bays on Sackville Street.

7.3 iQ who will operate the proposed development have similar Move-In / Move-Out Strategies in place at other student accommodation in Manchester including at Weston Hall and with an appropriate condition the site can ensure a well-managed approach for those peak periods of activity.

8.0 Summary & Conclusions

8.1 SLR have been appointed by iQ Student Accommodation to provide highways and transport advice in support of a planning application for a site formerly occupied by Weston Hall and the Pendulum hotel, off Sackville Street, Manchester.

8.2 The site lies within the jurisdiction of Manchester City Council (MCC) who act as the Local Planning and Highway Authority.

8.3 The proposed development consists redevelopment of the site for purpose-built student accommodation (PBSA), providing for up to 2,511 bedrooms.

8.4 The site is presently occupied by a hotel and a student hall of residence.

8.5 The key findings of this report are summarised as follows:

- The site benefits from excellent levels of accessibility by sustainable transport modes being located within a short walk of Manchester City Centre, the main university campuses and public transport interchanges.
- The development will be car free although there is on street parking including for disabled users adjacent to the site on Sackville Street and public parking (including disabled) is also available at the NCP Circle Square parking c.250m away from the site.
- Students will benefit from Cycle Parking and a Free Cycle Hire Club offering quality bikes for students to book as required.
- The public realm around the buildings will be markedly improved offering much extra space and comfort for pedestrians.
- The development is expected to complement the improvements being delivered as part of the ID Manchester Masterplan.
- Trip forecasts have demonstrated that the proposed development will have a negligible impact on the operation of the highway network in the vicinity of the site
- Servicing of the buildings will be accommodated in three locations: an on street loading bay on Sackville Street (which will result in the loss of one P&D bay); an on street loading bay on Charles Street convenient to serve the Phase A building; and the use of the exiting loading bay to the west of Charles Street convenient for the Phase B Building.

Conclusions

8.6 The guidance within the NPPF recommends 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.

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

Drawings

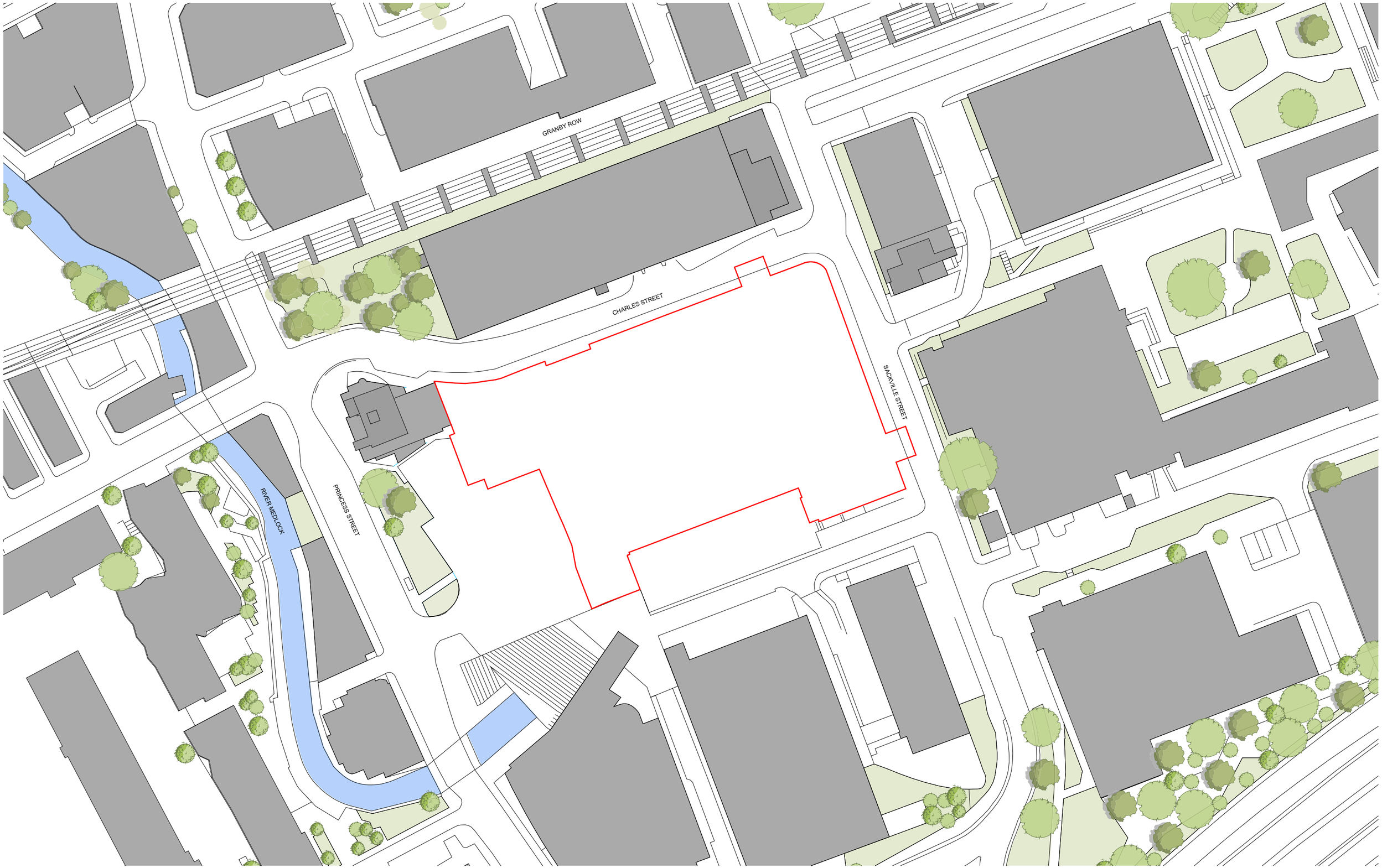
Transport Statement

Weston Hall & Pendulum Hotel

iQ Student Accommodation

SLR Project No.: 410.067113.00001

15 December 2025



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DRAFT
05-12-2025

NORTH

Rev	Date	Description
P01	2025-12-16	Planning Submission

Project Title
iQ Student Accommodation
Weston Halls and Pendulum Hotel
Manchester

Drawing Title
Site Wide
Existing Site Location Plan

Project No
10346

Scale
1:1000 @ A3

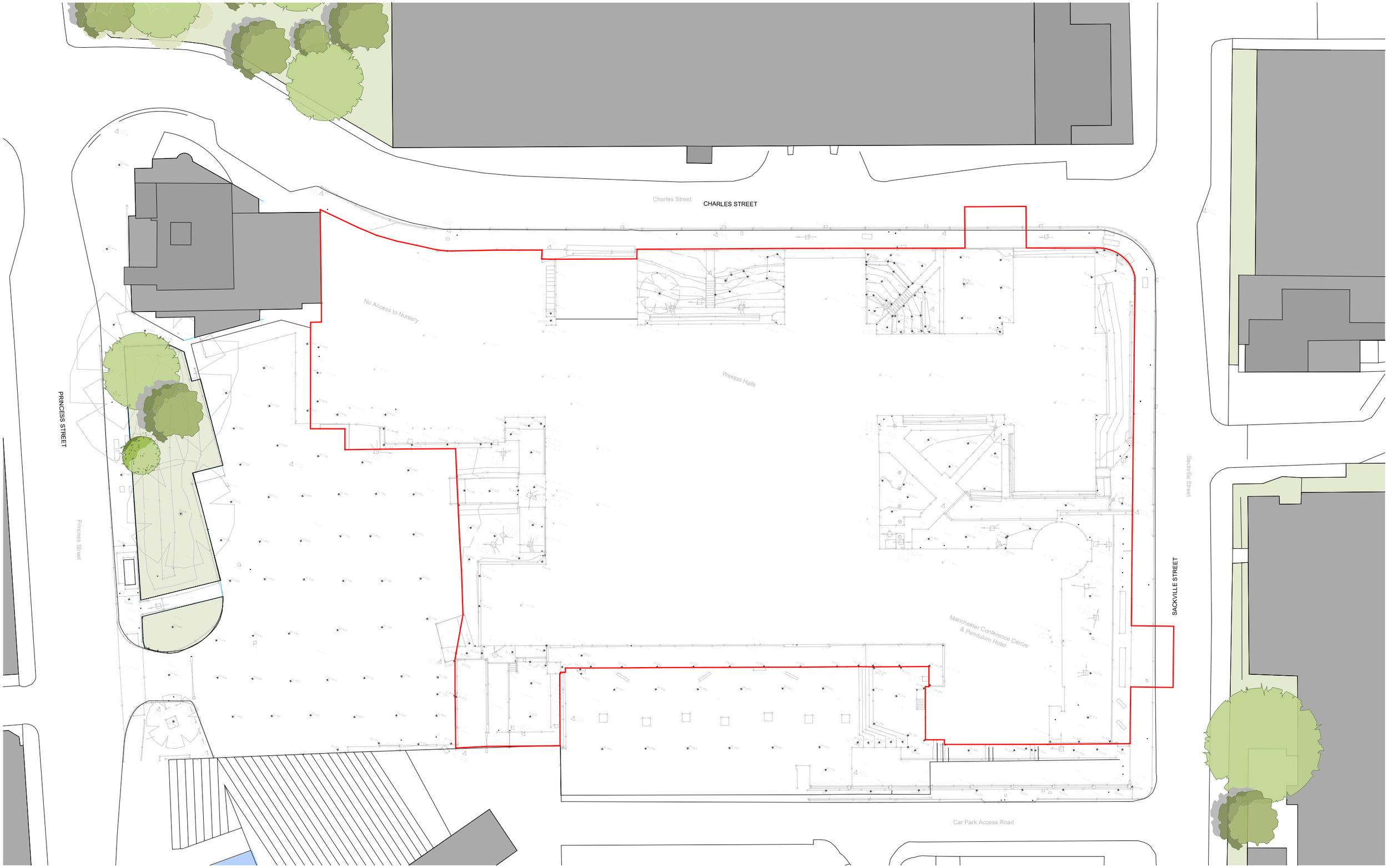
Status
PLANNING

SHP Drawing Code (PROJ - ORIG - ZONE - ROLE - CLAS - TYPE - LOC - SEQ)
10346-SHA-Z0-A-B5D8-G100-XP-XX-001

Revision
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05-12-2025

NORTH

Rev	Date	Description
P01	2025-12-16	Planning Submission

Project Title
iQ Student Accommodation
Weston Halls and Pendulum Hotel
Manchester

Drawing Title
Site Wide
Existing Site Plan (with Topographic Survey)

Project No
10346

Scale
1:500 @ A3

Status
PLANNING

SHP Drawing Code PROJ - ORIG - ZONE - ROLE - CLAS - TYPE - LOC - SEQ
10346-SHA-Z0-A-B5D8-G100-XP-XX-002

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NORTH

Rev	Date	Description
P01	2025-12-16	Planning Submission

Project Title
iQ Student Accommodation
Weston Halls and Pendulum Hotel
Manchester

Drawing Title
Site Wide
Proposed Site Plan Level 00

Project No
10346

Scale
1:500 @ A3

Status
PLANNING

SHP Drawing Code (PROJ - ORIG - ZONE - ROLE - CLAS - TYPE - LOC - SEQ)
10346-SHA-Z0-A-B5D8-G100-PL-00-001

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CHARLES STREET

SACKVILLE STREET

Key

- Accessible Studio
- Amenity
- Cluster Bedroom
- Cluster Corridor
- Cluster Kitchen
- Corridor
- Plant
- Riser
- Smoke Shaft
- Management Suite
- Studio
- Twodio
- Planning Boundary

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05-12-2025

NORTH

Rev	Date	Description
P01	2025-12-16	Planning Submission

Project Title
iQ Student Accommodation
Weston Halls and Pendulum Hotel
Manchester

Drawing Title
Site Wide
Proposed Site Plan Level 01

Project No
10346

Scale
1:500 @ A3

Status
PLANNING

SHP Drawing Code PROJ - ORIG - ZONE - ROLE - CLAS - TYPE - LOC - SEQ
10346-SHA-Z0-A-B5D8-G100-PL-01-001

Revision
P01

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NOTES:

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3. All dimensions are in millimetres unless otherwise stated.
4. All setting out, levels and dimensions to be agreed on site.
5. The dimensions of all materials must be checked on site before being laid out.
6. This drawing must be read with the relevant specification clauses and detail drawings.
7. Order of construction and setting out to be agreed on site.

KEY

Boundaries

Planning boundary

CHARLES STREET

NOTE:Charles and Sackville Street layout and materials subject to further design and coordination.

LOADING

Phase B

Phase A

Plant
+33.900 m
33.600 m AOD
+33.700 m
+34.200m
Bin Store
Plant
+34.200m AOD
+34.200 m
Plant
+32.900 m AOD
Plant
+32.900 m AOD

Amenity
+35.400 m
Bin Store
Amenity

Entrance Lobby
+35.500 m AOD
Bin Store
Management Suite
Amenity
+35.500 m AOD

40 no. cycle storage (double stacked)

60 no. cycle storage (double stacked)

TREE HOUSE

40 no. cycle storage (double stacked)

Plant
+35.500 m
+35.300 m
+35.300 m
+35.500 m
Plant
+35.300 m
Plant
+35.500 m
Bin Store
+35.500 m
+35.200 m
+35.200 m

Area not included in planning application

SACKVILLE STREET

LOADING

Scale Bar (m) 0 5 10 15 20

NOTE: Drawing to be read in conjunction with drawings:
3489-PLA-XX-XX-DR-L-0002 - General arrangement Plan - Phase 1
3489-PLA-XX-XX-DR-L-0002 - General arrangement Plan - Phase 2
3489-PLA-XX-XX-DR-L-0002 - General arrangement Plan - Phase 3
3489-PLA-XX-XX-DR-L-1000 - Hardworks General arrangement Plan
3489-PLA-XX-XX-DR-L-2000 - Softworks General arrangement Plan

Revision	Date	Description	Drawn	Apprvd.
P06	26/11/25	For approval	HX	RM
P05	06/11/25	For review and comment	AS	RM
P04	29/10/25	For review and comment	AS	RM
P03	10/10/25	For review and comment	AS	AS
P02	30/09/25	For information	AS	AS

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Client IQ Student Accommodation

Project Weston Hall & Pendulum Hotel Manchester

Drg Title General Arrangement Plan

Created on	Created by	Approved by
21-08-25	AS	RM

Scale	Size	Workstage	Status
1:200	A1	RIBA 2	

Drg No. 3489-PLA-XX-XX-DR-L-0001

Suitability S3

Revision P06

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Appendix A Walkover Audit

Transport Statement

Weston Hall & Pendulum Hotel

iQ Student Accommodation

SLR Project No.: 410.067113.00001

9 December 2025

Accessibility Audit

Introduction

An accessibility audit assessment has been undertaken considering the existing highway/street condition, pedestrian, cycle infrastructure, bus, tram and taxi facilities within the near vicinity of the development. The audit also considers facilities for disabled users.

There is construction activity taking place which does affect some pavement and highway access. Following completion of those works we expect the local footway network to be made good or improved so it is of an appropriate standard.

Highway/Street Audit

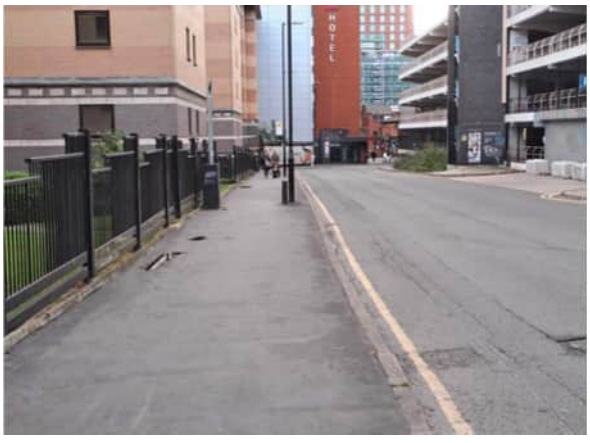
Generally, the local highway network is of a good compliant standard for pedestrians to use. There are no pavement widths less than 2m and in many places these are much wider. The area is street lit and offers a safe environment for pedestrians and there are no critical trip hazards.

Pedestrian Infrastructure

Charles Street Adjacent to the Site

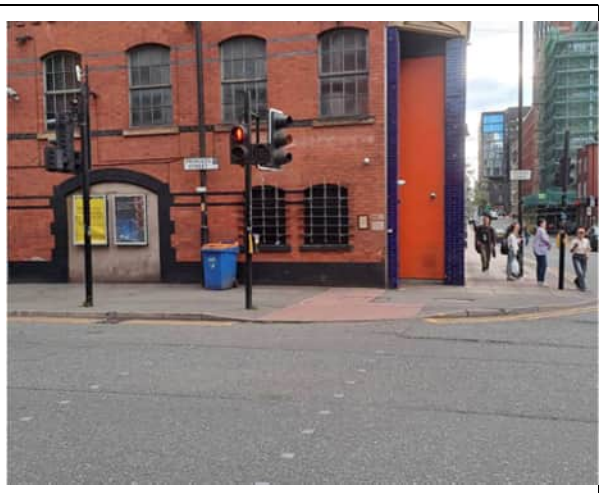
A footway is provided on Charles Street which forms the northern border of the site. The footways are of adequate width and are surfaced to a good standard with no trip hazard, as shown below.

At the junction with Sackville Street, there are dropped kerbs but presently there is no tactile paving (shown below).

	
Charles Street	Junction wirth Sackville Street

Charles Street – to the West

To the west of the site Charles Street meets Princess Street at a signalised junction. This junction features signalled pedestrian crossings on all arms and all are provided with dropped kerbs and tactile paving. Two examples are shown in **Figure ##** below.

	
Charles Street / Princess Street Junction	Charles Street / Princess Street Junction

Further to the west, Charles Street continues and meets the important Oxford Road corridor at a similar signalised junction. Once again full signalised pedestrian crossings are provided and the junction is provided with dropped kerbs and tactile paving.

Sackville Street Adjacent to the Site

Footways are provided on both sides of Sackville Street which forms the eastern border of the site. The footways are of adequate width and are surfaced to a good standard with no trip hazard.

Sackville Street is one-way northbound for traffic adjacent to the site and also to the south.

At the junction of Sackville Street and Charles Street, there are pedestrian crossing routes featuring dropped kerbs. As noted above tactile paving is not presently provided.

Along part of the frontage and also further to the south, there are 8 pay & display parking bays which includes 1 disabled space. The road marking of 2 of the parking bays has been obscured by some localised road surfacing.

	
Junction with Charles Street	Parking bays with missing road marking

Sackville Street – to the South

To the south of the site Sackville Street continues and ultimately turns to the west to meet Princess Street.

Footways on both sides of the carriageway are of generally good quality. Side junctions with accesses feature dropped kerbs though there is no tactile paving provided.

	
Access to University car park	

	
Conta-flow cycle lane and route to off-carriageway	Off-carriageway route

Whilst the route is one-way (northbound), there is a contra-flow cycle lane. To the south of the site this cycle lane is routed off-road and becomes a shared footway / cycleway. This links with Princess Street and the junction with the A57 Mancunian Way.

Sackville Street – to the North

Sackville Street continues northwards from the site and represents a key route to/from the city centre. Footways are of generally good quality and there are few deficiencies. Side accesses have dropped kerbs but are not provided with tactile paving.

This section of Sackville Street accommodates two-way traffic.

	
Sackville Street	Crossing at Whitworth Street

Princess Street

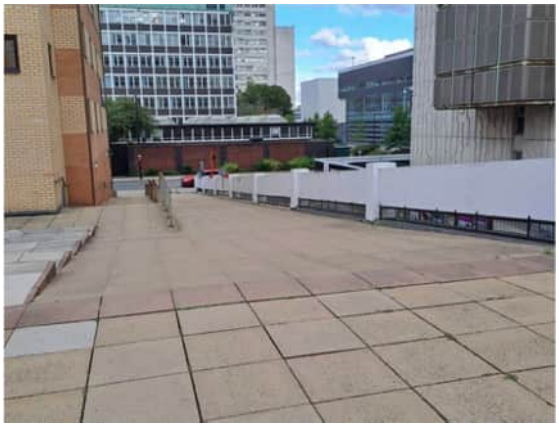
There are footways on both sides of the carriageway and these are generally of good quality. At the southern extent of this section of Princess Street footways and crossing have been upgraded as part of the Circle Square development. This work included the junction at the southern end of Sackville Street where the junction features dropped kerb crossing with tactile paving.

	
Example footway adjacent to Circle Square	Example pedestrian crossing at Princess Street / Sackville Street

University Walkway

Directly to the south of the site, there is a pedestrian walking route which provides a link between Sackville Street and Princess Street. Whilst this is open to the general public, it is understood that this forms park of the University Estate.

The route features steps at the Princess Street access along with a ramp route. At the Sackville Street access there is also a ramp and steps.

	
Access from Princess Street	Access from Sackville Street

Access to Other Transport Modes

Access via the Bus Network

All buses in Greater Manchester designed to carry over 22 passengers on local and scheduled routes comply with the government's Public Service Vehicles Accessibility Regulations (PSVAR). These standards include:

Bus drivers being able to provide disabled passengers with certain types of assistance such as deploying boarding ramps and lifts when required to assist wheelchair users to board or alight the vehicle; and

Free off-peak local bus travel is available for eligible disabled users at any time on a Saturday, Sunday or bank holiday and from 9:30am to 11pm on any other day.

In addition to the above, the majority of buses in Greater Manchester have low floors to further assist wheelchair users and audio-visual 'next stop' announcements to assist visually or hearing-impaired passengers.

Nearby, there are outbound bus stops on Sackville Street and on Princess Street. Both of these feature shelters, seating and timetable information.

Access via Metrolink

All Metrolink trams and stops feature step free access to assist wheelchair users, and benefit from the appropriate signage and emergency call points.

All Metrolink stops provide shelters, seating and real-time journey information. All Metrolink trams and stations also provide disabled access in the form of step-free access, tactile paving and dropped kerbs

Access by Rail

To support disabled passengers, Manchester Piccidill has staff help available as well as lifts on each platform to provide step free access and ramps for train access.

Manchester Piccadilly station can be accessed using the existing pedestrian network surrounding the site.

Access via Taxi

Disabled users are able to access the site by taxi and Manchester boasts a highly developed taxi service with all Hackney Carriages along with many private hire companies offering access for wheelchair users with ramps and equipment for wheelchair users along with assistance features for the visually impaired and hard of hearing. The routes from kerb to the building entrances will be design for access by disabled users.

Summary

The site benefits from a highly accessible location with excellent connections to local and regional public transport services and on foot and by bicycle. Once the construction activity has completed, the area will benefit from high quality surroundings and this audit has shown that anyone accessing the site including those that are disabled will not experience any constraints in approaching the site. It can be concluded that the building and the surrounding area will facilitate access including those that are disabled in a high quality manner

Appendix B TRICS Trip Rates Hotel Land Use

Transport Statement

Weston Hall & Pendulum Hotel

iQ Student Accommodation

SLR Project No.: 410.067113.00001

9 December 2025

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: A - HOTELS

Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	LB	LAMBETH	1 day
	SK	SOUTHWARK	1 day
02	**SOUTH EAST**		
	BH	BRIGHTON & HOVE	1 day
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	1 day
09	**NORTH**		
	CU	CUMBERLAND	1 day
	TW	TYNE & WEAR	1 day

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

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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:	BEDRMS
Actual Range:	1450 to 11800 (units:BEDRMS)
Range Selected by User:	4 to 349 (units:BEDRMS)
Parking Spaces Range:	0 - 362

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 13/09/23

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:

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

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

Selected survey types:

Manual count	6
Direction ATC Count	0

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 undertaking using machines

Selected Locations:

Town Centre	6 days

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:

Built-Up Zone	4 days
High Street	2 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	5 days

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Secondary Filtering Selection:

Use Class:

C1	6 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

1300 - 8858

Population within 1 mile:

20,001 to 25,000	1 surveys
25,001 to 50,000	3 surveys
50,001 to 100,000	2 surveys

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

Population within 5 miles:

250,001 to 500,000	1 surveys
500,001 or More	4 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	4 surveys
1.1 to 1.5	1 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	4 surveys
Yes	2 surveys

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:

6b - Excellent	2 surveys
No PTAL Present	4 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

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1	**BH-06-A-01**	**HOTEL**	**BRIGHTON & HOVE**

KINGS ROAD
BRIGHTON
Town Centre
Built-Up Zone
Gross floor area: 10300 sqm
Survey date: Wednesday 16/10/2019 Survey Type: Manual

2	**CU-06-A-01**	**HOTEL**	**CUMBERLAND**

ENGLISH STREET
CARLISLE
Town Centre
High Street
Gross floor area: 2450 sqm
Survey date: Monday 20/06/2016 Survey Type: Manual

3	**GM-06-A-08**	**IBIS**	**GREATER MANCHESTER**

PORTLAND STREET
MANCHESTER
Town Centre
Built-Up Zone
Gross floor area: 3600 sqm
Survey date: Monday 26/09/2016 Survey Type: Manual

4	**LB-06-A-01**	**HAMPTON BY HILTON**	**LAMBETH**

WATERLOO ROAD
LAMBETH
Town Centre
Built-Up Zone
Gross floor area: 11800 sqm
Survey date: Friday 23/11/2018 Survey Type: Manual

5	**SK-06-A-01**	**TRAVELODGE**	**SOUTHWARK**

PECKHAM HIGH STREET
PECKHAM
Town Centre
High Street
Gross floor area: 1950 sqm
Survey date: Thursday 14/09/2023 Survey Type: Manual

6	**TW-06-A-03**	**HOTEL**	**TYNE & WEAR**

SANDHILL
NEWCASTLE UPON TYNE
QUAYSIDE
Town Centre
Built-Up Zone
Gross floor area: 1450 sqm
Survey date: Tuesday 14/06/2016 Survey Type: Manual

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

Total Vehicles

Calculation factor: 1 BEDRMS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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	**2**	**226**	**0.013**	**0.018**	**0.031**
07:00-08:00	**6**	**124**	**0.043**	**0.054**	**0.097**
08:00-09:00	**6**	**124**	**0.052**	**0.082**	**0.134**
09:00-10:00	**6**	**124**	**0.052**	**0.070**	**0.122**
10:00-11:00	**6**	**124**	**0.040**	**0.070**	**0.110**
11:00-12:00	**6**	**124**	**0.036**	**0.043**	**0.079**
12:00-13:00	**6**	**124**	**0.031**	**0.027**	**0.058**
13:00-14:00	**6**	**124**	**0.035**	**0.028**	**0.063**
14:00-15:00	**6**	**124**	**0.035**	**0.024**	**0.059**
15:00-16:00	**6**	**124**	**0.029**	**0.027**	**0.056**
16:00-17:00	**6**	**124**	**0.050**	**0.038**	**0.088**
17:00-18:00	**6**	**124**	**0.056**	**0.036**	**0.092**
18:00-19:00	**6**	**124**	**0.044**	**0.028**	**0.072**
19:00-20:00	**6**	**124**	**0.020**	**0.024**	**0.044**
20:00-21:00	**6**	**124**	**0.023**	**0.016**	**0.039**
21:00-22:00	**6**	**124**	**0.024**	**0.025**	**0.049**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.583**	**0.610**	**1.193**

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

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Parameter Summary:

Trip rate parameter range selected:	4 - 349 (units: BEDRMS)
Survey date date range:	14/06/2016 - 14/09/2023
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Total People

Calculation factor: 1 BEDRMS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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	**2**	**226**	**0.042**	**0.060**	**0.102**
07:00-08:00	**6**	**124**	**0.101**	**0.154**	**0.255**
08:00-09:00	**6**	**124**	**0.157**	**0.316**	**0.473**
09:00-10:00	**6**	**124**	**0.119**	**0.335**	**0.454**
10:00-11:00	**6**	**124**	**0.133**	**0.371**	**0.504**
11:00-12:00	**6**	**124**	**0.178**	**0.218**	**0.396**
12:00-13:00	**6**	**124**	**0.160**	**0.201**	**0.361**
13:00-14:00	**6**	**124**	**0.235**	**0.196**	**0.431**
14:00-15:00	**6**	**124**	**0.223**	**0.196**	**0.419**
15:00-16:00	**6**	**124**	**0.198**	**0.170**	**0.368**
16:00-17:00	**6**	**124**	**0.249**	**0.208**	**0.457**
17:00-18:00	**6**	**124**	**0.282**	**0.225**	**0.507**
18:00-19:00	**6**	**124**	**0.261**	**0.273**	**0.534**
19:00-20:00	**6**	**124**	**0.210**	**0.197**	**0.407**
20:00-21:00	**6**	**124**	**0.276**	**0.145**	**0.421**
21:00-22:00	**6**	**124**	**0.214**	**0.122**	**0.336**
22:00-23:00					
23:00-00:00					
Total Rates:			**3.038**	**3.387**	**6.425**

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

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Parameter Summary:

Trip rate parameter range selected:	4 - 349 (units: BEDRMS)
Survey date date range:	14/06/2016 - 14/09/2023
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

OGVs

Calculation factor: 1 BEDRMS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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	**2**	**226**	**0.000**	**0.000**	**0.000**
07:00-08:00	**6**	**124**	**0.001**	**0.001**	**0.002**
08:00-09:00	**6**	**124**	**0.005**	**0.005**	**0.010**
09:00-10:00	**6**	**124**	**0.005**	**0.004**	**0.009**
10:00-11:00	**6**	**124**	**0.000**	**0.001**	**0.001**
11:00-12:00	**6**	**124**	**0.001**	**0.000**	**0.001**
12:00-13:00	**6**	**124**	**0.003**	**0.004**	**0.007**
13:00-14:00	**6**	**124**	**0.000**	**0.000**	**0.000**
14:00-15:00	**6**	**124**	**0.000**	**0.000**	**0.000**
15:00-16:00	**6**	**124**	**0.000**	**0.000**	**0.000**
16:00-17:00	**6**	**124**	**0.000**	**0.000**	**0.000**
17:00-18:00	**6**	**124**	**0.000**	**0.000**	**0.000**
18:00-19:00	**6**	**124**	**0.000**	**0.000**	**0.000**
19:00-20:00	**6**	**124**	**0.000**	**0.000**	**0.000**
20:00-21:00	**6**	**124**	**0.000**	**0.000**	**0.000**
21:00-22:00	**6**	**124**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.015**	**0.015**	**0.030**

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

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Parameter Summary:

Trip rate parameter range selected:	4 - 349 (units: BEDRMS)
Survey date date range:	14/06/2016 - 14/09/2023
Number of weekdays (Monday-Friday):	5
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Taxis

Calculation factor: 1 BEDRMS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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	**2**	**226**	**0.011**	**0.011**	**0.022**
07:00-08:00	**6**	**124**	**0.017**	**0.017**	**0.034**
08:00-09:00	**6**	**124**	**0.008**	**0.008**	**0.016**
09:00-10:00	**6**	**124**	**0.011**	**0.011**	**0.022**
10:00-11:00	**6**	**124**	**0.009**	**0.009**	**0.018**
11:00-12:00	**6**	**124**	**0.003**	**0.003**	**0.006**
12:00-13:00	**6**	**124**	**0.009**	**0.009**	**0.018**
13:00-14:00	**6**	**124**	**0.016**	**0.016**	**0.032**
14:00-15:00	**6**	**124**	**0.017**	**0.017**	**0.034**
15:00-16:00	**6**	**124**	**0.013**	**0.013**	**0.026**
16:00-17:00	**6**	**124**	**0.017**	**0.017**	**0.034**
17:00-18:00	**6**	**124**	**0.011**	**0.011**	**0.022**
18:00-19:00	**6**	**124**	**0.017**	**0.017**	**0.034**
19:00-20:00	**6**	**124**	**0.009**	**0.009**	**0.018**
20:00-21:00	**6**	**124**	**0.008**	**0.008**	**0.016**
21:00-22:00	**6**	**124**	**0.011**	**0.011**	**0.022**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.187**	**0.187**	**0.374**

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

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

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Parameter Summary:

Trip rate parameter range selected:	4 - 349 (units: BEDRMS)
Survey date date range:	14/06/2016 - 14/09/2023
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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Appendix C TRICS Trip Rates PBSA Land Use

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:	RESIDE
Actual Range:	0 to 1100 (units:RESIDE)
Range Selected by User:	0 to 1100 (units:RESIDE)
Parking Spaces Range:	3 - 87

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	03/09/91 to 30/09/24

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:

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

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

Selected survey types:

Manual count	7
Direction ATC Count	0

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 undertaking using machines

Selected Locations:

Edge of Town Centre	7 days

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:

Built-Up Zone	5 days
Residential Zone	2 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	2 days
Servicing vehicles Unknown	5 days

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1	**AD-03-G-03**	**STUDENT FLATS**	**ABERDEEN CITY**

JOHN STREET
ABERDEEN
WOOLMANHILL
Edge of Town Centre
Built-Up Zone
Site area: 2.299999952316284 hect
Survey date: Tuesday 09/10/2001 Survey Type: Manual

2	**DV-03-G-04**	**STUDENT ACCOMMODATION**	**DEVON**

BONHAY ROAD
EXETER
Edge of Town Centre
Residential Zone
Site area: 0.3799999952316284 hect
Survey date: Thursday 28/11/2013 Survey Type: Manual

3	**GM-03-G-02**	**STUDENT FLATS**	**GREATER MANCHESTER**

THYNNE STREET
BOLTON
ROSE HILL
Edge of Town Centre
Built-Up Zone
Site area: 1 hect
Survey date: Monday 04/10/2004 Survey Type: Manual

4	**HM-03-G-01**	**STUDENT FLATS**	**HAMMERSMITH AND FULHAM**

PADDENSWICK ROAD
HAMMERSMITH
Edge of Town Centre
Residential Zone
Site area: 0.2199999988079071 hect
Survey date: Thursday 31/10/2019 Survey Type: Manual

5	**KS-03-G-01**	**STUDENT FLATS**	**KIRKLEES**

KINGS MILL LANE
HUDDERSFIELD
ASPLEY
Edge of Town Centre
Built-Up Zone
Site area: 2.299999952316284 hect
Survey date: Wednesday 13/09/2006 Survey Type: Manual

6	**KS-03-G-02**	**STUDENT FLATS**	**KIRKLEES**

BANKFIELD ROAD
HUDDERSFIELD
FOLLY HALL
Edge of Town Centre
Built-Up Zone
Site area: 0.05999999865889549 hect
Survey date: Friday 03/11/2006 Survey Type: Manual

7	**SW-03-G-01**	**STUDENT ACCOMMODATION**	**SWANSEA**

THE KINGSWAY
SWANSEA
Edge of Town Centre
Built-Up Zone
Site area: 0.4000000059604645 hect
Survey date: Wednesday 19/10/2022 Survey Type: Manual

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

Total Vehicles

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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**	**241**	**0.000**	**0.000**	**0.000**
07:00-08:00	**7**	**252**	**0.007**	**0.007**	**0.014**
08:00-09:00	**7**	**252**	**0.027**	**0.016**	**0.043**
09:00-10:00	**7**	**252**	**0.011**	**0.018**	**0.029**
10:00-11:00	**7**	**252**	**0.013**	**0.020**	**0.033**
11:00-12:00	**7**	**252**	**0.015**	**0.016**	**0.031**
12:00-13:00	**7**	**252**	**0.021**	**0.020**	**0.041**
13:00-14:00	**7**	**252**	**0.016**	**0.013**	**0.029**
14:00-15:00	**7**	**252**	**0.013**	**0.019**	**0.032**
15:00-16:00	**7**	**252**	**0.024**	**0.018**	**0.042**
16:00-17:00	**7**	**252**	**0.022**	**0.029**	**0.051**
17:00-18:00	**7**	**252**	**0.020**	**0.027**	**0.047**
18:00-19:00	**7**	**252**	**0.018**	**0.019**	**0.037**
19:00-20:00	**3**	**159**	**0.011**	**0.013**	**0.024**
20:00-21:00	**3**	**159**	**0.008**	**0.006**	**0.014**
21:00-22:00	**1**	**241**	**0.000**	**0.004**	**0.004**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.226**	**0.245**	**0.471**

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

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

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Parameter Summary:

Trip rate parameter range selected:	0 - 1100 (units: RESIDE)
Survey date date range:	09/10/2001 - 19/10/2022
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Total People

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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**	**241**	**0.000**	**0.000**	**0.000**
07:00-08:00	**7**	**252**	**0.012**	**0.019**	**0.031**
08:00-09:00	**7**	**252**	**0.038**	**0.195**	**0.233**
09:00-10:00	**7**	**252**	**0.043**	**0.195**	**0.238**
10:00-11:00	**7**	**252**	**0.082**	**0.179**	**0.261**
11:00-12:00	**7**	**252**	**0.122**	**0.115**	**0.237**
12:00-13:00	**7**	**252**	**0.126**	**0.137**	**0.263**
13:00-14:00	**7**	**252**	**0.152**	**0.232**	**0.384**
14:00-15:00	**7**	**252**	**0.127**	**0.154**	**0.281**
15:00-16:00	**7**	**252**	**0.163**	**0.130**	**0.293**
16:00-17:00	**7**	**252**	**0.198**	**0.142**	**0.340**
17:00-18:00	**7**	**252**	**0.178**	**0.116**	**0.294**
18:00-19:00	**7**	**252**	**0.144**	**0.105**	**0.249**
19:00-20:00	**3**	**159**	**0.229**	**0.111**	**0.340**
20:00-21:00	**3**	**159**	**0.269**	**0.088**	**0.357**
21:00-22:00	**1**	**241**	**0.029**	**0.033**	**0.062**
22:00-23:00					
23:00-00:00					
Total Rates:			**1.912**	**1.951**	**3.863**

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

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Parameter Summary:

Trip rate parameter range selected:	0 - 1100 (units: RESIDE)
Survey date date range:	09/10/2001 - 19/10/2022
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Cyclists

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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**	**241**	**0.000**	**0.000**	**0.000**
07:00-08:00	**7**	**252**	**0.000**	**0.001**	**0.001**
08:00-09:00	**7**	**252**	**0.001**	**0.001**	**0.002**
09:00-10:00	**7**	**252**	**0.000**	**0.001**	**0.001**
10:00-11:00	**7**	**252**	**0.000**	**0.001**	**0.001**
11:00-12:00	**7**	**252**	**0.001**	**0.000**	**0.001**
12:00-13:00	**7**	**252**	**0.001**	**0.000**	**0.001**
13:00-14:00	**7**	**252**	**0.001**	**0.001**	**0.002**
14:00-15:00	**7**	**252**	**0.001**	**0.001**	**0.002**
15:00-16:00	**7**	**252**	**0.001**	**0.001**	**0.002**
16:00-17:00	**7**	**252**	**0.000**	**0.000**	**0.000**
17:00-18:00	**7**	**252**	**0.001**	**0.001**	**0.002**
18:00-19:00	**7**	**252**	**0.000**	**0.000**	**0.000**
19:00-20:00	**3**	**159**	**0.002**	**0.000**	**0.002**
20:00-21:00	**3**	**159**	**0.002**	**0.002**	**0.004**
21:00-22:00	**1**	**241**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.011**	**0.010**	**0.021**

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

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Parameter Summary:

Trip rate parameter range selected:	0 - 1100 (units: RESIDE)
Survey date date range:	09/10/2001 - 31/10/2019
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

OGVs

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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**	**241**	**0.000**	**0.000**	**0.000**
07:00-08:00	**7**	**252**	**0.000**	**0.000**	**0.000**
08:00-09:00	**7**	**252**	**0.000**	**0.000**	**0.000**
09:00-10:00	**7**	**252**	**0.001**	**0.001**	**0.002**
10:00-11:00	**7**	**252**	**0.001**	**0.001**	**0.002**
11:00-12:00	**7**	**252**	**0.001**	**0.001**	**0.002**
12:00-13:00	**7**	**252**	**0.000**	**0.000**	**0.000**
13:00-14:00	**7**	**252**	**0.000**	**0.000**	**0.000**
14:00-15:00	**7**	**252**	**0.001**	**0.001**	**0.002**
15:00-16:00	**7**	**252**	**0.000**	**0.000**	**0.000**
16:00-17:00	**7**	**252**	**0.000**	**0.000**	**0.000**
17:00-18:00	**7**	**252**	**0.000**	**0.000**	**0.000**
18:00-19:00	**7**	**252**	**0.000**	**0.000**	**0.000**
19:00-20:00	**3**	**159**	**0.000**	**0.000**	**0.000**
20:00-21:00	**3**	**159**	**0.000**	**0.000**	**0.000**
21:00-22:00	**1**	**241**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.004**	**0.004**	**0.008**

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

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Parameter Summary:

Trip rate parameter range selected:	0 - 1100 (units: RESIDE)
Survey date date range:	09/10/2001 - 13/09/2006
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Pedestrians

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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**	**241**	**0.000**	**0.000**	**0.000**
07:00-08:00	**7**	**252**	**0.002**	**0.008**	**0.010**
08:00-09:00	**7**	**252**	**0.011**	**0.141**	**0.152**
09:00-10:00	**7**	**252**	**0.029**	**0.142**	**0.171**
10:00-11:00	**7**	**252**	**0.063**	**0.130**	**0.193**
11:00-12:00	**7**	**252**	**0.093**	**0.080**	**0.173**
12:00-13:00	**7**	**252**	**0.086**	**0.104**	**0.190**
13:00-14:00	**7**	**252**	**0.111**	**0.185**	**0.296**
14:00-15:00	**7**	**252**	**0.102**	**0.114**	**0.216**
15:00-16:00	**7**	**252**	**0.115**	**0.090**	**0.205**
16:00-17:00	**7**	**252**	**0.148**	**0.095**	**0.243**
17:00-18:00	**7**	**252**	**0.130**	**0.079**	**0.209**
18:00-19:00	**7**	**252**	**0.108**	**0.075**	**0.183**
19:00-20:00	**3**	**159**	**0.149**	**0.076**	**0.225**
20:00-21:00	**3**	**159**	**0.187**	**0.063**	**0.250**
21:00-22:00	**1**	**241**	**0.029**	**0.029**	**0.058**
22:00-23:00					
23:00-00:00					
Total Rates:			**1.363**	**1.411**	**2.774**

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

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

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Parameter Summary:

Trip rate parameter range selected:	0 - 1100 (units: RESIDE)
Survey date date range:	09/10/2001 - 19/10/2022
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Public Transport Users

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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**	**241**	**0.000**	**0.000**	**0.000**
07:00-08:00	**7**	**252**	**0.000**	**0.004**	**0.004**
08:00-09:00	**7**	**252**	**0.001**	**0.034**	**0.035**
09:00-10:00	**7**	**252**	**0.003**	**0.034**	**0.037**
10:00-11:00	**7**	**252**	**0.005**	**0.021**	**0.026**
11:00-12:00	**7**	**252**	**0.007**	**0.014**	**0.021**
12:00-13:00	**7**	**252**	**0.010**	**0.011**	**0.021**
13:00-14:00	**7**	**252**	**0.017**	**0.025**	**0.042**
14:00-15:00	**7**	**252**	**0.008**	**0.012**	**0.020**
15:00-16:00	**7**	**252**	**0.014**	**0.012**	**0.026**
16:00-17:00	**7**	**252**	**0.019**	**0.004**	**0.023**
17:00-18:00	**7**	**252**	**0.019**	**0.006**	**0.025**
18:00-19:00	**7**	**252**	**0.016**	**0.006**	**0.022**
19:00-20:00	**3**	**159**	**0.067**	**0.019**	**0.086**
20:00-21:00	**3**	**159**	**0.071**	**0.017**	**0.088**
21:00-22:00	**1**	**241**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.257**	**0.219**	**0.476**

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

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

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Parameter Summary:

Trip rate parameter range selected:	0 - 1100 (units: RESIDE)
Survey date date range:	09/10/2001 - 19/10/2022
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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Appendix D Move In /Move Out Strategy

Transport Statement

Weston Hall & Pendulum Hotel

iQ Student Accommodation

SLR Project No.: 410.067113.00001

9 December 2025

iQ Weston Hall - Student Move in and Move out

Framework Strategy

The site previously accommodated a student accommodation block and therefore student arrival and departure activity is part of the established pattern of travel behaviour on the local road network. Measures that will be employed to ensure minimum disruption to the operation of the highway network during these arrival and departure periods are detailed as follows:

- iQ would communicate effectively with the Students on the process of Moving In and Moving Out
- Students are asked to complete an online pre-arrival questionnaire prior to moving into the property. This questionnaire will prompt them to select an arrival date and time,
- Limiting the number of arrival slots to a specified number of students, enabling iQ manage the number of people arriving at one time,
- Residents will be asked to move cars to nearby car parks once vehicles are unloaded,
- Providing students with a list of local short and long stay car parks to prevent congestion. This will include the Circle Square multi-storey car park with 1018 spaces which is within 250m of the site and the Q-Park Piccadilly Gardens car park with 712 spaces is approximately 740m from the site,
- Employing additional staff for the busy move-in periods to ensure everyone arriving is given a personal welcome and any questions are answered immediately,
- Assigning certain staff to the specific role on luggage handling to ensure customer belongings are taken to their room as quickly as possible.
- Assigning staff to parking and traffic management duties to ensure local routes are not disrupted,
- iQ will be operating a paperless check in (using the IQ app) system to make the process even easier,
- As their stay at the site nears an end, students will be able to choose the date and time for their preferred check out through reception. A member of the operations team will meet the student at their room at their confirmed check out time and they will jointly undertake an end of tenancy inspection before returning to reception to complete the check-out procedures.

- Students who are temporarily checking out with the intention of returning to a future booking will be able to store items within the property (subject to space availability). This will reduce the loading associated with moving out.

- Additionally, at the end of the year, although tenancy periods will end formally on the same day, students will often leave once their examination results are known and these will be announced to varying timetables. As a result, traffic or parking disruption during check out is minimal.

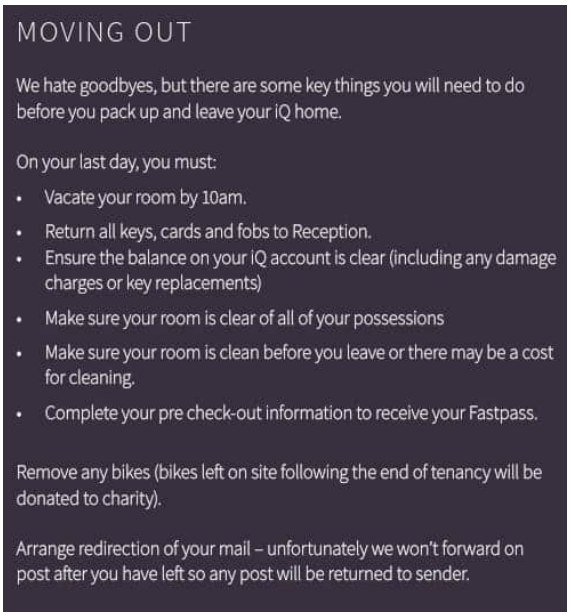
- There are a variety of locations where drivers can Park up ready to offload luggage and goods for moving in. These include Parking Bays on Sackville Street and the single yellow lines or the loading bays on Charles Street.

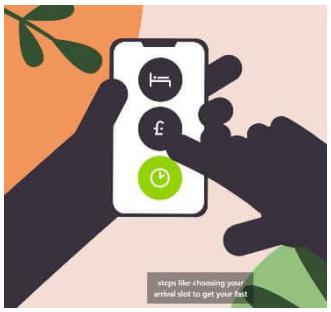
- Prior to the Move In Move Out days iQ would engage with MCC in the timing and on street strategy. If necessary temporary TROs will be used to keep space free for that activity.

- iQ staff will control that space and encourage drivers to quickly drop off the

- MCC Highways Department will be provided with contact details for a member of the management team should an issue arise.

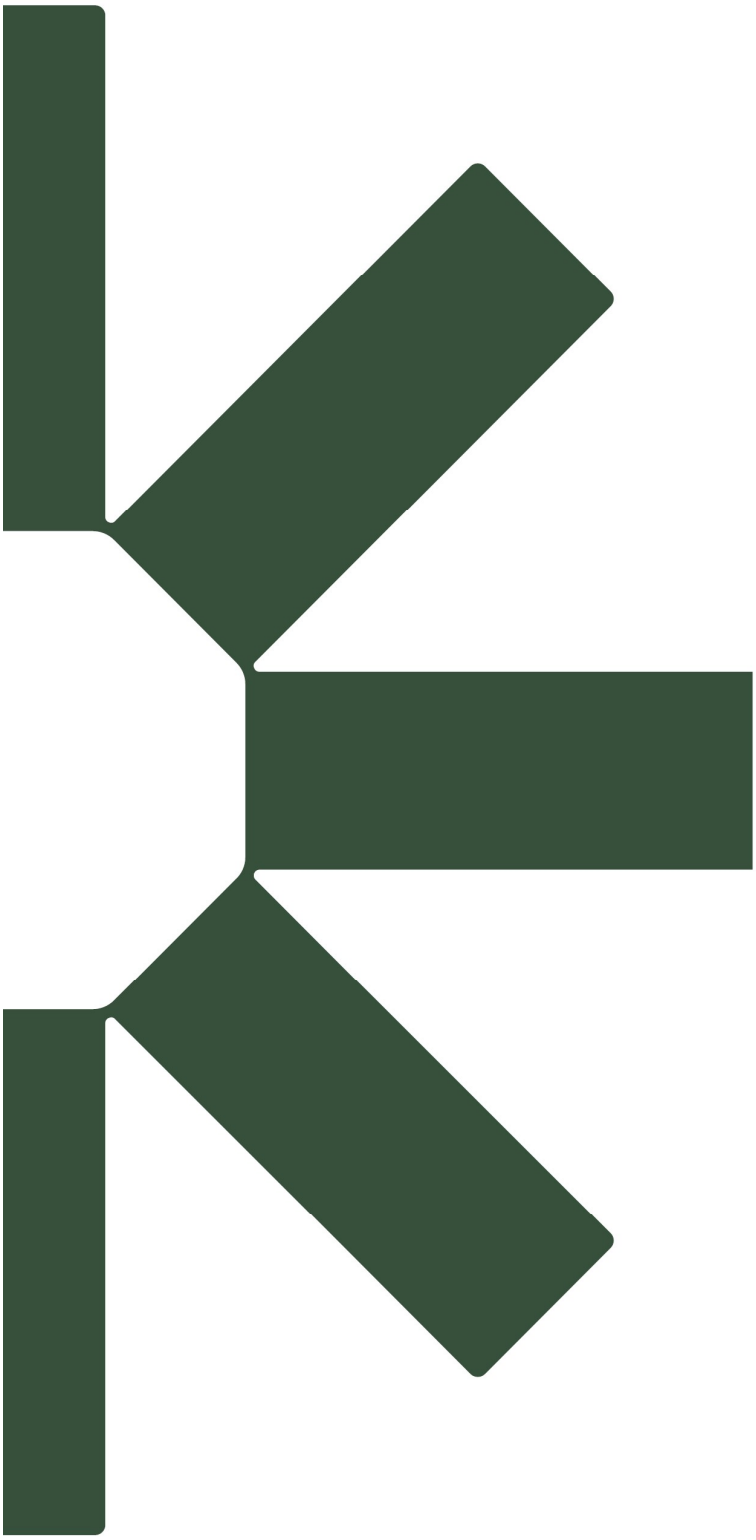
Extracts from iQ Student Handbook & Facebook Page











Making Sustainability Happen